

2001/02 Annual Plan

Vol. I

Submissions

Annual Plan Submissions

Note: Those submitters identified in bold type have expressed a desire to be heard in support of their submissions.

1. Norm Morgan	Acquisition of TranzMetro, Kick start funding, Water integration, effectiveness of submission process
2. Steve Ritchie	Bus service for Robson Street and McManaway Grove , Stokes Valley
3. Nicola Harvey	Acquisition of TranzMetro, Kick start funding, Water integration, Marine conservation project for Lyall Bay
4. Alan Waller	Rates increases, upgrade to Petone Railway Station
5. John Davis	Acquisition of TranzMetro, Water integration, MMP for local government, Emergency management
6. Wellington City Council	Floodplain management funding policy
7. Kapiti Coast Grey Power Assn Inc	Annual Plan presentation, acquisition of TranzMetro, Kick start funding, rates, operating expenditure, financial management, land management, Parks and Forests, Investment in democracy,
8. John Mcalister	Acquisition of TranzMetro, Kick Start funding, Water integration, water supply in the Wairarapa
9. Hutt 2000 Limited	Installation of security cameras in Bunny Street Lower Hutt
10. Walk Wellington	Inclusion of walking in Regional Land Transport Strategy
11. Hugh Barr	Acquisition of TranzMetro, Kick Start funding, Water integration, public access to Water collection areas

12. Porirua City Council	Bulk Water levy, Transparency of Transport rate, support for Friends of Maara Roa, environmental management and Biodiversity
13. Keep Otaki Beautiful	Otaki Bus Shelter
14. Barney Scully	Cobham Drive Waterfront/Foreshore
15. Upper Hutt City Council	Acquisition of TranzMetro, Water Integration, Hutt River Floodplain Management
16. Wairarapa Green Issues Network	Acquisition of TransMetro, Rick start funding, environmental education, rail services, biodiversity
17. Tawa Progressive and Ratepayers Assn Inc	Suburban rail network, western corridor, water integration
18. Hutt Valley District Health Board	Environmental management performance indicators, Regional water supply
19. Queen Elizabeth II National Trust	Care groups, sustainable land Management, pest management, biodiversity, Wairarapa Wetland Park
20. Upper Otaki River landowners	Erosion in Otaki River
21. Wellington Labour Local Body Committee	Relationship with Iwi, Environmental management, regional transport, acquisition of TranzMetro, regional Water supply, Land management, flood protection, Parks and Forests, Regional Stadium, investments, investing in democracy
22. Mayor John Terris	Security in Bunny Street Lower Hutt
23. NZ Historic Places Trust	Rimutaka Incline, heritage

24. Cycle Aware Wellington		Regional cycling strategy, cycle path maps, carriage of cycles on public transport
25. Chris Horne		Regional Land Transport Strategy, Kyoto Protocol
26. Tararua Club	Tramping	Annual plan presentation, investments, environmental management, regional transport, regional water supply, land management, Parks & Forests, Regional Stadium, financial tables
27. Wellington Museum	Tramway	Railway station north of MacKay's Crossing
28. Wellington Society	Botanical	Land management, biodiversity, Akura Nursery, environmental education
29. Kathy Spiers		Access to Paraparaumu station
30. Te Runanga Te Ati Awa ki Whakarongotai		Catchment management in Waikanae River, Queen Elizabeth Park
31. Tawa Community Board		Park and rides
32. Philip Tomlinson		Rates, public transport, Kick start funding, water integration
33. Normandale Residents Assn		Environment management, Regional Transport, regional water supply, flood protection, Parks and Forests
34. Waiwhetu Working Group	Stream	Waiwhetu Stream Action Plan

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Lloyd Bezett

From: Marie Martin
Sent: Thursday, 26 April 2001 08:33
To: Kristine Scherp; Lloyd Bezett
Subject: FW: Annual Plan 2001 Update - Consultation Submission

SUBMITTERS NAME: Norm Morgan
CONSTITUENCY: Lower Hutt

KEY ISSUE 1: Potential Acquisition with a Private Sector Partner, of Tranz Metro (Wellington).
RESPONSE:

KEY ISSUE 2: The extent to which the Council should take advantage of additional kick start funded transport projects.

RESPONSE: I oppose the "kick start" if it includes the building of the Best Street Bridge in Wainuiomata. If built it would only serve a few people in the morning and evening during the working week and would be seldom used otherwise. The main proponent for this bridge has 2 daughters living in separate households on the other side of Black Creek and seems to be motivated for their convenience rather than for the good of the entire community. I do not oppose the bridge if it is shown that there will be a major benefit for the entire 16,000 residents of Wainuiomata rather than about 400 who would only have the luxury of a third exit from their streets.

Some businesses argue that this bridge will enable more customers to frequent their establishments, but there is no specific or marketing data to collaborate this, and the WRC should consider the environmental impact on the banks of Black Creek, and the households nearby, before it recommends bridges regardless of dubious benefits of efficient transport for so few people over short busy periods during weekdays.

It may well be that this may be an efficient route for a bus to take, but what is not known is how many people will forsake the comfort of their cars to get onto a bus and will there really be hoards of people catching a bus to get to the Queen Street businesses. If any of the above queries are unable to be answered, then the WRC should reject the Best Street Bridge proposal and concentrate on a better bus service that would encourage the greater Wainuiomata community to catch buses rather than the stream of over 2,000 cars that leave and come back to this valley each workday using the present main routes and not the 100 or so that reside on the other side of Black Creek.

KEY ISSUE 3: Transfer of the WRC's bulk water assets into a stand alone Water Trust controlled by Wellington City Council, Hutt City Council and the Wellington Regional Council.

RESPONSE: Totally opposed to this and any councilors voting or prompting this are going to pay the price of not being elected again. We have seen the BS with other trusts and especially in Auckland where the Council has lost control of the water resources and power boards.

It does not matter how well the veil of propagand is portrayed that the council will retain control, we do not believe it, and if councils lose control of this important resource, the people lose control over it too. And there are many of us aware of the implications of this proposed jack up. So forget it and get on with what is important and know that we watch any moves to privatise any of our resources or assets.

OTHER ISSUES

RESPONSE: If the WRC wants to succeed and hope to get re-elected, then these issues should be taken seriously, and if it is found that our submissions are not being taken seriously, we have recourse via the courts and parliament to re-correct any failures in democracy.

Wish to be heard at meeting? **NoToHearing**

CONTACT DETAILS

Phone Number:
Fax number:
Email address:
Street address:
City:
Country:

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Amended

②
Amended

SUBMISSION
TO
REGIONAL TRANSPORT COMMITTEE
ON
PROVISION OF BUS SERVICES TO ROBSON STREET & McMANAWAY
GROVE

PRESENTED ON BEHALF OF

LOCAL RESIDENTS GROUP
BY
STEVE RITCHIE

Who we are

We are the residents of Robson Street and McManaway Grove. We are part of a community consisting of six streets, with an estimated population of around 700 people.

Where is Robson Street and McManaway Grove?

These streets are at the top of the hill on the left hand side of Stokes Valley just as you come into the entrance. This hill is one of the steepest streets in Hutt City, with the Mayor having stated that the terrain makes it a special needs case. The road climbs approximately 700 feet in just 1 kilometre.

The nearest public transport to the Streets around Robson Street is a bus stop 1 km down the hill and another .75 kilometre further along on the flat.

What we want (Stakeholders request)

We would like a bus service. Whether it is provided directly by The Regional Council or whether the function is contracted out is unimportant.

We have polled a large number of local residents to determine the level of support, and potential use of a Bus service. We also asked what use they would put the service to. The results are:

1. 100% of people spoken to supported a Bus service on our hill
2. 70% of residents said one or more people in the house would use the service. Therefore there could be around 500 people who would use the Bus.
3. Potential usage frequency varies from occasional to daily
4. Types of Bus service needs break down as;
 - a. 35% College students
 - b. 32% Commuting to and from work
 - c. 33% A combination transport to the Shops, Work recreation and general use.

Many people surveyed said they believed there was a Bus service on the hill when they moved here. Either they had been told there was a Bus service, or they had seen Bus stop signs and assumed there was a public Bus service. Many also asked why we shouldn't have a Bus route when Holborn has one.

A schedule should be considered that allows for the following;

- Travel of college pupils to and from school
- Commuters travelling to and from work, including connecting with Rail services
- Travel to shops or public amenities

We have been asking for a bus service for 9 months. We have offered to help conduct a survey to try and determine potential usage.

We pay rates to the Wellington Regional Council for the provision of public transport. To date as stakeholders and potential users we have met rejection out of hand.

The Wellington Regional Council Land transport Strategy paper for 1999-2004 says that stakeholders have been consulted as to their needs.

This report claims that user's groups were consulted. We have not been consulted. Our attempts to enter into discussions have proved fruitless, is this because we are not users?

The School bus service

There is no size restriction on buses coming up this hill. A School bus service for primary school children has existed for the last 20 years, with buses of all sizes making the journey around our hill with ease. There are existing bus stops.

This bus service goes around the hill once in the morning and once in the afternoon, to pick up primary school children.

While we have had the offer of making this service available to all residents instead of just primary school children there are several issues which make this proposition unsatisfactory:

- The bus comes at the wrong time for College students,
- The service is too late in the morning to use as transport to work,
- The service goes through too early in the afternoon to use as transport home from work,
- Someone using the school bus to go shopping would have to wait most of the day before being able to get home,

- The school bus has an irregular arrival time in the morning. Children sometimes have to wait outside for up to 20 minutes and often arrive late at school,
- The service doesn't run during school holidays

We have a number of single car families and college pupils that have to walk up and down this hill each day because we don't have the same services as many other similar areas. Holborn Drive and Brooklyn West both have a bus route and are similar in terrain or size to the Manor Drive hill.

WRC Policy?

WRC has a stated aim of wanting to "Make public transport an easier choice in the valley", (see page 42 of Toward a greater Wellington Vol. 1)

The WRC wanted to consult with Stakeholders/user groups but didn't consult with potential users.

The Strategy document states that a five yearly review of Stokes Valley bus services was due toward the end of 2000. Has this been started?

The WRC also wants to reduce the traffic levels using the main arterial route into Wellington but hasn't provided a transport option for commuters living on the Robson Street hill.

Conclusion

We ask that the Wellington Regional Transport Committee give consideration to providing a regular and scheduled service for the Manor Drive hill area, and that the service levels are in line with that provided to Holborn Drive residents.

Contact details
Steve Ritchie
17 Robson Street
Stokes Valley
Ph 5637223
Mobile 021 423501

Lloyd Bezett

From: Margaret McLachlan
Sent: Monday, 14 May 2001 08:55
To: Lloyd Bezett
Subject: FW: Annual Plan 2001 Update - Consultation Submission

-----Original Message-----

From: WRCwebsite@wrc.govt.nz [SMTP:WRCwebsite@wrc.govt.nz]
Sent: Friday, 11 May 2001 16:43
To: INFO@wrc.govt.nz
Subject: Annual Plan 2001 Update - Consultation Submission

SUBMITTERS NAME: Nicola Harvey
CONSTITUENCY: Porirua

KEY ISSUE 1: Potential Acquisition with a Private Sector Partner, of Tranz Metro (Wellington).

RESPONSE: I support nationalisation of the railways, even if this is bound to result in some economic loss. I do feel the council needs to have a stake in the railway and would be appalled if it did not take a strong stance in this.

KEY ISSUE 2: The extent to which the Council should take advantage of additional kick start funded transport projects.

RESPONSE: No Transmission Gully thanks. I do not see how this will "solve" the almighty problem of road transport in/out of Wellington. Please focus on upgrading the present road system ie traffic lights at the Mana roundabout and widening the road in select places like presently being done at Pukerua Bay area.

KEY ISSUE 3: Transfer of the WRC's bulk water assets into a stand alone Water Trust controlled by Wellington City Council, Hutt City Council and the Wellington Regional Council.

RESPONSE: I'm not sure but please do not make any steps with the agenda of privatising the water in the future as there will be a massive objection.

OTHER ISSUES

RESPONSE: Please loan funds to help the setting up of the proposed Marine Conservation project for Lyall Bay as I feel that this will be very valuable for conservation, education and the long term economic benefits of helping to attract more tourists to the Wellington area.

Wish to be heard at meeting? NoToHearing

CONTACT DETAILS

Phone Number: 04 233 6191

Fax number: n/a

Email address: nikki_harvey@hotmail.com

Street address: 19a Makora Grove

City: Porirua

Country: N.Z

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Lloyd Bezett

From: Marie Martin
Sent: Wednesday, 9 May 2001 08:16
To: Lloyd Bezett
Subject: FW: proposed rates hike

Marie Martin
Communications Officer
Wellington Regional Council
04 381 7720

-----Original Message-----

From: aw [SMTP:aw@zfree.co.nz]
Sent: Tuesday, 8 May 2001 21:28
To: info@wrc.govt.nz
Subject: proposed rates hike

I would like to send this submission to WRC Draft Annual Plan
Why is it for the second year in a row Ratepayers are being subjected to a rates
hike,i draw your attention to this weeks Hutt News 8/05/01 property values have dropped
on average 1.7% in the hutt valley but you have hiked your river rate 3.48% an increase
nearly four times higher than any other city or district in the region.Was the threat
of legal action by the Wellington CC last year enough to scare the WRC to now load
the rates hikes on to hutt city ratepayers. I would appreciate a reply.
Yours Faithfully Alan Waller 21 TeMome Rd Lower Hutt 04/9386064 aw@zfree.co.nz

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Lloyd Bezett

From: Marie Martin
Sent: Wednesday, 9 May 2001 08:17
To: Lloyd Bezett
Subject: FW: petone station

Marie Martin
Communications Officer
Wellington Regional Council
04 381 7720

-----Original Message-----

From: aw [SMTP:aw@zfree.co.nz]
Sent: Tuesday, 8 May 2001 22:05
To: info@wrc.govt.nz
Subject: petone station

A submission to your annual plan please. I am still trying to work out why is it that ratepayers have to pay for a new Railway Station at Petone wasn't TransRail Privatised back in 1993, because of the stupidity of the last National Government ie privatising Rail why does the ratepayer now get hit in the pocket because of the past stupidity of politicians.
Yours Faithfully Alan Waller 21 TeMome Rd Lower Hutt 04/9386064 aw@zfree.co.nz

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Helen Plant

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From: aw [j.waller@paradise.net.nz]
Sent: Saturday, 19 May 2001 10:22
To: marg.shields@xtra.co.nz; robert.shaw@xtra.co.nz; dwerry@xtra.co.nz; rosemarie thomas; j.allen@clear.net.nz; stuart.macaskill@wrc.govt.nz; info@wrc.govt.nz
Cc: emqueen@tranzrail.co.nz; tmcdavitt@paradise.net.nz; laidlaw; Chris Turver; rlong@voyager.co.nz; buchanji@xtra.co.nz
Subject: annual rates increase

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Net worth continues

decline

19 May 2001

The net worth of New Zealand households fell for the fifth consecutive quarter in March 2001 supporting arguments that the central bank need not worry about inflationary pressures.

According to the latest WestpacTrust household savings indicators over the quarter ended March 2001, household net worth fell by \$400 million.

"It is now \$4 billion or 1.9 percent lower than a year ago," the bank said in a statement.

"Declining net wealth, weak asset prices and slow borrowing is not an environment in which the Reserve Bank need worry about a burst of persistent inflation," WestpacTrust chief economist Adrian Orr said.

On Wednesday the central bank cut the official cash rate (OCR), its main inflation-fighting tool, by quarter of a percentage point to 5.75 percent. The move sparked a round of home loan interest rate reductions even though the Bank warned against expecting further OCR cuts.

"The continued decline in household net worth over the past year continues to suggest a reasonably subdued domestic spend over 2001. Although we still anticipate a rise in consumer spending over 2001, it will be well below the growth rates experienced in the mid 1990s," Mr Orr said.

Despite the fall in total net worth, financial net worth, which excludes housing assets and liabilities, rose \$1 billion in the quarter.

Alex Sundakov, director of the Institute of Economic Research which helps with the data, said with net worth declining, debt levels high, and house prices only keeping pace with inflation, it is not surprising that growth in household borrowing was declining.

WestpacTrust said low inflation expectations, weak population growth and high debt burdens were slowing the drive for residential investment and hence house price growth.

But growth in other assets continued to rise.

Over the year ended March 2001, managed funds' assets rose in value by \$1.2 billion or 3.2 percent. The amount of deposits and cash held at financial institutions rose by \$1.8 billion or 4.4 percent.

The value of housing however declined \$2.5 billion or 1.4 percent.

Please keep in mind when setting rates increases. This is a Submission to your Annual Plan
aw@paradise.net.nz <mailto:aw@paradise.net.nz>

Submissions re Annual Plan (+ 10 Year Plan) (5)

11 May 2001

Wellington Regional Council

Annual plan 2001-2002

1. The council should not acquire Trans-Metro unless all public transport is acquired and run as a whole.
2. I believe I've already commented that bulk water supply should not be transferred to a trust - it should remain a local government, and fully a community-run, concern, by fully elected representatives.
3. All people in a region should be represented equally - one person one vote - perhaps MMP should be applied to local government with no special seats or representation for any person or group - but MMP with members elected by the total vote for each group whose list should be voted for before by registered electors. Small groups would have to combine.

14 MAY 2001

4. Availability of plant and skilled operator & direction in an emergency. The WRC should produce a possible scenario on what could be done to open roads and communications and immediately removing or making safe damaged or collapsed buildings where possible. The demise of the Ministry of Works and Development has not been made good yet in these matters.

FILE REF.	
G/4/1/3	
NAME	Int/Date
Heckel	
TO ACTION	

John E Davis

JOHN E DAVIS

8 Fortunatus St
Wellington 6002

67123

12 April 2001

WELLINGTON REGIONAL COUNCIL
20 APR 2001

N 3.1328

Mr Alistair Cross
The Hutt River Floodplain Advisory Committee
Wellington Regional Council Flood Protection
FREEPOST 3 156
PO Box 11 646
WELLINGTON

B. Paul
A. Cross
Helen
Wood

Dear Mr Cross

**HUTT RIVER FLOODPLAIN MANAGEMENT PLAN CONSULTATION
DRAFT**

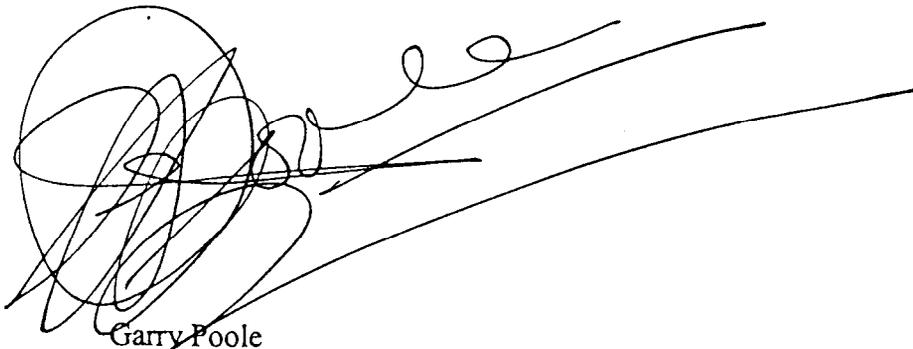
SUBMISSION BY WELLINGTON CITY COUNCIL

I attach Wellington City Council's submission on the Hutt River Floodplain Management Plan Consultation Draft.

Your full consideration of the matters raised is appreciated.

Please inform me of any opportunity to speak to this submission at your May workshop.

Yours sincerely



Garry Poole
CHIEF EXECUTIVE .

160911

Hutt River Floodplain Management Plan Consultation Draft.

Submission of Wellington City Council

1. INTRODUCTION

Wellington City Council (WCC) endorses Wellington Regional Council's (WRC) response to local community concerns over flood protection in the Hutt Valley. The makeup of the Hutt River Floodplain Management Advisory Committee (HRFMAC) is appropriate, in that it represents beneficiaries and stakeholders of the existing and proposed works.

While it represents the beneficiaries and stakeholders, it does not, however, represent at all those paying most for the benefits of flood protection works in the Region, that is the residents of Wellington City. So whereas WRC has appropriately identified and included the beneficiaries of this particular flood protection project in the Advisory Committee, it has also decided to pass much of the cost burden to communities that it did not consider sufficiently affected by the projects outcomes to warrant inclusion. The point being made is not to include communities such as Wellington and Porirua Cities on the Advisory Committee, but that these communities are not substantial beneficiaries and therefore should not bear substantial costs.

Analysis reveals that Wellington City ratepayers will fund about one third of the total costs of WRC flood protection works each year. This is more than the residents of Hutt and Upper Hutt combined, who will only pay 27% of the annual costs. The proposed Hutt River Floodplain Management Plan will incrementally add to this burden.

Wellington City Council, on behalf of its citizens, wants to communicate to WRC that this is unfair, has no credible logic and has the appearance of opportunistic burden shifting to a captive community.

The Hutt River Floodplain Management Plan Consultation Draft analysis of benefits confines them almost entirely to benefits arising on the floodplain. WCC agrees with this analysis and asks that it be applied to Flood Protection in general. The Consultation Draft, however, is at odds with WRC's Funding Policy and how the Regional Council intends to fund the project. This is because the Advisory Committee does not ascribe significant benefits at the regional level in the Consultation Draft.

The purpose of this submission is therefore to appeal to WRC to consider the Advisory Committees own analysis and allocate costs in a way that is:

- Fair
- Transparent
- Efficient, in that those determining the level of investment do so in the knowledge that they will pay for the benefits they receive.

2. FLOOD PROTECTION AND WRC FUNDING POLICY

Page 143 of the Consultation Draft deals with funding the floodplain management plan. This, however, only summarises the current WRC Funding Policy, which says that 50% will be funded from the area adjacent to the works, as defined by their local authority borders, and 50% from the region as a whole. The Funding Policy must therefore be considered in dealing with flood protection funding.

Funding policies are a requirement of s 1220 of the Local Government Act. The act requires what has become known as the “three-step process” in making significant funding decisions, in order to make these decisions transparent. The steps are:

- i) To derive an allocation of costs based on the distribution of benefits, across the community and across time.
- ii) To apply any reasonable, relevant and lawful policy considerations, such as fairness and ability to pay, to modify the step-1 allocation.
- iii) To implement the step-2 allocation, using lawful, transparent, effective and efficient funding mechanisms.

WCC makes the following comments on WRC’s implementation of the 3-step process:

2.1 Step-1 Allocation

WRC’s step-1 (s 122E 1a) cost allocation, based purely on distribution of benefits, is as follows:

Floodplain Residents	60%-70% -	Those whose properties are prone to flooding. Presumably residents and businesses near the river and spillways.
Infrastructure Owners	15%-20% -	Those whose infrastructure is at risk from flooding, e.g utility companies, national and local road owners, local authorities.
Economic Catchment	10%- 15% -	“Area adjacent to the floodplain”. Step-3 uses the immediate local authority as a proxy for this, i.e. Hutt and Upper Hutt.
Region	0%- 10% -	The Wellington Region.

Floodplain Residents

The majority of the benefits (60%-70%) are ascribed to floodplain residents, presumably including businesses.

The Regional Council has the ability to assess levels of risk within the floodplain according to position on the river and altitude. This would identify the beneficiaries directly. WRC have stated, however, that this task is relatively difficult for what benefit it delivers. This position is based on advice received several years ago, that stated the cost of the analysis was too large compared with the sums to be allocated. WCC disagrees with this position, as it:

- i) Implies that WRC does not have a true picture of the benefits delivered by millions of dollars of flood protection.
- ii) Further implies that no thorough cost/benefit study has been carried out, otherwise WRC would know what properties are threatened by what level of flood.
- iii) Suggests that new topographical information is required. This information is available, relatively easy to obtain and does not need to be applied at a fine degree of detail to greatly improve the identification of beneficiaries.

If WRC maintains that this exercise is too difficult, WCC will willingly provide advice on how to do it.

WRC have acknowledged that flood protection works increase the value of properties they protect. When others, outside the protected area, pay for the works, a wealth transfer occurs from those paying to those benefiting. WRC acknowledge this also, but do not appear to let it affect their cost allocation. It is likely to be a contributing factor to why the locally based Hutt River Floodplain Management Advisory Committee recommended spending almost twice as much as the wider Regional Council finally approved.

Infrastructure owners

Infrastructure owners are allocated 15% to 20%. While many of these are not usually rateable under legislative settings, or due to their absence from the valuation roll, they are also correctly identified as beneficiaries. The lower percentage of benefits ascribed to this group is appropriately lower than that for floodplain residents.

Economic catchment

Benefits to the “economic catchment” (10% to 15%) are less obvious. Businesses located on the floodplain would be more at risk due to material losses, as well as interruption of supply of inputs, in comparison to those near the area, which might only have input supplies interrupted.

For this reason floodplain located businesses should be covered under floodplain residents above. Benefits to those in the economic catchment “adjacent” to the floodplain have also not been rigorously assessed.

At face value the WRC range of 10%-15% appears too high. Losses to businesses not directly affected by flooding will be interruptions to input supplies, e.g labour, materials and energy. Losses will equal lost profits, not lost turnover, as costs will also drop during the interruption. Depending on the amounts of fixed and variable inputs, these losses will vary. For example, if

the business has to pay labour costs (i.e. this cost is fixed) even though it is not producing, then losses will be higher than for firms that can vary this cost.

Regional community

Local Government boundaries were radically redesigned in 1989. The boundaries of Local Government regions in New Zealand were largely determined by geophysical characteristics such as floodplains.

Territorial local authorities (city and district councils), on the other hand, were designed to balance community of interest (where parochialism was leading to increasingly smaller units) with economies of scale (which suggested larger units).

The idea of a “regional community” is therefore dubious and appears, in this context, as something of a convenient device to diffuse costs while concentrating benefits.

2.2 Step-2 Allocation

Ability to Pay

The step-2 logic does not appear to be based on any explicit analysis. This is reason for concern, given such large transfers of cost from away from the obvious beneficiaries, to others with low levels of benefits, as identified by WRC’s own step- 1 analysis.

On ability to pay, there is no evidence that the council analysed the ability to pay of regional residents. This is at odds with s 1220 of the Local Government Act, which requires:

“(b) The rationale, in terms of section 122C(1)(d) of this Act, for any allocation of costs including.. . the specific issues of fairness and equity taken into account.”

While Wellington City has higher household incomes than any local authority area in New Zealand, this does not mean that Hutt and other areas cannot afford to pay for flood protection. Average household incomes from the 1996 Census are detailed below

Territorial Local Authority	Average Household Number of Dwellings	
	Income 1996	1996
Wellington	58,409	59,250
Porirua	50,987	14,085
Lower Hutt	47,456	34,140
Upper Hutt	45,836	12,831
Kapiti Coast	39,013	15,415
South Wairarapa	35,354	3,411
Masterton	35,244	8,447
Carterton	35,064	2,514

Shifting, say \$3million of the burden back to the Hutt Valley will only increase average household regional rates by around \$55 per year. This is about one tenth of one percent (0.001) of average household incomes for Hutt and Upper Hutt residences.

Requiring Wellington City ratepayers to pay one third of total flood protection costs, while those living in this particular area of benefit pay only 27%, cannot be reconciled with this analysis.

WRC also acknowledges that shifting the cost to ratepayers outside the floodplain results in a wealth transfer. This is a tacit acknowledgement that benefits are largely contained within the floodplain. This point is then apparently ignored.

Other Regional Considerations

The Regional Council “values all residents and businesses.. . being safe from the risk of flooding.. .”. It is not apparent that this justifies shifting costs to other parts of the region. In fact, shifting costs is likely to promote living in flood-prone areas by shifting the costs of mitigation elsewhere. This is acknowledged, but also appears to be ignored. In order to optimise people’s location decisions, they should face the true costs of those decisions. Artificially lowering the cost, encourages communities to take on more risk and generate further demands for mitigation and remedial expenditures – most of which is to be paid for by other people. The Regional Council appears to ignore this important consideration.

Environmental and Amenity Benefits

This appears reasonable, but should be a mathematical exercise where those costs arising from environmental and amenity aspects of the investment are calculated separately and funded according to a reasonable “who benefits” analysis. The Regional Council has done this with the distribution of costs for the Stadium amenity.

Sense of Community

This is at odds with WRC’s actions where dedicated consultation and representation on advisory boards, in this particular instance, was limited to WRC, Hutt, Upper Hutt and iwi.

Confusion of Funding Policy Process

WRC has continued to assess benefit distributions at step-2 of the 3-step process. This is an incorrect application of the process. All benefits should be assigned at step-1 to form a benefit-based distribution of costs. Step-2 is for applying policy modifiers to that cost allocation. WRC’s approach reduces the transparency of the funding decisions and has the look of wanting to re-litigate what was essentially a reasonable analysis at step- 1.

2.3 Step-3 Allocations

The allocations for flood protection in total are confusing. For instance, 61% of the operating costs come from regional general rate. This is more than the 50%

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the Funding Policy says should come from this source. The Regional Council has explained this anomaly as being due to:

- “1) *Some of the loans relate to a time before the adoption of the 50/50*
- 2) *Planning costs are included and are regionally funded”*

WCC does not accept this as a reasonable justification. If these are factors influencing the final allocation of costs, then the final allocation should be 60/40, not 50/50 as disclosed in the Funding Policy. This leaves the Regional Council three reasonable options:

- i) Amend the Funding Policy
- ii) Reduce the regional general rate funded portion from 61% to 50%.
- iii) Provide a clear explanation of what is really happening.

Please note; while this is an important transparency issue, rectifying it alone will not rectify the unfairness of the allocations.

Regional General Rate vs Regional Works and Services Rates.

The regional general rate should ideally be used to fund activities that deliver benefits evenly across the region. Examples are regional democracy and regional plans.

The Rating Powers Act provides regional councils with specific funding mechanisms for activities delivering benefits at the sub-regional level, specifically “Regional Works and Services Rates” and “Catchment Board Rates”. These rates should fund services with sub-regional benefits.

WRC is clearly capable of fine-tuning the regional rates burden, as demonstrated by the “Stadium Rate” and the “Regional Transport Rates”. Using such imprecise logic and allocations for flood protection is highly inconsistent with these other practices.

Effectiveness Efficiency and Transparency

The objective of step-3 of a Funding Policy is to achieve the step-2 allocation with effective, efficient and transparent funding mechanisms. The current allocation fails in two out of three of these objectives.

- i) Efficiency, in that those receiving the majority of the benefits (and having considerable influence over how much is invested, via the Advisory Committee), bear a minority of the costs. This is evidenced by the Advisory Committee’s recommendation to opt for a much higher level of flood protection than the Regional Council finally proposes to fund.

The investment will encourage over-development on the floodplain at the expense of areas with cheaper overall cost structures.

- ii) Transparency, in that those who pay most, do not understand what they are paying for, while those receiving the benefit are less likely to understand the actual cost

2.4 Level of Investment and Benefit

“Benefit”, in the context of flood protection, is not specifically defined in the WRC Funding Policy. It can reasonably be taken to mean the value of avoidance of loss of life and material loss from uncontrolled flood events.

Placing a value on the avoidance of loss could then take a standard risk management approach where the value of the flood protection works = cost of potential material loss, multiplied by the probability of the flood event. It would also be reasonable to place a value on and add some intangible costs loss for such things as trauma due to flooding events.

WRC propose to build the improved flood protection works to cope, in general, with a 440-year flood event. This assumes a probability of 0.23% (1/440) of a flood event that would test the system to its maximum in any given year. If the operating cost for mitigating this risk \$3,000,000 per annum, it would need to be preventing material damage of \$1.32 billion to be worthwhile, in an insurance sense. This seems excessive as \$1.32 billion equals approximately 14% of the total capital value of Hutt and Upper Hutt cities.

3. CONCLUSION

The way that WRC intends to fund Hutt River floodplain management has little relationship with the analysis of who benefits in the WRC Funding Policy and even less with the more recent Hutt River Floodplain Management Plan.

WRC’s rationale for modifying the allocation of costs, so that Wellington City ratepayers pay one third, is weak, cursory and unfair.

- . WCC emphatically requests HRFMAC and WRC to allocate costs to the actual beneficiaries as they are described in the Consultation draft.

KAPITI COAST GREY POWER ASSOCIATION INC.



P.O. BOX 479 PARAPARAUMU 6450

Affiliated to Grey Power NZ Federation Inc.

The Active Organisation for those 50+



RURU

May 16th 2001.

THE CHAIRMAN AND COUNCILLORS,
WELLINGTON REGIONAL COUNCIL

This submission is on behalf of the Kapiti Coast Grey Power Association Inc. which represents 2,940 older people living in Kapiti.

There are 10,300 persons over 65 on the Kapiti Coast. This group is 24.5% of the population, which is much higher than the national figure of 15.4%, and is growing. As a consequence any rating proposals disproportionately affects this group, whose members are mostly on fixed incomes, many who live alone. As an example 40% of the Waikanae population are over 60, which may translate to 50% of the ratepayers, many of whom are on fixed incomes.

These figures are based on the 1996 census, statistics from KCDC indicate that growth has continued which will be noted in the 2001 Census results.

In response to the WRC's proposed "Towards a Greater Wellington" 10 year Plan 2000 to 2010: 2001 Update which gives the proposed budget increases, Kapiti Coast Grey Power Association Inc. (hereafter referred to as Grey Power) makes the following submissions:

"Towards a Greater Wellington" This document is very professionally presented, with most of the information being comprehensive and easily understood, full credit goes to the compilers.

In going through the document, where comments are made the page number will be given, with paragraphs also numbered to allow ease of reference.

p2. 1.0 Introduction from the Chairman, bullet point 3 : Regarding public transport services, the Chairman states "Improvements to the services and contributions to improved infrastructure. . . have helped towards further increases in patronage".

1.1 This increase in patronage benefits the owners and shareholders of the service, not the people who pay for those improvements. Some reference to "ratepayer funded" improvements to public transport services need to be made.

1.2 Last year a majority of the submissions asked the WRC to cut the proposed Budget increase of 12.5%, however the Council proceeded to put into place it's investment plans, as the Chairman states in the concluding paragraphs of this page. He believes this was the right decision, and in the best interests of the region, in Kapiti this 12.5% increase in Budget resulted in a much higher rate increase, in Waikanae this was approximately 32%. It would be appropriate for the local authorities' average rate increases to be featured here, as well as in the tables on page 16.

2

p3 2.0 Paragraph 8 states that “The plan incorporates two assumptions etc” There is also the assumption that ratepayers have the “ability to pay” the continued extra funding for the public transport vision especially if the suggested \$6million additional revenue from road pricing does not eventuate.

2.1 **Key issues facing Council.** Views are sought on issues, including bullet point one which states “ Council’s potential acquisition of Tranz Metro (Wellington) etc.

2.2 Grey Power is extremely concerned regarding this issue. Currently Auckland ratepayers are considering a \$112 million buy out of a lease for which Tranz Rail pays the **majestic sum of one dollar (\$1)per year.** As yet their Council has not released the result of negotiations, if there is a conclusion at this stage. As the Wellington network is much larger, the price could also be higher, the WRC has not given out any information on the costings. The other question of whether the buy-in would also include part of the Tranz Metro debt has not yet been aired in public. Perhaps there isn’t any information to be had to date, but the prudence of negotiating without an idea of the cost of the project, the amount of debt to be accepted, or the rating impact on the public is questioned.

Specific public consultation on this matter **must** take place with correct financial costing available, and the effect on each community of enormous extra rate burdens be fully disclosed, and **no commitment** be entered into without full consultation and consent.

In **Kapiti** the KCDC has several costly infrastructure upgrades, replacements and new projects to be funded. These together with WRC proposals need to be carefully considered and presented to the ratepaying public.

p6 3.0 **Key issues** 1. This section deals again with the acquisition of Tranz Metro (Wellington) Slightly more information is given about the WRC taking the initiative to form a joint venture company with a proven private sector rail operator.

3.1 The key advantages of this approach are listed, the first being “Shared risk between public and private sectors”. This is another cause for concern. The WRC should **NOT** take risks with ratepayers money.

3.2 There is not enough information available as to price of purchase, the share of debt, the investments in infrastructure, operating costs, maintenance costs, or revenue to allow an informed decision to be made. Therefore, the WRC ‘s question on whether the regional ratepayers want greater community control cannot be adequately answered. Any one who has read Brian **Gaynor**’s article in the New Zealand Herald on 21/10/00 will probably say “NO” to the purchase. * copy attached.

p7 3.3 Issue 2. The kick start projects are given extra funding for two years, before accepting them into the baseline funding the new projects need to be **trialed.** The list of possible extra kick start projects need to be prioritised in 2002/03. It is impossible for Grey Power to know which of all these projects are essential, and which of them belong on a wish list. A more cautionary approach is required with research. For example: what is intended by “bus enhancements for Waikanae”? The current extra services are not well patronised. The existing services in Paraparaumu are being changed in Leinster Ave. without residents who are patrons being consulted.

3

p16 4.0 Rates and Levies. Tables 1,2, and 3, are understandable and we note that the WRC budget increase of 4.21% translate to an increase of 8.80% in Kapiti when the ECV movements are applied. A transport rate increase is signalled at 7.48%. How reliable are these charts?

4.1 In last year's Annual Plan Kapiti was noted to have an increase of 17.92% with a transport rate increase of 5.61%. In Waikanae this became 32% total rate increase, and a massive 153% transport rate increase on a \$175,000 valuation band properties.

p17 4.2 Tables 4 and 5 are new in this section giving the average annual Rate Increase per assessment. These tables are not particularly helpful. For example Table 4 contains comparisons of the average rate in the various districts in the region. Wellington City and Lower Hutt City both have large commercial/business sectors which pay a large proportion of the rates. Whilst noting these tables are indicative only, a more helpful chart would have the business rates split out from the residential rates. It is known that some Wellington City residents pay \$244, or on a valuation of \$280,000 pay \$3 11 to WRC. nowhere near the \$468 listed in Table 4. The Kapiti increase on a rule of thumb average is stated to be \$9.12 on a property paying \$20 1 rates now. The transport rate for Kapiti is stated to be +33.89% in table 5, which gives \$16 on a \$204 rated property, which does not reconcile with \$9.12 in table 4.

Perhaps these tables should be re-worked using a business/commercial split with a separate residential rate, or should be scrapped.

p18 5.0 Regional Rates by significant activity. The graph represents WRC's view that it is time to invest further in transport, not all the public shared that view last year, the submissions will demonstrate if they do this year. It is noted the figures have been increased over last year's forecast in the 00/01 Annual Plan, as well as the base for last year which makes comparison difficult. The 10 year plan figures are thus increased.

No doubt this will be explained by the Annual Plan being called an update. It is expected that the figures given for the previous year will remain the same as those printed in the Annual Plan to allow true comparisons.

p20 5.1 Financial Overview. Operating Expenditure. There are many interesting increases over last year's figures in this table. The key points to the graph.. bullet point 1 says the increase is \$7.6 million. Originally last year the budget for 00/01 was \$105,800 million with a forecast for 01/02 of \$104.300million. This year the estimate is \$114.600 million therefore the increase is actually \$8.8 million.

5.2 Bullet point 2 states the Regional transport expenditure is projected to increase by \$9.5 million in 05/06. From 01/02 to 05/06 the increase is actually \$14.3 million..

5.3 One final comment on page 20. the **ten year** figure for regional transport operating expenditure has increased by \$7.3 million on the published figures in last year's Annual Plan, whilst the total operating expenditure of the WRC last year was stated at \$12 1.600 million, in this year's Annual Plan we have \$130.000 million, therefore the WRC vision has a \$8.5 million expansion on top of 00/01 **ten year** vision proposed costs of \$16.1 million.

4

5.4 Whilst other extra revenues sources be may found, the basic assumption being made is that the ageing Wellington regional ratepayers can afford to fund the WRC's expanding vision and investments plans without limitation, or any research being carried out on the "Ability to pay" especially of the people on low or fixed incomes.

p33 6.0 Regional Transport The performance Indicators long term states " to monitor the delivery of an affordable Regional Land Transport Strategy.. . . which reflects the prevailing community views" This does not say "affordable" by whom. the users?, or the ratepayers who subsidise the services?. As stated previously assumptions are made that ratepayers have the ability to pay for the WRC's strategies without any research being undertaken on ability to pay.How are the prevailing community views obtained? Grey Power members are not aware of any research, or surveys being undertaken in Kapiti for the proposed bus/train service increases.

p34 6.1 Funding Transport Services. Short Term. This sentence is almost the same as the one in last year's Annual Plan, except for one glaring instance. The service contract price last year was to be "no more than \$30.130 million".

This year's Annual Plan states "a total contract price of no more than \$38.640 million" that is **\$8.51 million** extra in contract prices. This extra amount is proposed to go to Tranz Rail and other operators without any transparency or accountability to ratepayers. A list of contract prices would be useful to know how ratepayers' money is being distributed.This was also requested last year.

p35 6.2 Financial Summary. The operating expenditure for 00/01 was \$39.678 million in last year's Annual Plan with a proposed deficit of \$1.042. This year that figure is stated as \$40.764 million with same deficit budgeting. The proposed 01/02 says \$48.500 million which reflects the increase already mentioned, and probably the "kick start" extra funding.

p36 6.3 Nine year Financial Forecast .Operating Expenditure Once again it is noted that Budget Plan figures for 00/01 are not the same as last year's Annual Plan. 00/01 Ten year forecast was 00/01 \$39.678 million whilst 09/10 was \$56.153 million. This year's Annual Plan states 00/01 \$40.764, with 09/10 being \$62.469 million meaning the vision has been expanded by \$6.3 16 million.

It is noted that extra revenue from Transfund patronage funding makes a difference,however details of that funding are not given.

p37 6.4 Improving Public Transport. The text states that "Council expects these improvements to increase public transport use and hence the viability" This increased use will benefit and provide profit for the owners. The extra revenue gained does not come back to the ratepayers. There is also mention in this paragraph about "not overburdening the ratepayer" This statement hasn't any meaning until a study is done on what ratepayers can afford.

p39 6.5. Material changes from Investing in the Future 2000-2010. The first line carries information on total proposed transport expenditure for 01/02 .It is noted that a new figure of \$41.9 million is introduced, whilst this is not the original \$39.678 million, it is also not the operating budget given on p35, which is \$40.764 million, same on p100. There is an actual increase of \$7.736 million not \$6.6 million.

6.6 . The fourth paragraph states that "funding changes have encouraged the Council to bring forward some projects previously programmed for future years." How many of these projects are essential, or do they appear on an Officer's "wishlist"? A cautionary approach is needed, not fast tracking.

5

To say that the delay in implementing the Waikanae urban rail electrification project has off-set the costs of some of these projects suggests that spending ratepayers' money is of no consequence to the WRC.

As Kapiti is not part of the Regional Water Systems there aren't any comments.

p52. 7.0 Land management. It is noted that there is an increase of \$2.2 million explained by the note regarding pest control. It is hoped that this figure can successfully be negotiated downwards.

p69 8.0 Parks and Forests. Financial Summary. It is interesting to note that the operating expenditure in the funding statement is more or less the same as for last year's 00/01 base line, as is the forecast. At least in this section comparisons can easily be made.

p84 9.0 Investments in Democracy. Again the base 00/01 is the same as in last year's Annual Plan giving ease of comparison.

p86. 9.1. Assumptions. Bullet point one needs to be altered to accommodate the change in Council numbers, down from fourteen to thirteen, courtesy of the Local Government Commission. The budget will need to be altered accordingly, as will the number of daily meeting allowances paid.

p100. 10 .O. Budget Statement of Financial Performance by Activity. Once more it is noted that the 00/01 baseline figures in the Annual Plan for last year are different. In these accounts attention is drawn to the Operating Surplus set at \$5.287.million. In the 99/00 there was a much larger surplus than the budget had predicted, as yet the financial year 00/01 has not ended. Because of these differences, could the \$5.287 estimate be reduced? If \$2million were deducted from the predicted surplus with adjusted expenditure over 3% could be deducted from the rates bill. The Loan funding and debt provisioning requirements are already in the Financial Performance Statement.

p101 10.1 . The Statement of Financial Performance has some differences from the 00/0 1 Annual Plan.

p107 11.0 It is noted the Projected Net Public Debt has been adjusted from 00/01 due to the higher than budgeted Operating Surplus in 99/000, although that explanation is not given.

p109 12.0 Supplementary Information. Reserves.

The baseline 00/01 figures are the same as in the Annual Plan for that year. By 09/10 the amount of money in the reserves account will be up to \$16.192 million. Why keep such a large sum of money tied up in these Reserves accounts? Perhaps up to \$8million would be more prudent, allowing for a smaller operating surplus and so less rates to be extracted from the ratepayers' pockets. The question is asked "Why is it necessary to have such large Reserves in hand?"

To conclude: Grey Power requests the Wellington Regional Council to cut down the proposed operating costs thus lowering rates, re-examine the now expanded vision, and

6
consider the affects of continual rate increases on people with fixed incomes, and low income families.

Development has to be affordable, and well researched using people not computer modelling, with new projects to result from prioritising and surveys.

A study on ratepayers' "Ability to pay" WRC increasing costs is essential.

On behalf of Kapiti Grey Power Association Inc, I wish to speak to this submission at a hearing.

Betty van Gaalen,

Spokesperson, Local body Affairs,

Correspondence regarding hearing to be addressed to:
Betty van Gaalen, The Mews, 22, Field Way, Waikanae Beach, Kapiti. 04 9023761

Subject: Investment: Track record costly to public. New Zealand Herald, 21.10.00.

ATTACHMENT TO KAPITI
COAST GREY POWER ASSOC. INC.
16/5/01

Business News



Politicians proposing to bury Auckland's rail corridor
show a poor grasp of economic reality Herald
Editor / Peter Meehan

Investment: Track record costly to public

21.10.2000 By BRIAN GAYNOR

Trans Rail's colourful history took another turn last week when the company announced it was closing its passenger operations.

The decision is particularly important for the Auckland area because the local authorities are trying to buy the region's rail corridors for \$65 million. These will form the basis of a new multimillion-dollar transport system.

Fay Richwhite, one of Trans Rail's controlling shareholders, has never been on the wrong end of a transaction with the public sector and the sale of the corridors to the local authorities is not expected to break this trend.

Trans Rail can be traced back to the original railway network established by the Government in the late 1870s

The network became hopelessly overstuffed and inefficient, and in 1982 the Railways Department was reorganised into a wholly owned Government organisation called New Zealand Railways Corporation.

In 1990, the company was restructured again and incorporated as a limited liability company called New Zealand Rail.

As part of this process the Government wrote off \$1.2 billion of debt and contributed \$360 million of new equity. DID WRC KNOW THIS?

Fay Richwhite was the main financial adviser to New Zealand Rail between 1990 and 1993.

In September 1993, NZ Rail was privatised and sold to Tranz Rail for \$328.3 million. Tranz Rail had six main shareholders:

'Fay, Richwhite, a New Zealand-listed company, 31.8 per cent.

'Wisconsin Central, a United States rail company, 27.3 per cent.

'Berkshire Fund, a US investment group, 27.3 per cent.

'Alex van Heeren, 9.1 per cent.

'Richwhite family interests, 4.5 per cent.

In an extremely clever move, Tranz Rail borrowed \$220.9 million to buy NZ Rail, and Tranz Rail's shareholders contributed just \$107.4 million of **equity** to the purchase price.

NZ Rail's strong balance sheet allowed the private-sector shareholders to effectively extract \$220.9 million of equity that the taxpayer had contributed just three years earlier.

In 1995, Tranz Rail made a capital repayment of \$100 million. As \$90.6 million of this went to Tranz Rail's, original shareholders it effectively reduced their investment in the group from \$107.4 to \$16.8 million.

This \$16.8 million represents a net cost of only **16c** a share for the original Tranz Rail shareholders.

In mid-1996, Tranz Rail issued 31 million new shares - representing 25 per cent of the group - to the public at \$6.19 each.

A substantial proportion of new equity was used to repay the borrowings associated with the \$100 million capital repayment in 1995.

The shares were listed on the Stock Exchange on June 14, 1996 and were keenly sought by investors. By the end of the year Tranz Rail's share price had reached \$8.60 and it peaked at \$9 in mid-1997.

A number of the original shareholders took advantage of the high share price to sell all or most of their holdings. Berkshire Fund sold 16.3 million shares in November 1996 and March 1997 at an average price of **more** than \$8 each.

In 1998, Alex van Heeren, the owner of Huka Lodge, sold 7.4 million shares at an average price of \$5.99. This compared with his original cost of **16c** a share.

Mr van Heeren's profit, which exceeded \$42 million, was particularly **attractive** because New Zealand has no capital gains tax.

In recent years Tranz Rail's operating performance has been fairly dismal. Since 1995-96 there has been a huge increase in capital expenditure and long-term debt.

Over the same period revenue has been relatively static and operating profit has fallen from \$111 to \$71 million.

The group's share price has responded to the poor **performance** and it reached an all-time low of \$2.60 in 1998. At yesterday's closing **price** of \$3.60, it is still well below the public issue price of \$6.19 a share.

The recent history of Tranz Rail contradicts the theory that success is rewarded

Interesting info

9 (3)

and failure is punished in the business world

Francis Small, the group's managing director until May, has received large pay increases in each of the past three years and he was paid \$1.8 million, including a retirement allowance, in the year to last June Dr Small remains a director even though the group has performed poorly in recent years under his stewardship.

The huge returns received by Tranz Rail's original investors has had nothing to do with good governance as the group's operating profit is now lower than its last two years under Government ownership.

Those profits are mainly due to Fay, Richwhite's intimate knowledge of the group's financial structure and the new shareholders' ability to take advantage of the Government's \$1.2 billion debt writeoff and \$360 million equity injection in 1990.

But the poor operating performance of the group has finally stirred the directors into action. Michael Beard has replaced Dr Small as managing director and he told last week's annual meeting that Tranz Rail would be substantially restructured.

The group will concentrate on freight. its other businesses, including passenger services, will be sold, leased or closed. Staff numbers will be reduced from 4000 to just 600 as part of the process.

A number of lines, including the Napier to Gisborne route, may be permanently shut

This will put enormous pressure on roads, particularly in regions where there is expected to be a huge increase in logging activity over the next few decades.

Tranz Rail's main shareholders, who were responsible for stripping out \$220.9 million of equity in-1993 and \$100 million in. 1995, are now suggesting that the Government may wish to subsidise uneconomic lines if it wants them kept open.

The obvious conclusion from last week's announcement is that Wisconsin Central, Fay, Richwhite, Berkshire and Richwhite family interests who still own 45 per cent of Tranz Rail believe that they can maximise shareholder value by downsizing the group to its profitable freight operations.

Last year, the Fay and Richwhite interests sold 6.2 million Tranz Rail shares at an average price of \$3.62 each and their origin-34 million investment is now worth nearly \$130 million,. most of it unrealised.

The big shareholders have probably decided that they have too many shares to sell on the market and the best way to realise value is through further capital repayments.

In this regard the country's taxpayers and Auckland's ratepayers are about to assist them.

+ WELLINGTON 3?

Tranz Rail is in the process of selling part of its long-term lease over the rail-way lines in the greater Auckland region for \$65 million plus an annual fee of \$2.25 million This will probably be funded by a combination of taxpayer and ratepayer money.

EVP 5/3/01 P.2 (1) SAYS \$112 MILLION

The money will be a bonanza for Tranz Rail shareholders and will probably be returned to them in the form of a capital repayment,

(2) JUDY BAILEY TV NEWS 17/10/01 SAID GOV SOLD LEASE FOR ONE DOLLAR.

It is difficult to understand why the Auckland region is prepared to pay \$65 million,

(3) HON. MARG. SHIELDS SAID 17/10/01 ON TV " WRC CONTRACT WAS \$17M TO RUN OUT JUNE/01. TRANSFUND PAID \$10M ALSO

\$112M WHAT IS WRC LOOKING AT PAYING?

10 (7a)

Lloyd Bezett

From: Marie Martin
Sent: Monday, 21 May 2001 13:55
To: Lloyd Bezett
Subject: FW: SUPPLEMENTARY SUBMISSION-KAPITI GREY POWER

Marie Martin
Communications Officer
Wellington Regional Council
04 381 7720

-----Original Message-----

From: BVG [SMTP:bvg@paradise.net.nz]
Sent: Monday, 21 May 2001 13:43
To: info@wrc.govt.nz
Subject: SUPPLEMENTARY SUBMISSION-KAPITI GREY POWER

>From : KAPITI COAST GREY POWER ASSOCIATION INC
May 21 st 2001

TO: THE CHAIRMAN and COUNCILLORS,
WELLINGTON REGIONAL COUNCIL

Further to the Grey Power submission dated May 16th 2001 on Page 5 referring to WRC Annual Plan 2001102 Document p52. Paragraph 7.0 (Grey Power number) Land Management states "It is noted that there is an increase of \$2.2 million, explained by a note regarding pest control. It is hoped that this figure can successfully be negotiated downwards." The Evening Post 17/5/01 carried an article stating that changes in Government funding had saved WRC \$1 million dollars funding in Pest Control. Grey Power strongly urge Wellington Regional Council to use this windfall for rate reduction, and not to spend the money on extra projects which have not been out for consultation in the Annual Plan.

Betty van Gaalen, Kapiti Grey Power Spokesperson for Local Body Affairs.

Please attach this to our main submission. Thank you.

Lloyd Bezett

From: Marie Martin
Sent: Monday, 21 May 2001 08:07
To: Lloyd Bezett
Subject: FW: annual plan submission

Marie Martin
Communications Officer
Wellington Regional Council
04 3817720

-----Original Message-----

From: John Macalister [SMTP:jmacalis@paradise.net.nz]
Sent: Saturday, 19 May 2001 12:06
To: info@wrc.govt.nz
Subject: annual plan submission

I wish to make the following comments on the key issues raised in the proposed annual plan.

1. There should certainly be greater community control of the regional rail network. I take this to include services to and from the Wairarapa. Council should pursue an ownership interest in the network.

2. Kick start funded transport projects seem attractive. I welcome the overdue proposal for an extra peak hour rail service connecting the Wairarapa and Wellington. I question however the substantial commitment proposed for 'how long' information at certain bus stops. The only rationale for such an investment would be if it lead to an increased use of public transport, and a corresponding reduction in the use of private motor vehicles. Is there any such demonstrable connection? If not, I would suggest that its function is purely cosmetic, and that the proposed \$600,000 could be used to much greater public advantage elsewhere.

3. Water must be recognised as a key asset that remains under public control. We do not want the Wellington region to follow the example of a metropolitan area such as Auckland.

There are, it should be noted, problems with water supply in the South Wairarapa. Any action that the region could take to ameliorate these problems would be welcome.

I trust that the above will be taken into consideration by the WRC when finalising its annual plan.

John Macalister
65 Fox Street
Featherston
New Zealand

Submission on Wellington Regional Council draft Annual Plan

By: Hutt 2000 Limited
15 Daly Street
PO Box 30233
LOWER HUTT

Phone: 560 3677

This submission is made by Joe Daly, General Manager on behalf of Hutt 2000 Limited.

I would like to appear in support of my submission.

I would like to receive a copy of the final Annual Plan.

SUBMISSION

Hutt 2000 Limited represents the interests of the business community of the Hutt Central Business District and has a membership of around 700 businesses.

At recent membership meetings many of our members have raised the major issue of safety and security in the Bunny Street, Lower Hutt area. Large numbers of youth congregate in the area because of the presence of the bus stops. Some of these people engage in undesirable and illegal activity, they are intimidating and create a serious area of pedestrian conflict.

This has had a significant effect on local businesses. There are two vacant shops in Bunny Street; one of the businesses, Bagatique, specifically cited the behaviour of the youth as a reason for closing down. The fears surrounding safety and security are a deterrent to new shops opening and the two shops have remained vacant for several months.

Some of the Bunny Street shops now close at 7.00pm on a Thursday evening rather than stay open until 9.00pm, the more common time among retailers in the area. They are concerned for the safety of their employees and themselves.

The problems of safety and security are directly related to the presence of the bus stops and the operation of the area as a transport centre and I believe it is incumbent upon Wellington regional Council to allocate funds to satisfactorily deal with the problem.

The problem would appear to be best dealt with through a combination of security cameras and a security presence.

I have obtained an initial estimate for installing security cameras – the installation of three cameras controlled by a digital, computer based monitoring system would cost in the order of \$50,000. I recommend that Council include this sum in the Annual Plan for the 2001/02 year.

In addition, an ongoing, operating expense should be allowed for monitoring the system and for the occasional visit by security patrols.

J J Daly
General Manager, Hutt 2000 Limited

Lloyd Bezett

From: Marie Martin
Sent: Monday, 21 May 2001 08:04
To: Lloyd Bezett
Subject: FW: WalkWellington Annual Plan submission

Marie Martin
Communications Officer
Wellington Regional Council
04 3817720

-----Original Message-----

From: M Mellor [SMTP:mmellor@free.net.nz]
Sent: Sunday, 20 May 2001 21:29
To: Wellington Regional Council
Subject: WalkWellington Annual Plan submission

WalkWellington
11 Newport Terrace
Seatoun
Wellington
ph: 04 388 8625 fax: 04 388 8672
email: mmellor@free.net.nz

20 May 2001

The Council Secretary
Wellington Regional Council
PO Box 1 I-246
Wellington

Dear Sir

**Submission: Proposed WRC Ten-year Plan 2000-2010:
2001 Update, incorporating the 2001-2002 Annual Plan**

Our Objectives

The Objectives of WalkWellington are to:

- § Promote the social and economic benefits of pedestrian-friendly communities.
- § Promote walking as a healthy, environmentally-friendly and universal means of transport and recreation.
- § Work for improved access and conditions for walkers, pedestrians and runners eg walking surfaces, traffic flows, speed and safety.
- § Educate authorities, pedestrians and others in order to improve safety for pedestrians.
- § Present the case for walking in public debate and to relevant authorities.
- § Advocate for greater representation of walker and pedestrian concerns in urban and regional land use and transport planning and, as appropriate, at a national level.
- § Promote walking as a tourist activity.
- § Work for improved signage, maps and other information for walkers.
- § Have particular regard for people with special mobility needs.
- § Undertake any other activities to further the objects and interests of the Society.

Our submission

We note that the Regional Land Transport Strategy "promotes a safe and sustainable land transport system maximising social and economic benefits for the regional community".

Given that walking, pushchair and wheelchair use are the most environmentally sustainable methods of travel, WalkWellington urges the Council to include in the final document:

1. a statement to that effect: and

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2. a statement that it will promote to local authorities throughout the region the need to provide direct and safe pedestrian access to all public transport facilities.

Yours sincerely

for Jane Norman
Chair

Lloyd Bezett

From: Marie Martin
Sent: Monday, 21 May 2001 08:13
To: Lloyd Bezett
Subject: FW: Annual Plan 2001 Update - Consultation Submission

Marie Martin
Communications Officer
Wellington Regional Council
04 3817720

-----Original Message-----

From: WRCwebsite@wrc.govt.nz [SMTP:WRCwebsite@wrc.govt.nz]
Sent: Friday, 18 May 2001 20:43
To: INFO@wrc.govt.nz
Subject: Annual Plan 2001 Update - Consultation Submission

SUBMITTERS NAME: Hugh Barr
CONSTITUENCY: Wellington

KEY ISSUE 1: Potential Acquisition with a Private Sector Partner, of Tranz Metro (Wellington).
RESPONSE: Great Idea, with the right partner. Main problem - getting a fair price, and fair access to the track. Work with Govt to get a fair deal eg purchase back all track rights. Dont let the Region be ripped off by TranzRail.

KEY ISSUE 2: The extent to which the Council should take advantage of additional kick start funded transport projects.
RESPONSE: Yes, if it has routes/projects that will become viable.

KEY ISSUE 3: Transfer of the WRC's bulk water assets into a stand alone Water Trust controlled by Wellington City Council, Hutt City Council and the Wellington Regional Council.
RESPONSE: Needs to have publicly elected representatives as Trustees, so they are answerable to the ratepayers.

OTHER ISSUES

RESPONSE: Public Access to Water Supply Catchments: Greater Public Access for outdoor clubs to the Wainuiomata and Orongorongo catchments. At present only one visit per month is balloted. The areas are of high recreational and ecological value. Greater tramping, deerstalker and botanic/walking use should be able to be accommodated by the WRC for responsible outdoor groups. PS I appreciate the open "wilderness" use of the Hutt Catchments.

Wish to be heard at meeting? YesToHearing

CONTACT DETAILS

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Email address: hugh@infosmart.co.nz
Street address: 12 Versailles St
City: Karori, Wellington
Country: NZ



In reply please quote: **SP/5/1**
For enquires please contact: **C Adams**
Extension: **8498CA**
Direct Dial: **2371498**

17 May 2001

Howard Stone
General Manager
Wellington Regional Council
PO Box 11 646
WELLINGTON

Address
correspondence to:

The Chief Executive
Porirua City Council
PO Box 50218
Porirua City
New Zealand
Phone 644237 5089
Fax 64 4 237 6384

Administration Bldg
Cobham Court
Porirua City

Dear Howard

**PORIRUA CITY COUNCIL SUBMISSION ON THE WELLINGTON REGIONAL
COUNCIL ANNUAL PLAN**

Thank you for the opportunity to submit on the Wellington Regional Council Annual Plan. The submission covers the issues of:

- the bulk water levy;
- the proposed transport rate;
- support for the Friends of Maara Roa; and
- the work of the Wellington Regional Council on their work in partnership with others on the action plan for the Pauatahanui Inlet.

As the submission period closes on 21 May 2001 before our next Council meeting, I have been authorised by Council to lodge the submission under delegation. Council will adopt the submission on 23 May 2001 and I will inform you if any changes are made.

Porirua City Council would like to take the opportunity of attending the Annual Plan hearings and make a presentation regarding our submission.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Roger Blakeley'.

Roger Blakeley
CHIEF EXECUTIVE

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SUBMISSION FROM PORIRUA CITY COUNCIL TO THE WELLINGTON REGIONAL COUNCIL ANNUAL PLAN 2001/2002

WATER

It is noted from the draft Annual Plan that the Bulk Water Levy for 2001/2002 is intended to remain at the same level as the 2000/2001 levy.

Porirua City Council officers have recently been provided with a graph of debt scenarios that show the impact of various percent decreases in the water levy on the forecast debt balance. This shows that if the levy remains at its current level, the debt will be paid off in twenty-one (21) years time, whereas if the levy is reduced by 2% it will be reduced to zero in twenty six (26) years time.

Therefore, Porirua City Council would like the Bulk Water Levy for the 2001/2002 year to be reduced by 2%. Our arguments are similar to last year. Your draft Annual Plan indicates that the next significant amount of capital expenditure is not expected until approximately the year 2026 and that that expenditure would be in the order of \$15m. Therefore, it seems entirely appropriate that the 2% reduction in the levy is achievable in reducing debt before that increased capital expenditure.

It has been argued that the Wellington Regional Council believes that a high level of debt exposes the Regional Council to risk from fluctuations in interest rates. However, it needs to be recognised that much of Wellington Regional Council's debt is at fixed interest rates and for terms of some years. Hence the average cost of interest moves very little from year to year and therefore there is a very low cost risk of significant fluctuations in interest rates.

We also note that the draft Annual Plan refers to the current Water Integration Proposals. We recognise that this is still under consideration. However, we believe that if the matter has not been resolved by the time you issue your draft Annual Plan, then it is inappropriate to make such a major organisational, structural and financial change between the draft Annual Plan stage and the Annual Plan stage.

We also appreciate the opportunity to take up these Annual Plan water issues directly with the Wellington Regional Council, with the full knowledge that you have the power to respond to submitters concerns. Those powers will be considerably reduced if a Trust is formed.

TRANSPORT

We have reviewed the proposed transport rate in the draft Annual Plan and note that there is an 8.8% increase proposed in the transport rate. Your Annual Plan indicates the areas where there will be improvement to services for the increase of expenditure and we note that some of the costs of these increased services are being met from increased Transfund subsidies.

The issue for Porirua City Council, is that it is not clear within your Annual Plan what the impact of these rates are in the various local authority areas.

This information was found in the Order Paper of your Policy and Finance Committee (April 2001) relating to the alteration to the Differential Special Order. Presumably, this information is also being provided in your public notification of this Special Order.

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Porirua City Council is concerned about the transparency of this process. While the increases in, for example the bulk water area are sent to officers of the Council, this does not occur with the transport rate. Our view is therefore that the increase in the transport rate for the different local authorities within the region should be identified in your draft Annual Plan, in order to show the varying impacts of the rate increases in the Region.

SUPPORT FOR THE FRIENDS OF MAARA ROA

Porirua City Council would like to congratulate Wellington Regional Council on the work being done to upgrade and improve the Belmont Regional Park and particularly that work that falls within the Porirua City side of the park. Previous submissions have noted the comparative difference in standards between the Hutt City public amenities and those at the Cannons Creek entrance.

Porirua City joins with the Friends of Maara Roa in supporting Wellington Regional Council in seeking to vest in public ownership under the Reserves Act that part of the Cannons Creek valley currently owned by Landcorp which has a conservation covenant over it. Porirua City regards this as a valuable permanent addition to the Belmont Regional Park and commends Wellington Regional Council on its efforts.

ENVIRONMENTAL MANAGEMENT and BIODIVERSITY

Porirua City Council would like to congratulate Wellington Regional Council on the outstanding work that has been undertaken in conjunction with Porirua City Council and its residents in assisting with and facilitating the development, adoption and implementation of an action plan for the Pauatahanui Inlet.

Porirua City Council fully supports the continued work of the Wellington Regional Council in this area, and other complementary work that is also occurring in terms of riparian management, habitat restoration and the protection of remnant indigenous vegetation.



Roger Blakeley
CHIEF EXECUTIVE

Porirua City Council
PO Box 50 218
PORIRUA CITY

16 May 2001

The Mayor and Councillors
KCDC
Private bag 601
Paraparaumu

Submission to Annual Plan

Otaki Bus Shelter - SH1 opposite Information Centre

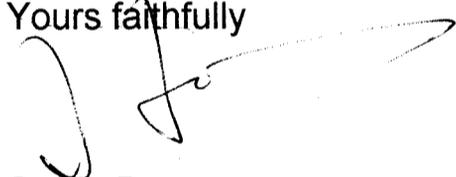
As requested by Iain McIntosh, we are resubmitting our application for a bus shelter, for inclusion in the Annual Plan. As discussed at our site meeting on 17 April, we wish KCDC to install a bus shelter on State Highway One, opposite the Otaki Information centre, for southbound bus passengers.

There is currently an exposed seat on KCDC land, which is unsatisfactory for the passengers of approximately 100 buses that visit weekly. The attached public transport timetable illustrates the schedule of bus visits.

The existing seat is exposed to the elements. Local retailers and Information centre staff tell that many passengers take shelter under shop verandahs, which often results in them missing the bus, which cannot see any passengers and therefore does not stop. It is not possible for southbound passengers to use the excellent shelter on the other side of the highway due to the danger from high-density traffic

We understand that the highly successful shelter on the opposite side of the road cost \$8,000 to erect. This would be the preferred style of shelter.

Yours faithfully



Barrie Bayston
Chairman

copy : Otaki Community Board,

67373

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TOWARD A GREATER WELLINGTON ~~INVESTING~~ IN THE FUTURE.

Wellington Regional Council Ten Year Plan 2000/2010 and 01/02 Annual Plan

Submission by Barney Scully, 126 Nevay Rd, Miramar, Wellington 600
Ph/fax 388 8004.

COBHAM DRIVE WATERFRONT/FORESHORE.

Council will be well aware of my ongoing concern in respect of the environmental disaster which exists on the Cobham Drive foreshore/waterfront.

As part of this submission I enclose for your consideration a copy of my submission to Wellington City Council in respect of its current Long Term Financial Strategy and Draft Annual Plan.

Again I bear in mind your Mission Statement "caring about you & your environment" and I also refer to one of your goals in your ten-year plan "A high quality environment." The environment is all reaching and doesn't stop and start because of ownership, boundaries etc. I believe Wellington Regional Council accepts this situation and should exercise its authority/control where it is obvious that the built environment does not meet acceptable standards.

In your letter (ref G/4/1/3) of 24 July 2000 you:-

(A) state that WRC continues to maintain its position that it is not responsible for foreshore enhancement projects such as Cobham Drive foreshore but it is willing to talk to WCC should it wish to discuss the matter. With your overall concern for the environment why not take the initiative and call for discussions with WCC.

(B) refer to a draft agreement with WCC to clarify roles and responsibilities for coastal management. This has now been finalised which is good news and confirms WRC's involvement.

(C) state that WRC has no financial interest in the airport and has never received any direct benefits from it. This seems a fairly narrow point of view when as an International Regional Airport it brings great benefits to the whole region, more so than the Stadium and at least equal to Centreport, both of which you have interests in. The only reason WCC has shares in the Airport is because of a change to Government funding policy when it was decided to build the airport some fifty years ago, and the setting up of WIAL eleven years ago.

(D) state that WRC is not able to give an immediate answer to the question of ownership of the area on Cobham Drive waterfront below mean high water springs. I find this an amazing state of affairs. Surely it must be a priority to sort this out.

I believe that the opportunity now exists with both WRC and WCC currently embarking on ten-year plans for both organisations to jointly investigate the problem, involve all the "players", approach the Crown for financial assistance and if necessary refer to the Parliamentary Commissioner for the Environment if the matter cannot be satisfactorily resolved.

I seek the opportunity to be heard by the Sub-committee.

Barney Scully.
21 May 2001.



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Submission by Barney Scully, 126 Nevay Road, Miramar, Wellington, 6003, in respect of Wellington City Council's 2001/02 draft Long Term Financial Strategy (LTFS) and Draft Annual Plan.

COBHAM DRIVE FORESHORE/WATERFRONT.

Council will be aware that I have made many submissions over the years recording my concern at the unsatisfactory state of the Cobham Drive foreshore/waterfront. My submissions to Council's 2000/01 Draft Annual Plan detailed historical and factual background to the situation and included a recommendation which in itself did not incur any capital expenditure. I ask that Council re-visit that submission and reconsider its recommendation.

Council has advised me that Cobham Drive has been identified as an area for consideration under its Long Term Financial Strategy (City's Gateways project).

This may seem good news but as I see it any priority for this work will depend on available funding and such is the demand and competition (including that from the various pressure groups) for the (ratepayers') dollar that I would not be hopeful of any action/commitment even in the long term.

Whereas the Wellington City Council may show good intent I do not believe it can or should address the issue in isolation.

As far as the Wellington Regional Council is concerned it maintains its position that it is not responsible for foreshore enhancement projects such as the Evans Bay/Cobham Drive foreshore. For various reasons I cannot accept Regional Council's stance and I find it interesting that Wellington City Council and Wellington Regional Council have recently signed a Memorandum of Understanding in respect of coastal management matters which clearly indicates a degree of joint management of the harbour foreshore.

Wellington Regional Council has earlier advised that it has Statutory Authority over the harbour and its foreshore although its role is primarily regulatory and any restoration work is the responsibility of the territorial authority, in this case Wellington City Council. However Regional Council in July this year advised me that it is not able to give an immediate answer as to the ownership of that area of Cobham Drive foreshore below mean high water springs yet stating that it does not own the area. This to me is not a very satisfactory situation.

I have made the point in my earlier submissions that I do not see why the (Wellington) ratepayer alone should foot the bill to enhance the area as it was the Crown through its decision to build the airport (a successful and important regional facility) that it was responsible for the destruction of Evans Bay beach (what a valuable asset it would be to the city today!) and through its agent the then Ministry of Works also responsible for the environmentally unacceptable foreshore that we have inherited. We were told during construction that the beach would recover!

My latest submission recommended the involvement of all the "players"

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(with the help of the Parliamentary Commissioner for the Environment if necessary) in an attempt to resolve the issue but for reasons unknown to me this line of action is not acceptable.

I have written to various "players" and from the replies so far received there is a willingness to "sit round the table" for discussions (without prior commitment of course) which I find encouraging. (I also understand that Transit NZ are prepared to assist with the provision of proper access to the off-road parking area near the water-ski lane).

The Minister for the Environment has released a document "Proposed Assessment for Criteria and Process for Funding Remediation of Orphan Sites". This may be of some relevance. (I have yet to obtain a copy).

This is not purely a local issue as its root cause stems from Central Government action, albeit more than forty years ago, and I cannot accept that it is best addressed at a local level by local representatives without assistance from the Crown (which received \$96m from sale of its airport share).

Attached is a summary of some relative facts and comments.



Barney Scully.

29 November 2000.

COBHAM DRIVE FORESHORE/WATERFRONT.
(Some facts and comments)

Cobham Drive foreshore must rate as the ugliest section of foreshore in the harbour.

The Crown through its decision to build the airport was responsible for the destruction of one of the harbour's finest beaches(Evans Bay Beach) and through its agent(the then Ministry of Works) also responsible for the environmentally unacceptable foreshore that we have inherited.

The reclamation edge was finished on the "cheap" using building demolition building material which was readily available at the time and wanting for a convenient dumping ground.

In strong northerly winds the rough edges of the demolition material generate spray above the norm. The cost of saltwater damage to vehicles over the past forty years or so must be horrendous. The earth mounds give additional lift to the spray(not to mention obscuring the view).

At the time of construction we were assured the beach would re-form. This has not happened except for a small shingle area at the water-ski lane and there is no proper vehicle access.

The only safe pedestrian access for residents from the south side of Cobham Drive is either at the lights at the Evans Bay Parade intersection or the crossing in Miramar Ave.

The City's record at preserving access to the harbour foreshore is not good. For instance the foreshore from Horokiwi to the ferry terminal is virtually all out of bounds (unless you have a boat).

The MOT CAD 1984 in respect of runway safety areas referred to the hazards caused by the heavy rip-rap on the foreshore and the boulders between the foreshore and the road. Nothing has changed.

The foreshore adjacent to the runway is an obvious rescue zone yet there is no proper access and the terrain is difficult.(refer recent media coverage re overshoots etc).

Cobham Drive is part of our Marine Drive and deserves better off-road parking. The Orcas and dolphins often visit this area.

Black-backed gulls scavenge on the harbour rubbish which collects amongst the rip-rap creating a hazard for aircraft. Water rats abound.

The rough terrain is not friendly to small craft in distress.

The mess on the foreshore can be seen by aircraft passengers, many being visitors to Wellington.

Ownership of the foreshore (below MHWS) is obscure.

The demolition material extends below MLWS and sits on the harbour bed. A form of harbour pollution. A matter for Wellington Regional Council?

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Chairman & Members
Wellington Regional Council
PO Box 11 646
WELLINGTON

File: 3 08/7/2

17 May 2001

Dear Chairman & Members,

RE: PROPOSED ANNUAL PLAN

The following is this Council's submission in respect of the Wellington Regional Council 10 year plan 2000-2010: 2001 update:

Potential Acquisition of Tranzmetro (Wellington)

The Upper Hutt City Council does not support any proposal by the Wellington Regional Council to acquire the ownership of Tranzmetro (Wellington), whether this be in conjunction with a joint venture partner or on its own. The Council does however support the joint submission from the Mayors of the Wellington Region territorial local authorities and the Chairperson of the Wellington Regional Council to the Minister of Transport, in relation to passenger rail for the Wellington region. A copy of that submission is attached. That submission has been formally endorsed by the Upper Hutt City Council.

The Proposed Wellington Regional Council/Wellington City Council/Hutt City Council Water Services Trust

The Upper Hutt City Council has already made a separate submission in relation to this matter. It is, however, worthwhile to restate the Council's position which is as follows:

1. Upper Hutt City Council confirms its decision not to participate in the proposed integration of water services.
2. If the proposal proceeds, Council requires:
 - that the level of service to Upper Hutt City be no less than it is now;
 - that the current security of supply of bulk water is no less than it is now;

- that the bulk wastewater and bulk water operations be financially ring-fenced;
- that there be no increased costs to Upper Hutt City Council because of the integration;
- that any savings in the bulk wastewater and bulk water supply areas be passed on to Upper Hutt City Council in accordance with the allocation formulas agreed at the time; and
- that if the bulk water assets are transferred to the proposed Trust, the terms of the transfer are such that should there be a failure in performance by the Trust, then the Wellington Regional Council will be able to perform the function and obligation itself or arrange for another entity to do so.

Hutt River Floodplain Management

The draft annual plan contains the following performance indicator in relation to this item.

“Prepare the information base for changes and variations to integrate the Hutt River Floodplain Management Plan non-structural measures into Upper Hutt City and Hutt City Council’s procedures and district plans, within a budget of \$90,000 and to the satisfaction of the Landcare Committee”.

The Upper Hutt City Council has already made a separate submission in relation to the Proposed Hutt River Floodplain Management Plan and has specifically not given any undertaking to vary its district plan to conform with the non-structural measures within the management plan. This may well occur in the future once the Upper Hutt City Council has had the opportunity to fully evaluate the proposals in the broader context of its district plan.

Accordingly, it seems inappropriate for the Regional Council’s annual plan to contain a performance measure that is dependent on an action occurring by the Upper Hutt City Council, when no commitment has been given to carry out that particular action.

In view of the fact that the three items covered within this submission are all the subject of separate processes and submissions, the Upper Hutt City Council does not require to be heard in support of this submission.

Yours sincerely,



Max Pedersen
CHIEF EXECUTIVE

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MEMORANDUM FROM MAYORS OF TERRITORIAL LOCAL AUTHORITIES AND CHAIR OF WELLINGTON REGIONAL COUNCIL

Address for correspondence
C/- Mayor Jenny Brash
Porirua City Council
P O Box 50218
PORIRUA

20 April 2001

Hon Mark Gosche
Minister of **Transport**
Parliament Buildings
WELLINGTON

Dear Minister

RE: PASSENGER RAIL FOR THE WELLINGTON REGION

A **meeting** was held today, attended by Mayors and Councillors of the eight territorial local authorities in the Wellington Region and the Wellington Regional Council to consider **passenger** rail options for Wellington. The representatives of the Wellington Regional Council and all local authorities were unanimous in their support for the following set of principles.

The Wellington Regional Council and the territorial local authorities of the Wellington Region (**Upper Hutt, Porirua, Hutt and Wellington City Councils, Kapiti Coast, Carter-ton, Master-ton and South Wairarapa District Councils**):

1. *Confirm their commitment to ownership and operational structures that maintain the highest possible safety standards and the strongest possible safety incentives.*
2. *Confirm their strong support, as expressed in the Wellington Regional Land Transport Strategy, for improvements to the passenger rail service in terms of reliability, convenience and comfort, within a framework that enables the Wellington Regional Council to demonstrate value for money.*
3. *Acknowledge the desirability of public sector control over the rail corridor and associated infrastructure in order to mitigate the current private monopoly situation.*
4. *Strongly endorse the policy of central government to ensure integrity of the national rail corridor and associated infrastructure, and their role in negotiating a new purchase agreement with Tranz Rail for the Auckland passenger rail corridor.*
5. *Request that a similar model be applied to Wellington (possibly in the context of government ownership of the whole national rail corridor) in order that Wellington should also be able to benefit from this type of ownership framework.*
6. *Acknowledge that a framework where New Zealand Railways Corporation owned the corridor and leased it on a non-profit making basis would be acceptable.*

7. Acknowledge the pivotal role that central government will play in any ownership structure, and their intention to work closely with central government to achieve better urban rail outcomes for the Wellington Region.

We wish to stress the strong and united agreement from the whole Wellington Region, subject to ratification by the Councils. Each Mayor or Chairman will be seeking early ratification of these principles from their Councils. We will advise you as soon as that collective ratification and agreement is obtained.

We would be pleased for representatives of this group to meet with you at your earliest convenience to discuss these principles and any other issues regarding passenger rail for the Wellington Region.

Yours sincerely



Stuart Macaskill
Chairperson
Wellington Regional Council



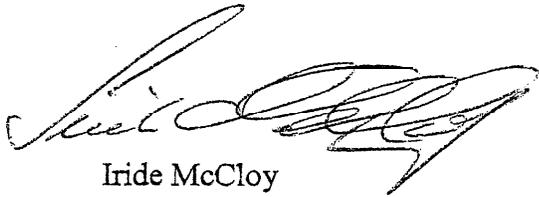
Jenny Brash
Mayor
Porirua City Council



Cr I.R. Hutchings
Chair of Transport Committee
Wellington City Council
for Mayor Blumsky



John Terris
Mayor
Hutt City Council



Iride McCloy
Mayor
Kapiti Coast District Council



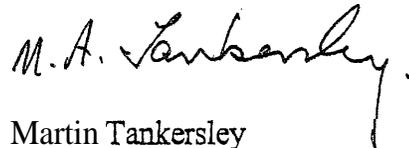
Bob Francis
Mayor
Masterton District Council



John Read
Mayor
South Wairarapa District Council



Rex Kirton
Mayor
Upper Hutt City Council



Martin Tankersley
Mayor
Carterton District Council

16

Council Secretary
Wellington Regional Council
Box 11-646
WELLINGTON
Info@wrc.govt.nz

Kia ora

RE: SUBMISSION ON 2001-2 ANNUAL PLAN

First may we applaud your commitment to environmental education initiatives as enumerated on p.2 along with the increased focus on protecting Key Natural Ecosystems and further investment in public transport. It is also very encouraging to read on p.22 that you believe "the environment is the key to economic sustainability".

We also wish to comment specifically on:

1. The potential acquisition with a private sector partner of Trans Metro.
Unless Central government steps in with a national solution We firmly support the WRC's initiative to form a joint venture company for all the reasons that you list but particularly to give more public sector control over a key community asset, It is understood that this would probably necessitate an increase in rates.
2. Kick Start Funding
In Masterton Transit run a bus service within areas of the town on two days of the week. This, we understand, is supported by Kick Start funding (or is it Patronage Funding?)
Our submission is, inter alia, to ask you to consider increasing that funding to enable this service to be extended to cover five days.
We are sure there would be increased patronage if it were to be a more regular service. Moreover, and we think this is significant, if it were an all week service Les Cochrane at Transit says they would consider dedicating a bus specifically to this run. It could then be painted so as to give it a conspicuous profile which, in turn, should also result in more patronage. Perhaps the painting itself, or the graphic design, could somehow involve the public through a competition or as a community project which, along with associated media coverage, could be an effective promotion both of the service and the real need for us all to consider public instead of private transport whenever possible.
Likewise the uptake of public transport by preference in the wider Wairarapa context could well be enhanced by having feeder buses to all train services from, in particular but not necessarily only, Martinborough and Greytown. A latent demand could possibly be developed too if there was an additional bus run between the towns probably around mid-morning.
Remaining with the issue of public transport but, we acknowledge, more complex, contentious, and difficult and expensive to resolve, is the absurdity of the long queues of cars waiting to pick up kids from schools. This must surely be a prime reason why many families require two cars and in terms of fuel demands, lost productive time and a host of other reasons, a major

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financial impost on the community as a whole. We believe this could be construed as an Education Department issue but could or should **not** the WRC also be involved in looking to solve or mitigate this mammoth regional public transport problem?

3. Environment education

While applauding your determination to "implement imaginative and innovative environmental education programmes for schools, businesses and the general community". We must also express disappointment that this is not to commence in this 2001/2 year (although admittedly that on p.28 you do say you can now move from "planning" to "doing"). We are aware of Environment Waikata's promotion and support of the EnviroSchols project and would urge you to look at something similar in Wellington – and Wairarapa please! – asap. (It might even be possible to get the Masterton – and perhaps Greytown – Trust Lands Trust to partner you in this project).

4. Your Care Group programme. Good stuff - right on!

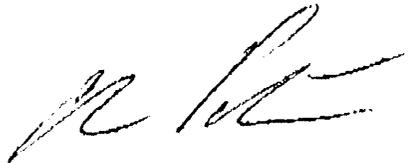
5. With regard to rail, your plan to increase the passenger subsidy on the Wairarapa line and thereby enabling an additional daily train is appreciated. Every effort needs to be taken to foster and encourage alternatives to the private motor vehicle,

6. Biodiversity

Your stated intention to consider native alternatives to willows, poplars and pines for land management projects is great news as is your desire to progress riparian management and protection of remnant indigenous vegetation.

We would like to be heard on our submission.

Sincerely



On behalf of the Wairarapa Green Issues Network
Chris Peterson Ph/fax 06 3789163, 025-2433414
chrisp@wise.net.nz

Tawa Progressive and Ratepayers Association Inc.

**Submission to Wellington Regional Council
On
The Draft Annual Plan and Long Term Financial Strategy**

Transport within the Region

There are two issues which the Association sees as of major interest to the Tawa/Linden community. They are the retention and improvement of the Trans Metro suburban rail services and the up-grading of the western corridor road system to improve safety and remove bottlenecks to the smooth flow of traffic.

Retention and Up-grading of the Suburban Rail Network.

Although Tranz Rail have given notice of their intention to quit suburban rail services throughout New Zealand, we assume that this will not occur until a replacement operator is found, given the vital contribution this form of transport makes to the overall transport system within the region. This Association strongly recommends that the Council uses every endeavor to ensure an orderly take-over of Trans Metro Wellington by a replacement operator. Our preference would be for a partnership between private enterprise and the public sector.

There is another aspect to the greater utilization of the suburban rail service that needs attention. Much has been made of the "Drive then Ride" option for those who need private transport to get to the nearest railway station. However, in our community the stations which would be the focus for such a system are either equipped with a car park which is now used to capacity (Redwood and Takapu Road) or do not possess any dedicated car parking (Tawa and Linden). The car parks at the two stations mentioned above which are already overflowing, may reflect usage by drivers who would use Tawa or Linden if parking were available at these stations. We believe that the provision of parking at the two stations is essential to realize the maximum benefit of the Drive then Ride policy.

Up-grading of the Western Corridor Road System

The total removal of the car as a vehicle from New Zealand roads (other than such emergency vehicles such as ambulances, fire engines and police cars) is not a practical proposition. Alternatives to the fossil-fueled engine of the modern car are now in prototype stage and vehicles with this form of power unit will be on the roads in numbers well before the end of the next decade. Thus whilst pollution may decrease, vehicle numbers will not. The obvious deficiencies of the present roading system are well known and generally accepted. However, whilst the problems associated with correcting these deficiencies are debated ad nauseam by the proponents of the various options,

practical solutions to the various specific problem areas are seldom discussed in sufficient detail to enable the community to make rational choices from the options available.

The feedback from our community is generally of confusion bordering on disinterest. The Association believes that there is an urgent need for authoritative commentaries by qualified engineers and financial people which sets out the positives and negatives of all options. An excellent example is that of the Transmission Gully project and the development of the coastal route – the Centennial Highway. No matter how green one's view of the car is, to those many hundreds (or is it thousands) who sit in their cars, waiting to get past the Paremata Roundabout, the up-grading of the road corridor connecting Wellington/Lower Hutt with the new suburbs on the Kapiti Coast is their number one priority. The publication of the engineering and financial pros and cons (in place of slogans extolling the advantages of the two alternatives) would be a welcome overture to a confirmed solution which all interested parties can understand and support.

Proposal to Change the Structure of the Water Supply Organisation

The Association has considered the proposal, currently being examined for a review of the way in which the water supply to the region is administered. The proposal is for a single entity to be formed to take over all functions of water supply to Wellington, Hutt City and Upper Hutt with the possibility that Porirua City will join at some later date.

We believe that the proposal is a sound one and should be followed through to a firm proposal. A single authority, albeit with representation from the Regional and City Councils on its Board should lead to a more efficient and cost effective operation, particularly with respect to the maintenance of the distribution system. At present leaks in pipes under roads seem to take an inordinate time to be repaired during which time considerable volumes of water is lost.

R M Allan
President



21 May 2001

Council Secretary
Wellington Regional Council
PO Box 11-646
Wellington

**Wellington Regional Council Proposed Ten Year Plan/Annual Plan 2001-2002 -
Submission Regional Public Health**

Environment Management Performance Indicators (page 23)

Inadequate disposal of hazardous agricultural chemicals can result in the pollution of waterways/groundwater and the creation of contaminated sites. Regional Public Health (RPH) therefore supports WRC's funding for the collection and disposal of unwanted agricultural chemicals throughout the region.

RPH also supports the planned environmental education programmes for schools, business and the general community. This will help to heighten environment awareness in the community and to promote environmental sustainability.

Regional Water Supply; Performance Indicators (page 41)

RPH looks forward to working with WRC in meeting compliance with the Drinking Water Standards for New Zealand 2000 and the regrading of the Wainuiomata Water Treatment Plant.

Regional Water Supply (page 45)

RPH agree with WRC that there may be significant benefits to be achieved from an integration of water services (see our submission on the proposed trust for further explanation of proposed benefits).

The management of the bulk drinking water Supply already crosses territorial boundaries with significant benefits. Greater health protection is provided by the ability to supply the system from any treatment plant (for example, if a water treatment plant needs to be taken out of service for any reason, the other treatment plants can supply the whole network). Greater environmental protection is also provided through the ability to share the demand and therefore lessen impact on natural water systems across the various sources (e.g. Hutt, Wainuiomata, Orongorongo and Big Huia rivers, Waterloo and Gear Island bores).

We consider that if the proposed trust does not proceed, the long term goal of an integrated water service should continue to be investigated as we would hope that integration could provide similar benefits for local drinking water reticulation and in the management of storm water and sewage.

Regional Public Health
Hutt Valley District Health Board
High Street Private Bag 31907
Lower Hutt New Zealand
Telephone +64-4-570-9002

3

We wish to be heard in support of this submission.

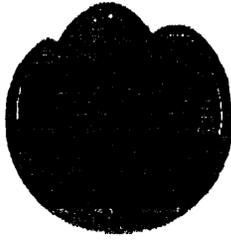
If you have any questions regarding this submission please do not hesitate to call me on 570-9134

Yours sincerely

16



Chris Edmonds
Health Protection Officer
On behalf of Regional Public Health



19

Queen Elizabeth II
National Trust
For open space in New Zealand

Nga Kairauhi Papa

21 May 2001

In reply please
quote: 9/1/9

Council Secretary
Wellington Regional Council
P O Box 11 646
WELLINGTON

Dear Sir

TOWARDS A GREATER WELLINGTON: INVESTING IN THE FUTURE

The National Trust wishes to make a supportive submission on the proposed 2001 update of the Council's ten year plan 2000 - 2010 incorporating the 2001/2002 Annual Plan.

The Trust congratulates the Council on its environmental management programmes and supports the work the Council has done and intends doing in respect to:-

- (i) Expansion of the number of Care Groups it supports.
- (ii) Promoting sustainable land management.
- (iii) Controlling animal and plant pests,
- (iv) Biodiversity project initiatives including riparian management and protection of remnant indigenous vegetation.
- (v) Promoting the establishment of a Wairarapa Wetland Park.

For its part the National Trust is willing to **work** closely with the Council in respect to items (iv) and (v) above, in particular.

Yours sincerely


John Bishop
Estate Manager

138 The Terrace Wellington PO Box 3341 Wellington Telephone 0-4-472 6626 Fax 0-4-472 5578 Email: qe2@qe2natrust.org.nz
Website: www.nationaltrust.org.nz

6467459

QUEEN ELIZABETH II NATIONAL TRUST #3813 P.001/001

21.MAY.2001 16:49 044725578

Submission to the Wellington Regional Council
On the Draft Annual Plan for 2001-2002

1. This submission is made by the following landowners whose land abuts on the Otaki River adjacent to the Upper Rahui Project:

B. Herbert and P. Wood, G. and B. Jackett, P. and A. Lawson,
R. and M. McLuskie, D. and G. Thurley, D. and P. Urquhart-Hay.

2. The above landowners wish to make an urgent plea to the Regional Council that the Draft Annual Plan be amended to make financial provision for works to be implemented to prevent further erosion of their properties abutting on the Otaki River. All the landowners concerned or their predecessors in title have lost land (in some cases substantial amounts) as a result of erosion.

3 The erosion can, we submit, be attributable to work carried out by the Manawatu Catchment Board and the Wellington Regional Council before, at the time of and after the Upper Rahui Development. Unfortunately the Regional Council inherits obligations from its predecessor in authority.

4. The protective works on the north bank when the Manawatu Catchment Board had responsibility for the River caused a disastrous diversion of the river to the south bank. Up until this diversion there was a considerable area of long established pasture land at the bottom of the present terrace. This included land which had been taken over by the Catchment Board but was by permission grazed by adjoining south bank owners. Sloping scrub covered land joined the pasture to the top of the present terrace. As evidenced by the totara trees growing on the pasture land and lining the top of the terrace this land on the south bank had been stable for at least 70 years. When the river was diverted to the south bank the pasture land and the angled natural buttresses against the terrace were in a short space of time completely washed away, as were wells, pumps and electrical equipment used for pumping river water to the pastures above for extensive spray irrigation. As a result the terrace became vertical and in some parts undermined. The continuous force of the river on the southbank has prevented the formation of beaches against the south bank. In spite of pleas for something to be done, the plight of the south bank landholders was ignored.

5. Sometime after the above diversion and after the extensive damage had been done the river started to swing back to the north bank and began making heavy inroads into the low lying farm land there. Prior to this the Regional Council had taken over responsibility for the river and action was taken to protect the north bank landholders. It seemed evident that the river was about to make large inroads into the north bank a low lying area and a natural flood plain. Planning for this action resulted in the Upper Rahui Development to protect the north bank landholders. This necessitated them giving up some land (most of which would in any case have soon been washed away) for the creation of new stop banks and a wide berm area between the river and the stopbanks. These measures are well documented and were the subject of a number of formal hearings as outlined below.

6. Following meetings and consultations with council staff a submission dated 10 March 1997 on the Upper Rahui Propos was made by the south bank land owners to the Landcare Committee of the Regional Council. The submission, in paragraphs 3, 4, 5, 6, referred to the construction of unauthorised works on the north bank and the depredations of the river following these works. We stated: "The south bank owners consider that past river management has ensured the river's diversion to the south bank in order to protect the north bank. This has happened under both the Manawatu Catchment Board and the Wellington Regional Council although the Council's regime has ensured that more attention has been paid to the needs of the south bank owners. Works in the past have been undertaken without proper consents and even without authorisation by the governing body. The Riverlea Farm Partnership has been a landowner in the area since 1973 and was certainly never approached about the 150 metre rip/rap on the opposite side of the river. In the opinion of the partnership this construction may well have been responsible for diversion of water to the south bank as well as the way that the river has been managed on more frequent occasions..... We believe that had no protective work been done on the north bank then the course of the river would now be well away from the south bank." (para 5) We went on to say we would support the Council's proposals but added that the work "should be carried out in such a way that ensures that the river pursues a median course."

7. In their submission of 10 March the south bank owners had therefore finally, but reluctantly, supported the proposal and withdrew the condition to their approval contained in an earlier submission dated 5 March for immediate construction of protective works on the south bank. This was done, after pleas from officers of the Regional Council and the north bank landowners. In doing so we were aware that in his report to the Landcare Committee dated 7 March 1997 the Design Engineer (Rivers), Brendan Paul, recorded: "The south bank owners are not convinced of the benefits they may receive from the river widening works. Their view is that the erosion of the cliffs on the south bank arise largely... through a management regime promoted by the council and previous river authorities." He added: " . ..it is possible that if river widening were completed, protection works could be carried out on the south bank as opportunities arise and budget is available."(para 5) We were also conscious that Mr Paul had stated: "It could be inferred that if their conditions are not met, the south bank owners would not support the project. This may mean that a non-notified consent would not be possible, and that they may oppose a notified consent"

8. After our March 5 submission officers of the Regional Council in order to avoid the possibility of a notified consent had emphasised the efficacy of river widening as a solution to our problems with erosion. It was pointed out to us that the conditions we had asked for would hold up the total scheme but that our situation would be later regarded favourably. Because of these assurances the south bank owners on 10 March 1997 made the amended submission in which we withdrew the word condition to our consent but again stressed the need for protective works for the south bank cliffs.

9 In the following year on 11 June, the Regional Council informed the south bank owners of a "Notified Resource Consent Application" under the Resource Management Act 1991 for long-term routine operations and maintenance activities for erosion and flood control purposes on the Otaki River. The Riverlea Farm Partnership which had three parcels of land abutting on the river adjacent to the Upper Rahui Development wrote to the Council on 10 July opposing the application and asking for a hearing on the matter. We stated that we sought: " . ..firm assurances that steps are being taken for protective work on the south bank on which our properties abut." A regional Council report dated 15 July, 1998 said that Riverlea Partnership sought assurances that protective works would be undertaken on the south bank.

10 Prior to the hearing Geoff Dick, Manager, Flood Protection (Operations) and Garry Baker of the Council staff met with Riverlea Representatives on 5 August, 1998. In a letter dated 24 August they state that "All operations and maintenance work will be undertaken in accordance with the Otaki Floodplain Management Plan...all maintenance works will have the aim of implementing or maintaining the design alignments and protection works set out in the plan." With regard to assurances about river protection works on the south bank the letter states "...this council has not yet made a commitment to when funds will be provided for the south bank works included in the Floodplain Management Plan. In the interim we will do what we can through the maintenance programme to minimise the erosion risks. We believe, however, the Upper Rahui widening work alone will provide significant benefits."

11. The same letter also attached a copy of a letter which was addressed to Mr and Mrs Empson (owners of land on the south bank) sent by Mr Geoff Dick which said with regard to the Upper Rahui Project: " You have been well informed of this project which involves a major widening of the river immediately upstream of your property. Our view is that this work is essential for the sustainable management of this reach of the river. In particular the river widening is a necessary first step before any permanent works on either side of the river can proceed." Note that the widening is stated to be a first step and other permanent works on both sides are envisaged.

12. In its report to the Hearings Committee for the application dated 3 September, 1998, the Wellington Regional Council stated: "Whilst the applicant has described the types of works that may be used, exact locations and quantities have not been identified. This is because the particular type of works will be chosen on a case by case basis. For example, the number of rock groynes to be placed in the next 15 years [i.e the time period for the resource consent] will depend on the amount of flood damage caused and erosion experienced and the suitability of groynes for that location and event." (P 18) This showed that the WRC could envision further erosion and were prepared to act. On page 36 the report states: "A number of submitters, particularly south bank landowners, have raised concerns about what impacts the proposed works will have on their property. Unfortunately due to the nature of the Otaki River, the applicant is unable to stipulate what type of works will be done in each stretch of river and consequently it is difficult to assess the potential impacts on individual property owners."

13. The report continued with the reassurance: “In the long term, it is considered that the works will enhance community values . . . by decreasing the erosion risk and increasing the flood protection.” The report advises the Committee that it: “Therefore needs to consider the importance of safeguarding individual’s property and means of ensuring it is not put at risk to erosion or flooding as a result of the works. The recommended conditions should ensure that any damage to properties that is directly attributable to the works is remedied.”

14 On the 11 September, 1998, the submission by the southbank owners (Empson, Fraser, Riverlea Farm Partnership, Thurley, Urquart-Hay) was made to the Hearing Committee. By this stage the Riverlea Farm Partnership and the other south bank owners had decided on a joint submission. The south bank owners pointed out that the proposals contained in the the Wellington Regional Council’s submissions to the Hearing Committee went far beyond what the south bank owners had agreed to and were proposed by the Regional Council at the Landcare Committee meeting in March 1977. As we stated in our submission on 11 September in paras 12, 14,15:

" 11. What has alarmed south bank owners is the inclusion in the plans for the north bank opposite the south bank’s eroding edge of a major protection work which was not included in any plans produced when we agreed to the Rahui proposals and which would permanently narrow the river....This plan has only very recently become available to us. All previous plans we have examined do not contain any reference to the establishment of groynes at this point. At the hearing into the Consent Application . . .The plans produced then provided for the removal of the berms and the establishment of willow planting between the Design Channel Edge and the Design Channel Berms.

“12. The addition of this added protection, and change to proposals to which we had agreed... has serious implications for owners on the south bank as it imposes a substantial restriction on the river and will concentrate an even greater flow on the south bank.”

“14. The south bank owners are of the firm opinion that the only way in which equitable protection for south bank owners can be assured is by the extension of the present provision for rail iron groynes on the south bank.

15. Our submission continued (para 15): “The cliffs on the south bank have over the years been severely eroded by the impact of the river This loss has been occasioned solely by the protective works which over the years have been established on the north bank, including illegal protective works. The result of the work has been to artificially force the Otaki River at the Upper Rahui into the south bank. It is not too late to protect land on the south bank from substantial erosion by the extension of the proposed rail iron groynes and berm recovery on the south bank. The scope of this extension can be determined in consultation with the landowners concerned.”

16. In his submission to the Hearings Committee Mr Dick stated on p 7: “The plan does not propose permanent works immediately adjacent to all of the Riverlea Farm Partnership properties. The general concept being that the proposed channel widening will reduce the pressure on the southbank to the point where the sections of naturally stable cliffs will not erode. This may have to be reviewed. Funding is also currently not committed for the requested work and therefore similar to the Empson’s I am not in a position to guarantee the works requested in the submission.” Note again reliance on channel widening to remedy the situation. Note also, however, the statement that the matter may have to be reviewed.

17. In the light of assurances from the Regional Council the Hearings Committee, Commissioners Sue Driver(Chairperson) and Christine Foster in their decision approving the Applications and in relation to the south bank submission said: " We accept the applicant’s evidence that the Upper Rahui project will, when it proceeds substantially alleviate erosion to the south bank of the Otaki River.” In the light of this and previous assurances those south bank owners who had objected to the application signed a document which effectively permitted the letting of tenders for the Upper Rahui works.

18. The efforts of the WRC to get the river to follow a median course have, we submit, not been successful. Encouraging statements by the WRC led the south bank landholders, to drop at two major hearings their submissions that the provision of protective groynes on the south bank be a condition to our consent to the Upper Rahui Development. At present the river bounces off a protected bend on the north bank straight into the south bank which is now extremely vulnerable to further depredation. Recently there have been several massive slips to the land belonging to Mr and Mrs Lawson. Their losses included Totara trees as old as 60 years along the bank edge as well as younger Totaras. Again indicative of the stability up to then of the edge of the terrace. Further erosion is threatened to the properties below them and to other old established Totara trees.

19. Subsequent maintenance work was done by the Regional Council with a view to protecting the Lawson/Thurley properties by establishing a beach which was quickly washed away, then putting in a small bank of stones further out in the river which suffered the same fate. This showed the futility of this maintenance type of work. The need is for properly installed groynes.

20. We submit that the review promised above by the WRC is long overdue. The southbank landowners now ask for an urgent review of an intolerable situation because of the substantial erosion on the south bank in spite of the river widening and some efforts to create a median channel. There has been added protection to the north bank by way of groynes and river management which has ensured that the river does not even come near the new protective works there. While the north bank rests secure behind groynes, willow planting and stop banks, the south bank is constantly eroding. We again point out that if the river had not been blocked by the massive works on the north bank, some of them unauthorised, it would have swung north over the natural low lying flood plain. The protection of the north bank at the Upper Rahui has ensured constant erosion on the south bank and long standing injustice to the south bank owners. We ask that money be allocated in the 2001-2002 Annual Plan for groynes to be installed urgently on the south bank to prevent this and to help ensure that the river runs in a median channel. The promises that river widening would stop this erosion have not been fulfilled. This is something we have always expressed doubts about only to be met every time with further reassurances.

CONCLUSIONS AND SUMMARY

Although we have expressed criticism of some matters from the past, we appreciate that while the Regional Council has been in charge, there has always been consultation and Council officers have gone out of their way to keep us informed.

This submission points out the depredations of the river on land belonging to south bank owners. We consider that protective works on the north bank have in a major way been responsible for diverting the river to the south bank. Some of these works have been unauthorised including a major work which bears much responsibility for some of the greatest erosion.

On two occasions at formal hearings south bank owners dropped opposition to Regional Council proposals for works to help the north bank owners. This was done in a spirit of co-operation in the light of assurances from the Regional Council that river widening and the establishment of the river in a median channel would protect the south bank. Two Commissioners who heard the hearings into the "Notified Resource Consent Application" also accepted these reassurances. In their decision approving the Application they said with specific reference to our submission to them:

"We accept the applicant's [Regional Council's] evidence that the Upper Rahui Project will when it proceeds substantially, alleviate erosion to the south bank of the Otaki River"

River widening and efforts to establish a median channel for the river have been of no use in saving our land. We submit that what is needed is the urgent establishment of strong groynes and the building up of a beach at the bottom of our terrace. This is something that has always in the past been held out to us as the option if the widening proposal failed to protect. It is evident that it has failed.

We appreciate this opportunity to again present our case and respectfully ask that the finance be made available for the work to begin.

*R. J. Jones
for South Bank Landowners*

21

Wellington Labour Local Body Committee
C/- 10 Torridon Street
Miramar 6003
(04) 388-2647

21 May 2001

The Council Secretary
Wellington Regional Council
P O Box 1 1-646
WELLINGTON

Dear Mr Maguire

INVESTING IN THE FUTURE – SUBMISSION

I attach a copy of this committee's submissions in respect of the 2001-2002 Annual Plan and the concurrent "Update of the Wellington Regional Council's 2000-2010 ten year plan".

Could you please advise details of public hearings so that I may arrange suitable representation.

Yours faithfully



Robyn J Boldarin
SECRETARY

Encl

"INVESTING IN THE FUTURE" Submissions of the Wellington LLBC

In this submission the LLBC will comment on the three key issues raised in the chairman's introduction in the same sequence major issues are raised in the report.

(1) **RELATIONSHIP WITH IWI**

The Council may also need to keep under review issues concerning openness to the viewpoints of Maori residents and ratepayers who do not have membership of local iwi and consequent access to Council by way of the present structures.

(2) **ENVIRONMENT MANAGEMENT**

The availability of **Elements** may assist greatly in the educational tasks implicit in many of the environment management functions. Council needs to remain aware of the fairly high turnover of population, especially in the inner-city, for many of whom English may be a second or third language. A recent overseas study has highlighted the contrast between the reluctance of those with pets to evacuate in flood emergencies compared with those with children who more readily comply with evacuation calls. Again a case for education in preparedness.

Harbour safety issues are likely to be exacerbated in the near-term by the combination of greater availability of jet skis and the proposed development of an extended Oriental Bay beach.

(3) **REGIONAL TRANSPORT**

Two of the three "key issues" concern regional transport.

We strongly support an aggressive approach to maximise the gains to this region from the shift to "Patronage Funding" with the early commencement of so-called "Kick Start Funding". Possible delays to the earliest possible construction of the Transmission Gully project (as envisaged last winter) provide additional opportunities to grow the public transport share of the commuting task, especially on the western corridor, as well as testing and developing direct links between the Hutt Valley and Porirua-Kapiti and also between Wellington's Northern Ward and the Hutt Valley.

The likely changes to local authority legislation during 2001-02 may make it prudent for the Council to delay commencing some infrastructural expenditures, if the option of direct ownership of Tranz Metro service becomes a reality.

Bus and cycle way improvements should be favoured in the meantime until some certainty of the ownership issue is achieved and the year ahead may be an appropriate time to plan to take advantage of the opportunities for bus transport made possible by the proposed Te Aro by-pass. Issues concerning future bus service through the Aro Valley and the continuation of Karori Park/Miramar bus route need to be addressed at an early stage if the by-pass proceeds.

The second tranche of possible service development is worthy of favourable review during the rate setting process but wider display of timetable information of all bus stops should, in our view, take priority over the new technology projects.

If the Hutt bus enhancements are to include a degree of subsidy for the service between the Airport and the Hutt CBD then that route should be revised to link both Hutt and Wellington public hospitals, Massey University and the Wellington Institute of Technology at the inevitable cost of a slightly slower trip from the Airport to either CBD.

Integrated ticketing, while undoubtedly worthwhile, should probably be left until the long-term ownership of the suburban rail network is identified, and concessional ticketing for tertiary students is further developed, before significant expenditure is incurred. While the recent increase in service frequency within the Stagecoach bus routes is welcome, as is the improved service to the Northern Ward suburbs, there may be some need to fine tune the scheduling of the latter services, as at peak hours they have been exacerbating bus-on-bus congestion at several points within the Golden Mile since service was extended to Courtenay Place. Also there may be a case for further extension of the unexpectedly successful late-night services to incorporate 4.00 am departures to the outer suburbs and outlying cities, at least on Sundays.

Ownership of Rail

Any deep consideration of the proposal for a Regional Council shareholding in an operating company for suburban rail might best be delayed until formal public consultation. What is important is that:

- (a) suburban rail services continue and grow in the Wellington Region.
- (b) that any future operators have incentives to grow the services and hence utilisation of the permanent way, signalling, etc.
- (c) that there be the possibility of legal recognition of Council's property rights arising from its investments in infrastructure, rolling stock and potentially new or restored permanent way.

In the event of further disaggregation of Tranz Rail continuing, some proposal close to that aired earlier this year is likely to find widespread support in both the city and the wider region.

However, the very fact that rail can have the significant role, that it currently has, in local mass transit is a factor of Wellington's hub position in a rail network that, unlike those of Seattle-Tacoma, Los Angeles or Vancouver is not pre-empted by the demands for freight movements, and where long-standing adaptation of disused heavy rail lines leaves little room for the development of extensive light rail networks as in St Kilda, Victoria or more recently The Rocks-Leichhart area west of the Sydney NSW downtown.

Currently some political and industrial elements are supporting what is in effect an early repossession of the permanent way and associated infrastructure. Were that to proceed a divorce between operating of trains and maintenance of permanent way would be likely and central government would have the future options of allowing a single or multiple operators access to the tracks and of cross-subsidising the less trafficked portions of the network from access revenues.

The purchase of Wisconsin Central by CN Transport with a consequent disposal of WinCentral's rail assets outside North America raises a possible alternative viz:- that a Class I railroad, with experience in long-term asset development and suburban operation, takes out the WinCentral shareholding in partnership with another party acquiring the Fay Richwhite shareholding and subsequently reversing the recent strategic direction of Tranz Rail. A consortium of NZ port companies acting in conjunction with Queensland rail interests could be the “dream team” capable of creating and sponsoring centres of excellence in design and construction of most aspects of narrow gauge rail construction and operation.

In this scenario the WRC could, by helping form such a consortium with other territorial and regional authority dominated port interests, facilitate a continuation of the present funder-provider split with an openness to longer-term contracting for the rail portion of mass transit operation as well as maximising the rail network's contribution to the internal movement of exports and imports.

(4) **REGIONAL WATER SUPPLY**

This LLBC did not support the proposal for the formation of a Regional Water Services Trust, as it would dilute accountability, involve job losses and a possible consequential reduced quality of service and involve substantial redundancy payments prior to what were seen as dubious out-year cost savings. Newly elected councils operating under a more permissive legislative regime may well be able to achieve savings of a similar magnitude by contracting further water services to the Regional Council.

We further note that despite the success of the four cities' system in lasting out the most severe drought in over a century all the assumptions in the plan may be challenged by providing a partial supply to the rapidly growing populations of the central Kapiti Coast. So in the short to medium term there may be merit in intensifying emphasis on water conservation measures as suggested in last year's submission in particular for limited domestic use of rainwater and/or domestic irrigation use of grey water.

(5) **LAND MANAGEMENT**

In the medium-term a greater level of activity may be feasible if seasonal employment funding can be accessed under future labour market policies. A literature search to strengthen the economic case for such subsidy in view of potential flood prevention and CO₂ capture benefits from an accelerated afforestation programme may be timely. We also welcome the general acceptance of the greater effort in countering animal pests especially in the high dairying potential areas of Wairarapa and look forward to the development of the more general Regional Pest Management Strategy.

(6) **FLOOD PROTECTION**

While last year's accelerated development of the Hutt River scheme remains the source of some carping this LLBC believes that it should be progressed as fast as reasonably possible. Nevertheless the WRC in conjunction with LGNZ could seek a funding basis change by legislation to recognise both that the greater share of the potential benefit of such schemes falls on the locations on the flood plains concerned

and that there is a not insignificant national benefit involved in reducing the random economic damage of flooding.

Design of the Hutt Valley scheme should not, in our view, be such as to prevent an eventual relinking of the Melling railway line with Upper Hutt, leaving room for a further station at Kennedy-Good bridge. All other schemes are supported but the LLBC notes that the WRC may need to undertake a programme of replacement of willows with native species in riverside management.

(7) **PARKS AND FORESTS**

The changes from the 2000-2010 plan are supported. We note the excellent publicity material for regional parks which has been appearing in **Elements**.

(8) **REGIONAL STADIUM**

The WRC exposure from the Regional Stadium is, as indicated, largely a matter for determination by the judicial system. In the meantime the failure of the stadium to gain a significant number of non-sporting events is a cause of minor public concern (outside of Thorndon!) and it may be appropriate, once legislative change has occurred, for the Regional Council to help facilitate some further increase in temporary seating capacity.

(9) **INVESTMENTS**

The investments in forestry are currently impacted by low overseas log prices in both profitability and ability to attract investment in value adding aspects of forestry in the near future. Less corrupt world markets will hopefully make this only a temporary development.

We continue to have concerns over the future of Centre Port and have previously suggested ways of strengthening Centre Port Wellington's share of maritime trade. Implementation of such ideas has been made more urgent by moves by Ports of Auckland to establish a base at Palmerston North. We would also be most concerned at any joint venturing of the container terminal which was used as an excuse for the replacement of the current workforce with labour supplied either by the joint venture or a "hire company".

(10) **INVESTMENT IN DEMOCRACY**

Within the planning period this facet of WRC activity may need to expand to include the capacity for direct polling on issues facing Council. The rapid uptake of internet technology cannot be ignored in this regard nor can the dangers of excluding large minorities without access to such technology from the political process.

In closing we would note that the proposed overall rating change is given recent fuel led inflation effectively close to a zero real-terms rate increase.

From John Terris Q.S.O., J.P.



Private Bag 31912
Lower Hutt
Telephone 04-570 6932
Facsimile 04-566 7027
<http://www.huttcity.govt.nz>
Our Reference

Mayoral Chambers Hutt City Council

21 May 2001

Submission to Wellington Regional Council's Annual Plan

By: Mayor John Terris
Hutt City Council
Private Bag 31912
Hutt City

Telephone: 5704932

This submission is made by Mayor John Terris on behalf of Hutt City Council.

I would like to receive a copy of the final Annual Plan.

Submission

I write in support of the submission made by Hutt 2000 Ltd, concerning the major issue of safety and security in Bunny St, Lower Hutt. As per Hutt 2000's submission, large numbers of youth congregate in the area because of the presence of bus stops. Some of these young people engage in undesirable and illegal activity, they are intimidating and create a serious area of pedestrian conflict.

Hutt City Council is currently preparing a strategy to enhance the safety of the city, which will address the Bunny St issue to some extent. Those involved recognise that Wellington Regional Council (WRC) is a key player in developing solutions for the area and we are sure that we can depend on your support and cooperation. In this respect, I would like to endorse Hutt 2000's submission calling for WRC to commit \$50,000 through its draft annual plan to address issues of safety and security in the Bunny St area, relating specifically to the public transport service located there,

A handwritten signature in black ink, appearing to read 'John Terris'.

John Terris
Mayor



OTAKI / TE HORO PUBLIC TRANSPORT TIMETABLE

The Kapiti Coast Visitor Information Centre has produced **this** timetable in conjunction with the Wellington Regional Council for the public of Otaki & Te Horo. All information was correct at date of printing. The Kapiti Coast Visitor **Information** Centre in its role as Agent for the transport providers will not accept any liability for nondelivery nor early or late services.

For Intercity, Newmans, White Star, Shuttles & Local bus services,
Tranz Scenic, Tranz Metro, Interislander, Lynx, Top Cat, see your
local agents

Kapiti Coast Visitor
Information Centre
Centennial Park, 239 SH1, Otaki
Tel: (06) 364-7620
Fax: (06) 364-7630
Email: kapiti.info@clear.net.nz

Otaki Harvey World Travel
Main Street
Otaki
Tel: (06) 364-8415
Fax: (06) 364-6120

TRAIN SERVICES

Southbound Services to Wellington

		Departs	Arrives
		<u>Otaki</u>	<u>Wellington</u>
Northerner	(Daily)	6.21 am	7.35 am
Capital Connection	(Mon-Fri)	7.16 am	8.21 am
Overlander	(Daily)	*	7.27 pm
Bay Express	(Daily)	6.19 pm	7.36 pm

Northbound Services from Wellington

		Departs	Arrives
		<u>Wellington</u>	<u>Otaki</u>
Bay Express	(Daily)	8.00 am	9.14 am
Overlander	(Daily)	8.45 am	*
Capital Connection	(Mon-Fri)	5.17 pm	6.34 pm
Northerner	(Daily)	7.45 pm	8.57 pm

Note:

- **Overlander does not** stop at Otaki. When travelling *North* passengers can catch the 'Bay Express' at Otaki and transfer to the Overlander at **Palmerston North**. Alternatively one can catch the 'Overlander' at either Levin or **Paraparaumu**.
- When travelling *South* on the 'Overlander' Otaki passengers can alight at Levin or Paraparaumu.
- Times given are approximate only and there may be seasonal variations to the timetables. For further information, reservations or fare inquiries please contact Kapiti Coast Visitor Information Centre, Otaki Harvey World Travel or Tranz Rail Information Service on 0800 802 802
- Tranz Metro services Paraparaumu to Wellington. Timetables available from Kapiti Coast Visitor Information Centre or Paraparaumu Train Station.

July 2000

LONG DISTANCE BUSES

SOUTHBOUND									
From	Depart	Company	Service	Travels via			Depart	Arrive	Frequency
				Wanganui	Bulls	Palm Nth			
AUCK/ROTORUA	7.50 pm	INTERCITY	6503		4.25 am	4.45 am	5.45 am	6.50 am *	DAILY
WANGANUI	8.30 am	INTERCITY	6805		9.15 am	10.10 am	11.10 am	12.20 pm **	DAILY
							P.M.		
NEW PLYMOUTH	7.50 am	W/STAR	W/S5	10.25 am	11.00 am	12.05 pm	1.05 pm	2.10 pm	DX 6 & 7
NEW PLYMOUTH	8.10 am	INTERCITY	6809	10.50 am	11.30 am	12.30 pm	1.50 pm	2.55 pm ^	DAILY
NAPIER (4)	9.00 am		6961						
TAURANGA (2)	7.15 am	INTERCITY	6701		1.40 pm	2.15 pm	3.20 pm	4.30 pm ^	DAILY
ROTORUA	8.45 am								
AUCKLAND	8.00 am	NEWMANS	7001		4.00 pm	4.40 pm	5.40 pm	6.40 pm	DAILY
TAURANGA (2)	9.45 am		7103/7001						
NAPIER (4)	1.30 pm	NEWMANS	7367	Via Foxton		4.45 pm	5.50 pm	6.55 pm ^	DAILY
GISBORNE (1)	9.00 am	INTERCITY	6965						
AUCKLAND	9.15 am		6501						
TAURANGA (2)	11.20 am	INTERCITY	6601		6.10 pm		7.10 pm	8.15 pm	DAILY
NEW PLYMOUTH (3)	2.05 pm		6417	5.20 pm		6.40 pm			
NEW PLYMOUTH	2.05 pm	W/STAR	W/S7	4.45 pm	5.20 pm	6.25 pm	7.20 pm	8.25 pm	SAT & SUN
NAPIER	3.20 pm	NEWMANS	7303			6.45 pm	7.45 pm	8.55 pm	FRI & SUN
NEW PLYMOUTH	3.30 pm	INTERCITY	6819	5.55 pm	6.25 pm	7.10 pm	8.15 pm	9.30 pm	FRI & SUN
NEW PLYMOUTH	5.00 pm	W/STAR	W/S9	7.40 pm	8.15 pm	9.20 pm	10.20 pm	11.20 pm	DX 6 & 7
(1) Change coach at Napier									
(2) Change coach at Taupo									
(3) Change coach at Bulls									
(4) Change coach at Palm Nth									
				* Stops at Interisland Ferry			15 minutes from Levin to Otaki		
				^ Travels on to Wellington Airport - must be prebooked			20 minutes from Otaki to Paraparaumu		
				Coaches depart SH1 opposite Visitor Information Centre			1 hour from Otaki to Wellington		
							Day Codes Mon-Fri = 1-5 Sat = 6 Sun = 7		

HF



**NEW ZEALAND HISTORIC PLACES TRUST
CENTRAL REGIONAL OFFICE**

F A X C O V E R S H E E T

DATE: 21st May 2001 TIME: 5 40pm
TO: Council Secretary FAX: (04) 385-6960
FROM: Greg Mason PH: (04) 470-8053
Heritage Advisor FAX: (0?)4/3-8195

RE: **Wellington Regional Council Draft Annual Plan 2001/02:
Submission from the New Zealand Historic Places Trust**

Number of pages including cover sheet: 3

STATEMENT OF CONFIDENTIALITY: The information contained in this and attached pages are intended for the use of the addressee named on this transmittal sheet. If you are not the addressee, then any disclosure, distribution or use of the contents of this facsimile is prohibited. If you receive this facsimile in error, please notify us by telephone (collect) on (04) 472 4341 immediately so that we can arrange for the retrieval of the original document(s) at no cost to you.

Message: ATTENTION: Council Secretary, Wellington Regional Council

Dear Sir/Madam,

Please find included the submission from the NZ Historic Places Trust on Wellington Regional Council's draft Annual Plan 2001/02

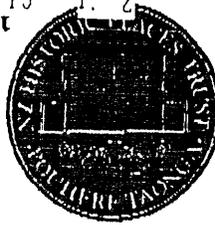
Please do not hesitate to contact me if you have **any** queries about this.

Regards,

Greg Mason.

NEW ZEALAND HISTORIC PLACES TRUST, CENTRAL REGIONAL OFFICE
Antrim House, 63 Boulcott St, PO BOX 2629, Wellington, NZ
Ph (04) 472 4342 Fax (04) 4990669

"Saving Our Past For Our Future"



Patron:
His Excellency The Right Honourable
Sir Michael Hardie Boys GNZM, GCMG,
Governor General of New Zealand

2
21st May 2001

HP: 33002-014

Wellington Regional Council
Draft Annual Plan
PO Box 11-646
WELLINGTON

Dear Councillors,

**Submission by the NZ Historic Places Trust:
Wellington Regional Council's Draft Annual Plan 2001/02**

The NZ Historic Places Trust (the Trust) welcomes the opportunity to make a submission on Wellington Regional Council's (WRC) draft Annual Plan for the 2001/02 period.

Rimutaka Incline

Members of the Trust recently spent time on the Rimutaka Incline Walkway considering the recreational and heritage values of the rail formation (and associated structures) and the logging operations that are occurring in the vicinity. As you may be aware, the Rimutaka Rail Formation possesses significant regional and national heritage values. The development of the route is an important part of the history of Wellington and the Wairarapa, and the formation is also a rare example of early railway engineering. In recognition of its heritage value, the Trust is currently assessing the Rimutaka Rail Formation and its structures for registration under the *Historic Places Act 1993*. In addition, the formation is an archaeological site, as defined in the *Historic Places Act*, which means it is afforded statutory protection. The legal obligations towards archaeological sites need to be taken into account when planning work that has the potential to affect such sites.

The Trust is aware that Council has contributed financially to the restoration and maintenance of the rail formation and many of the structures on it, notably Pakuratahi Bridge and Ladle Bend. The Trust commends and supports Council's actions in undertaking this work. We are also pleased to note that a further \$171,000 has been earmarked for the continued restoration of other formation structures in the 2001/02 financial year. We further note that Council has spent around \$150,000 to provide an alternative road access route to the Ladle Bend and Summit areas. This has saved a 700 metre portion of the formation being used as a logging road.

However, we understand that parts of the formation are still being used for logging operations and we consider that this activity is undermining Council's commitment towards restoration work. Consequently, the Trust strongly urges Council to commit funds to providing further alternative road access to the forestry resource, so that the formation and structures are not damaged further. We also request that Council honour its undertaking to restore, as near to original condition as possible, those parts of the formation that have been used by logging trucks and/or have had vehicle crossings placed over them. *Please note that any activity that may modify, damage or destroy parts of the formation or any of its structures requires an archaeological authority from the Trust for the work to proceed lawfully.*

Antrim House, 63 Boulcott Street, PO Box 2629, Wellington, New Zealand.
Ph: 64 4 472 4341, Fax: 64 4 499 0669, E-Mail: nzhistoricplaces@xtra.co.nz

"Saving Our Past For Our Future"

We also recommend that Council develop an interpretation trail along the Rimutaka Incline Walkway to highlight the historical, archaeological, cultural and ecological features that are present. This will increase the interest and awareness of recreational users of the walkway, as well as being a valuable education and advocacy tool. The interpretation trail would also represent an additional tourist attraction in the area.

Archaeological Heritage

The recommendations by the Select Committee in regard to the Resource Management Amendment Bill have been made public and the Trust is delighted to note the recommendation that heritage be elevated to a matter of national importance (i.e. from section 7 to section 6). In addition, the term 'historic heritage' has been given a comprehensive definition that includes archaeological sites, cultural landscapes etc. While these amendments are yet to be approved by Parliament, they clearly signal that heritage is to be given greater importance under the *Resource Management Act* 1991 and ultimately in Regional and District Council processes.

Consequently, the Trust recommends that WRC consider employing an Archaeologist/Heritage Officer to provide for the integrated management of archaeological heritage in the Wellington Region. We feel that a regional approach is appropriate as archaeological and cultural landscapes, as well as iwi boundaries, encompass a wider area than district or city boundaries. Furthermore, there are a number of district councils within the Wellington Region that have an abundance of archaeological sites within their boundaries, notably Kapiti Coast District Council, the three District Councils in the Wairarapa, and Porirua City Council. Development pressures in many of these districts means that archaeological sites often come under threat and, in more and more cases, sites are being damaged or destroyed. Council may be aware of some recent instances where the Trust has taken legal action due to unauthorised archaeological site damage.

An archaeologist employed at the regional level would be able to provide a range of services, including:

- Identifying archaeological sites/cultural landscapes for inclusion in regional/district plans;
- Provision of up-to-date information about sites;
- Assisting councils assess the effects of land use activities on archaeological heritage values;
- Undertaking an education and advocacy role, particularly for landowners;
- Monitoring the state of the archaeological resource across the Region;
- Providing policy advice to Council;
- Regional Policy Statement/Plan development.

Roth Auckland Regional Council and Environment Bay of Plenty employ staff in the area of cultural heritage management with very positive outcomes. The models they follow would prove very useful for WRC in developing a similar system for the Wellington Region.

Thank you for the opportunity to comment on the Wellington Regional Council draft Annual Plan 2001/02. We look forward to appearing at the hearing to speak to our submission.

Yours sincerely,



Greg Mason
Heritage Adviser
Central Region Team

(24)

Cycle Aware Wellington

To: Wellington Regional Council

Fax: 385 6960

Investing In the Future Submission

Introduction

Cycle Aware Wellington Inc. is the local regional cycling advocacy group. We represent cyclists who use their bikes for **transport** and **recreation**. We are represented on the Regional Cycle Forum, convened by Wellington Regional Council.

Our submission

Cycle Aware Wellington (CAW) supports the Regional Council's work towards improving and expanding the region's public transport **network**, and would like to see **progress on increased** services made at the earliest opportunity. However, we believe that the Council's plans should include a commitment to making the **carriage** of bikes on trains (and **possibly** buses) both easier and free. Bikes and trains are natural partners and overseas experience shows that they can work well together, the bikes giving an extra range for train passenger collection, and the trains giving cyclists the opportunity for longer distance travel. Multi-mode journeys can benefit both modes.

CAW wants to know where the mention of cycling projects is in this plan. We believe that there should be money allocated to **developing** a Regional Cycling Strategy, containing measures that will encourage the **use** of bikes. Such a strategy would have beneficial effects on the local economy (through recreational use, and by making shopping centres more pleasant places to shop, for example) **and** on the local community (by making a more people-friendly local environment, and **by giving greater equity of access** to opportunities).

Alongside that, CAW would like to see money allocated to designing **and** publishing a regional map of cycle paths, both existing ones and desirable ones, to **encourage the** development of a connected region by City Councils.

Thank you for the opportunity to make a submission

Alan Whiting,
Secretary, Cycle Aware Wellington inc.
PO Box 11 964
Wellington
Contact phone/fax. **04-385 2557**

21 May 2001

Council Secretary
Wellington Regional Council
PO Box 11646
Wellington Fax 385 6960

J C Horne
28 Kainuia Street
Northland
Wellington 6005
pn 415 7025

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Dear Secretary

Submission: WRC ten year plan 2000 - 2010: 2001 Update,
Incorporating the 2001 - 2002 Annual Plan

Thank you for the opportunity to comment.

1. Regional Transport - page 32 - 39

I disagree with the statement (p32) that the Regional Land Transport Strategy "promotes a safe and sustainable land transport system, maximising social and economic benefits for the region".

On one hand, it is correct. The Transport Division has done, and continues to do excellent work, in co-operation with transport operators, local authorities and central government, in promoting the use of public transport.

On the other hand, it is incorrect. The strategy is skewed heavily in favour of spending far greater sums on increasing the capacity of the roading network.

If the roading projects in the strategy, e.g., upgrades of Rimutaka Hill, Kaitoke Hill, SH2/SH58 intersection, Haywards hill, and SH2/Dowse Drive to Petone, extension of Wellington Urban Motorway, Pukerua Bay Bypass, Transmission Gully, Sandhills Motorway, etc, are proceeded with, the result would be a transport system which is:

- * increasingly unsafe, and increasingly unsustainable in environmental, social and economic terms, because it would be more dependant on private transport.

RECOMMENDATION

To comply with NZ's commitment to the Kyoto Protocol, and with the purpose and principles of the Resource Management Act, and to prepare the region for the peaking of conventional oil production about 2008, followed by declining production and rapidly rising fuel prices, we recommend that Wellington Regional Council allocate funds to revise the strategy by:

- A) deleting from it all projects which would increase the capacity of the roading network.
- B) fast-tracking all public transport projects, including long-overdue rail-enhancement projects, e.g., light rail in Lower Hutt and Wellington, removing the Pukerua Bay rail bottleneck, station and interchange upgrades, and obtaining new rolling stock.

Brent Efford, Convenor, Transport 2000+ and JC Horne would like to speak in support of this submission.

2. Land Management - page 54 - 56

I support increased use of locally-sourced indigenous plant species in all planting projects done or co-ordinated by the Council.

J C Horne (pp B. Efford re 1. above).

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TARARUA TRAMPING CLUB (Inc.)

P.O. Box 1008. Wellington 1, New Zealand. Clubrooms in Moncrieff Street
Email: ttc@voyager.co.nz Internet: http://www.ttc.org.nz

WELLINGTON REGIONAL COUNCIL
22 MAY 2001

FILE REF:	
6/4/1/3	
NAME	Int/Date
T. McGuire	

19th May 2001

Council Secretary,
Wellington Regional Council
Marshall House

Proposed WRC ten year plan 2000-2010: 2001 Update + 2001-2002 Annual Plan

Dear Sir/Madam,

The Tararua Tramping Club is a Wellington club established in 1919 and now with over 600 members. Our members engage in a variety of outdoor recreational activities and most of our trips are within the Wellington Region. Our members also have a general interest in and concern for the environment and conservation issues. Our activities and members' interests are thus directly affected by WRC policy and long term plans. We are pleased that last year's plan and actions have followed through on some of the positive aspects we saw in the 10 year "Towards a Greater Wellington" plan and make this submission on the 2001 update of that and the 2001-2002 Annual Plan. In our submission we refer to document containing these proposed plans as "the Plan". Inevitably many items in the Plan are interdependent and so we ask that our suggested changes and comments are taken to include any consequential ones elsewhere in the Plan. We wish to be heard in support of our submission; please contact Michael Taylor (474-5478) to arrange this.

Yours faithfully,

Michael Taylor

Michael Taylor, (Vice President)

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(A) Combined Plans (Introduction & elsewhere):

The Plan covers both updating the Ten Year Plan and the Annual Plan for 2001-2002. This leaves doubt as to the timing of the commitment of WRC in dealing with some of the issues and the ability to change the plan at this stage. It is unclear that the long term issues have been addressed from a planning point of view as the Plan refers to refreshing and updating the Long Term **Financial** Strategy rather than the ten year plan. Although important the Financial Strategy, including all the tables of forecasts, should arise from the plan not vice-versa.

(B) Investment Programme (page 2):

We continue to support action being taken to further “Towards a Greater Wellington: Investing in the Future”, in particular those initiatives to support and enhance the natural environment.

(C) Environment Management Performance Indicators (page 23 onward):

Long Term (page 23): Although slightly changed from last year, the wording “in a way which gives sustainable outcomes and which is fair, equitable, provides investment certainty and involves the least possible compliance costs” still does not make it clear how any conflict between “sustainable outcomes” and “least possible compliance costs” is to be resolved. We believe there is no doubt: the “sustainable outcome” is the absolute requirement and it is only within any choice of ways of achieving that the requirement for the other factors should be observed. We ask the wording be changed to make it clear that “fair, equitable, provides investment certainty and involves the least possible compliance costs” are subordinate to “gives sustainable outcomes”. We note that the challenge, Gaining Compliance, which requires WRC to be more vigilant and hard about compliance is a practical recognition of this point. The requirement to avoid the possibility of not achieving sustainable outcomes overrides the fact that this may lead to additional compliance costs. This is an approach we strongly support. We have only to mention the infamous episode of Pukeatua Power and Roaring Meg for the point to be clear. In cases with uncertainty the precautionary principle should be adopted,

Short Term (page 23): We question why the total cost of compliance monitoring is not borne by the consent holders. If it were then the budget here (\$283,000) would not be required.

Short Term (page 24): We ask that some detail of the environment projects Iwi will be undertaking be put in the Plan. It is hard for the public to assess whether this very substantial expenditure (\$369,000) is reasonable and the best use of that money when no detail of the proposed work is given.

(D) Environment Management Gaining Compliance (page 28):

We strongly support a more vigilant and “harder” approach to compliance. Inevitably commercial organisations tend to have private profit, not the environment or public good, as their purpose and, as WRC here recognises, exploit a soft approach to further that end. It is unacceptable that, if a project fails or is abandoned, a developer cannot be forced to reinstate the environment. A legal system which allows companies to have limited liability and so evade their environmental obligations through insolvency or whatever is faulty. To avoid such pitfalls the Plan should have WRC require a bond or insurance cover be in place of sufficient size and certainty to cover the potential cost of restoring the environment should any use cause adverse impact or be abandoned.

(E) Material Changes (page 30):

As we made clear in our submissions at the time we strongly supported the WRC initiative to set in place a Regional Landscape Plan and are disappointed in WRC’s loss of commitment to this.

(F) Regional Transport (page 33 onwards)

We support provision of public transport infrastructure and services. Without that, direct pollution, such as exhaust emissions, oil and rubber run off, and indirect pollution, such as the loss of open space and landscape values, will not even been stabilised, let alone decreased as they need to be, not just in our opinion, but in the case of greenhouse gas emission to meet New Zealand’s international commitment.

(G) Regional Water Supply (page 41 onwards):

Long Term environmental management (page 42): should not only require all water supply activities be undertaken in an environmentally sympathetic manner but also require they be undertaken in a recreationally sympathetic manner in recognition of the high value of the water catchments for recreational opportunity.

Short Term environmental management (page 42): A commitment should appear here to provide much greater access to the Wainuiomata/Orongorongo catchment. The current arrangement is far too restrictive for most of our plans. The challenges section notes that the Wainuiomata Water Plant is expected to receive an A/A1 grading in the year and so implies all upgrading will then be complete. WRC previously promised to reinstate general public access to the water catchments once the treatment plants had been upgraded. That promise was kept for the Hutt Catchment; it is the turn for the Wainuiomata/Orongorongo one this year. We are pleased that a little access to the Wainuiomata/Orongorongo is currently allowed, but it is an inadequate for the recreational opportunities of this public land. We regularly use and enjoy the general public access to the Hutt Catchment that was reinstated 3-4 years ago. We look forward to running trips similarly in the Wainuiomata/Orongorongo Catchment where the opportunity for appreciation and enjoyment of the native bush environment is probably even greater.

Challenges & Assumptions (page 45 onwards): A reduction in consumption (including reticulation loss) should be one of the challenges. Just as with other resources it is better to use them more efficiently and adopt conservation measures than to find and exploit new supplies. Not only may individual and commercial consumers be wasteful but also we understand that losses in the system through leaks etc. are 20% or more. In line with our comment on the long term environmental management, if any new collection area is used the Plan must require from the outset that there be continued general public access.

(H) Land Management (page 51 onwards):

Controlling Animal & Plant Pets: We have just addressed many of the issues in our submission on the proposed Regional Pest Management Strategy 2001-2021. We support that strategy, subject to some strengthening, and so support the items related to it here.

We ask that the Plan provide for WRC to take the initiative to investigate proposing a National Pest Management Strategy — that would obviously be done in cooperation with other authorities and organisations. It is clear from the Regional Strategy that this would have advantages: for pest distribution that is more or less nationwide it is simply logical and could promote a more consistent approach; it would bind the Crown, which occupies a very substantial amount of the land but whose voluntary cooperation (with just a Regional Strategy) cannot always be assumed; it could give certainty regarding cross border reinfestation and so may allow better management strategy.

(I) Parks & Forests (page 66 onwards):

We strongly support this WRC activity. There should be more resource put into it and more emphasis put on opportunities for informal recreation in these natural areas. WRC, although showing less bias than local government, continues to make disproportionate provision for formal recreation and competitive sports.

Challenges, Environmental Excellence (page 71): We agree with “high environmental management excellence and high quality indigenous forests”. However, we suggest funding of all,

or most, of the cost of achieving this, and in particular of plant & animal pest control, correctly comes under Land Management.

Challenges, New Parks and Services: As overall funding is limited we do not support additional rangers or any significant spending on enhancing existing opportunities with new facilities (that excludes necessary maintenance of existing ones). We believe funding is better directed to new parks and land additions to existing ones. The need for more opportunities for informal recreation for a larger number of people to relax, "getting away from it all", is clearly growing — a greater area of Regional Park Land will help meet that need, and yet as time passes will probably become harder and more expensive to achieve. We support the new Wairarapa Wetlands Park.

Whitireia Park already exists; the public can and do use and enjoy it in its present form (we use the cliffs at Titahi Bay for rock climbing instruction); and it is quite close to Belmont Regional Park. All these points give little, if any, priority and reason for WRC to take on its management; we do not support that proposal.

It is far more important to provide a local opportunity to those living in Wellington City by establishing a regional park in the southwest peninsula, "Terawhiti Regional Park". Clearly this is a long term project but the Plan includes long term items and even if establishment is not achieved within its time frame the necessary investigations and proposals should be. The Plan should commit to doing this. The Regional Park system has great value and benefit to the people but the current distribution is unnecessarily and unreasonably unfavourable to Wellington City residents.

We also see provision for land additions to East Harbour Regional Park as the opportunity arises as a better use of funds than taking over Whitireia Park or additional rangers.

(J) Regional Stadium (page 74 onwards):

We note here by way of illustration of the imbalance in funding between informal and formal recreation opportunities, that the rates spend on all the Region's Parks and Forests is \$4,008,000 and that figure for the Stadium, which gives a recreational opportunity limited to a very few sports men and women, is only 35% less at apparently \$2,676,000.

(K) Investments — Forestry (page 77 onwards):

It is essential that, with respect to forestry, in any step to "reduce its exposure to both investments and use the proceeds to repay debt" only cutting rights be sold or leased and not the public land on which the trees grow nor any other right with respect to that land and its use. Furthermore, any sale of cutting rights must be subject to the exercise of those rights being controlled by WRC in respect to the impact allowed on the environment and recreational access.

(L) Financial Tables (throughout):

Given the emphasis placed on these in the Plan it is a pity that no actual expenditure figures are included. We understand the difficulty in doing that — it is too soon to have the actual 2000-2001 finalised and so that is the budgeted figure, and obviously 2001-2002 is planned and future years are forecast. Without generally wishing to increase the amount or complexity of the financial data presented we feel it might be helpful to have the actual 1999-2000 added to these tables. That might also be helpful by providing a slight historical perspective.

PUBLIC PARTICIPATION, WELLINGTON REGIONAL COUNCIL

LANDCARE COMMITTEE MEETING, 9.30 AM, 8TH FEBRUARY 2001

From Keith McGavin, Secretary, Wellington Tramway Museum Inc.

Mr Chairman, Councillors

A RAIL PLATFORM FOR QUEEN ELIZABETH PARK

INTRODUCTION

My name is Keith McGavin. I am Secretary of the Wellington Tramway Museum and am speaking on behalf of the Museum Society. We own and operate the Tramway Museum in Queen Elizabeth Park at MacKay's Crossing.

Thank you for this opportunity to speak to you as a strong advocate for the provision of a railway station – or more precisely – a platform – adjacent to the railway line immediately north of MacKay's Crossing and directly opposite the entrance into Queen Elizabeth Park. The purpose of the platform is to provide for public transport access to the Northern entrance of the Park. There is currently no public transport available to the Park.

WHO WILL BENEFIT

Public transport access would benefit, amongst others,

- visitors to the Park who are interested in the proposed wetlands and in the existing conservation and historical features – for example, the WW II US Marines Memorial,
- hikers from or to Paekakariki who perhaps would prefer to walk only one way,
- customers of the horse trekking business,
- visitors to equestrian events, and to other organised events;

- as well as the potential of thousands of visitors to the beach, including those who come to organised corporate picnics and the like.

Our historic trams would be able to carry people from the Park entrance to the Beach. This provides the possibility of public transport from anywhere in the Wellington Regional transport network to MacKay's Beach.

WHY NOW

It is the realignment of State Highway One – and the removal of MacKay's rail crossing from the State Highway – that provides the opportunity. Previously the installation of a rail platform would have involved the provision of an expensive subway or overbridge under or across State Highway One. And it would have involved other problems that would be difficult and expensive to overcome. Now, all that is needed is a platform, on the west side of the single, and straight, rail track that exists immediately north of the crossing, - plus a path from the Platform to the Park entrance.

LOW COST

The following technical factors will keep the costs down:

- a single rail track means only one platform is needed
- the ground is flat, and is already consolidated because of rail sidings that existed there years ago
- More than adequate lighting already exists
- No rail signalling will be needed
- Fill from the State Highway One realignment should be available

- No subway or overbridge will be required

COUNCIL'S OBJECTIVES

The proposal is in keeping with Council's objective of a transport system that is environmentally friendly and provides good access. The cost will depend on the standard that is provided. As a minimum a concrete platform front plus a tar-sealed platform surface and pathway would be needed in our view.

REQUEST TO APPROVE

We ask that you authorise

- design work to be carried out and costs estimated, and
- inclusion of the Project as part of the Park entrance rearrangements in your draft annual plan for 2001/2002
 - with a view to the work being authorised in time to be carried out in conjunction with the State Highway 1 road realignment.

CONCLUSION

I know it is very easy to spend money, but in this case we believe the opportunity presented by Transit NZ's road re-alignment – with all the material and equipment on site – should not be missed

We are sure that our proposal, when implemented, will add significantly to the Park's accessibility, and therefore its attractiveness, to the public.

Thank you

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It would be very useful to have a preliminary estimate of costs. This would allow, for example, for some recognition to be given to the potential project in the draft Annual Plan. We think the cost would be low and I have set out on the attached sheet the reasons why. Nevertheless it would be useful to have some independent and expert verification of our opinion. Would it be possible for you to arrange for a (minimal) amount of work to be done on this?

Thank you for your assistance on this proposal. We think the time is right for this step forward in creating public transport accessibility for Queen Elizabeth Park.

I am available and would be happy to discuss the matter with you or your officers at any time.

Yours sincerely



Keith McGavin
Hon. Secretary

Ph (day) 495-7821
E-mail kdsm@the.net.nz

**TRAIN STOPPING PLACE FOR QUEEN ELIZABETH PARK
(MacKay's Crossing)**

A Platform and a Pedestrian Crossing is all that is required.

Costs will be minimal because:

- The railway line is straight (a curved platform would be more complex and expensive to construct)
- The railway line is single track (no footbridge required over, or subway required under, the tracks);
- The ground is already flat and is probably compacted - as there used to be railway sidings (for the US Marines Camp) at the location;
- No footbridge will be needed to cross the road (Transit NZ's consultants confirm that a pedestrian crossing appears to be a reasonable requirement);
- It is probable that no lighting will be required (normal use will be during daylight hours, when the Park is open, and the area is likely to be flood-lit by the State Highway One Interchange lighting);
- No shelter building is required, necessarily;
- The length of the platform needs to be discussed, but it could be as short as four carriages – which is the normal maximum length of trains during weekends. It could be built short but extended later if necessary.
- We do not believe any alterations to Tranz Rail's signalling etc. will be necessary;
- Fill from the State Highway One alterations could be used.

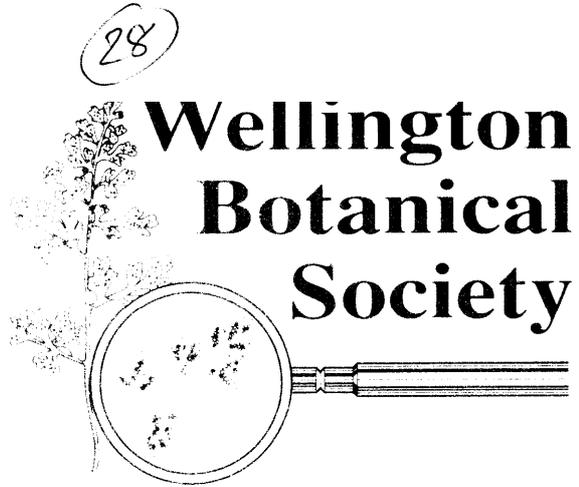
In short, if a location for building the cheapest possible rail platform between Wellington and Paraparaumu was to be selected this would very possibly be it – and the site is ideally situated adjacent to the entrance to Queen Elizabeth Park.

Fax: 384 5023.

Wellington Botanical Society Inc.
Box 10412
WELLINGTON.

22 May 2001

Council Secretary
Wellington Regional Council
Box 1 1-646
WELLINGTON.
Attention: Lloyd Bizet.



Wellington Botanical Society

SUBMISSION

INTRODUCTION

Wellington Botanical Society was established in 1939 and has a membership of approximately 300, including professional and amateur botanists. The Society's activities include research, field work, publication, advocacy, and the provision of botanical expertise.

Our aims are to encourage the study of botany, in all its branches and the N.Z. flora in particular; to create an interest in, and foster an appreciation of, N.Z. native plants, especially in the field; to collect and disseminate knowledge and encourage the cultivation of native plants; to advocate the protection of scenic reserves, national parks, sanctuaries and similar reserves in their natural state.

COMMENTS

Land Management, Page 54, Biodiversity.
Riparian Management

We are pleased to read that, "the increasing emphasis is on biodiversity will require native species to be considered, where appropriate and cost-effective". Waterways provide important actual and potential corridors for restoration of indigenous biodiversity. Council's allocating \$40,000 towards implementing the Pauatahanui Inlet Action Plan will be effective here.

The Wellington Department of Conservation is currently preparing a fact sheet containing a list of indigenous plants suitable for the region's wet sites, including streamsides. This will very soon be available in the public domain and hopefully will provide a stimulus to the changes needed to turn around the current practice of using inappropriate exotics such as willows.

Cost-Effectiveness

Any analysis of costs, financial or otherwise, likely to result from making significantly greater use of indigenous plants in land management, should be balanced against the costs of removing inappropriate exotic species such as willows, which especially when layered, collect flood debris over time, then break during a flood, to release a wall of water and debris. (Source: Dr Ian Atkinson, Ecologist, Environmental Research Associates of NZ.) As well, the huge loss to biodiversity which has resulted from using exotic species over decades, must be considered.

Page 2.

Wellington Regional Council's Akura Nursery Akura nursery grows and sells "... willows, radiata, tree lucerne, macrocarpa, flax, eucalypts and natives.. ." the latter, (except for flax), lumped together seemingly as an afterthought. An analysis of the plants in Akura's catalogue shows only 28.6% natives. Furthermore these are listed by a genus or common name only, e.g. "coprosma", "olearia", whereas the exotics are listed, as they should be, by genus and species/variety, e.g. "*Eucalyptus regnans*". The article goes on to say that Akura's field officers "... can recommend the varieties of trees most suitable for your conditions." But there are 53 NZ Coprosma species and 35 NZ Olearia species and we ask which Coprosmas and which Olearias Akura is recommending, since clients need to know that each species has its own soil, climatic and site tolerances.

Educating the Regional Community

Council's own *Wellington Regional Native Plant Guide* has been successfully promoting the use of native plants (*not just trees*) for gardens, farms, parks and planting projects anywhere in the Wellington region. Page 2 of the Guide states that it has been written for gardeners . . . and for anyone wanting to restore or enhance the natural environment . . . We hope the ecological zone concept adds a new dimension to your enjoyment of your garden, farm, or lifestyle property.'

There are NZ native plants appropriate for any NZ site. Whatever the job, native plants can do it and do it well. For millenia, NZ-native plants have been holding the land against the ravages of erosion and flooding, while less than two hundred years of often short-sighted farming and forestry practices have altered the balance of nature, particularly the absorptive capacity of the soil, to such an extent that catastrophes like slips and flooding happen more frequently.

The urgent need to prevent further loss of indigenous biodiversity is a compelling reason to use a range of native plants for farm gardens, hedges, plantations, shelter belts, riparian strips, copses and streamside plantings. *If these are planted in locally-sourced native species suited to the local conditions*, they will help not only to control erosion and flooding but also to conserve our natural heritage. They may take a little longer to establish but the result is worth waiting for.

Conclusion

What is needed is an attitude change in land managers, the will to make the necessary changes in plant selection and to take the message out to the community. We hope that Council is already be signalling this in "Towards a Greater Wellington".

We wish this submission to be heard.

Yours sincerely,



Barbara Mitcalfe, Submissions Coordinator,
on behalf of Victoria Froude, President, WBS.

29a

Lloyd Bezett

29a

From: Marie Martin
Sent: Wednesday, 23 May 2001 15:01
To: Lloyd Bezett
Subject: submission

Date: May 21, 2001 03:33 PM

Author: Cr Kathy Spiers (Kathiel@the.net.nz <<mailto:Kathiel@the.net.nz>>)

Subject: Annual Plan submission - QE Park

I propose that the Wellington Regional Council make provision for planning for motorsports under the next review of the Queen Elizabeth Park Management Plan

KAPAKAPANUI

in partnership with Papatuanuku

21 May 2001

Council Secretary
Wellington Regional Council
P.O. Box 11-646
WELLINGTON.

Tena koutou e rau rangatira ma! Kei te mihi nui ki a koutou.

2001-2002 ANNUAL PLAN

Please accept this brief request for consideration in your 2001-2002 Annual Planning round. We appreciate the opportunity to make these suggestions and through them hope to continue the partnership base we have established between your Council and Te Ati Awa ki Whakarongotai.

We have no wish to make specific comments on parts of your plan. Instead we have two requests for your consideration. We have provided only the basic outline of these ideas here - preferring to present more detailed information in person.

In the next week we shall also be forwarding a more detailed proposal (already discussed as a concept with WRC staff) for rehabilitation work at the Whareroa stream, Queen Elizabeth Park. We expect this latter proposal to be considered in the "iwi projects" budget.

Proposal One - Catchment Management Waikanae River

We are closely involved in the work of the care group - Friends of the Waikanae River and really appreciate the level of support that the Council has invested in this group to date. However, we are of the view that whilst the rehabilitation and planting work being done as part of that group is critical, it needs to be done in the context of a more comprehensive long-term management plan.

We would like to point out that the Environment Strategy completed by WRC and KCDC is not a Management Plan - mainly because of its short timeframe and the fact that it covers only a small part of the River. We do however see the Ecological Strategy already prepared as being a core part of a more comprehensive long term Management Plan.

Kapakapanui

(protection for nga taonga tuku iho - environment and heritage)

Te Runanga o Te Ati Awa ki Whakarongotai Inc.

P.O. Box 149, WAIKANAE

Kapakapanui Manager ph 04 2399220 kotuku@xtra.co.nz

This need for a Plan has been made even more apparent in the context of the decision to limit water take on the river in 2003 and recent applications for extracting large amounts of gravel. It is clear that our river is in trouble. Current water take is unsustainable and pollution levels are untenable. It is our theory that a significant cause of these problems lies in upper catchment landuse, removal of indigenous vegetation, and lack of co-ordinated planning for long-term settlement on the Kapiti Coast.

In our "Stormwater and Runoff" policy 2000, we stated that a rahui has been placed on a number of wetlands, streams and the lower reaches of the Waikanae River because of unacceptable pollution levels. The cultural or kaitiaki response to this situation is to devise an action plan to remedy the situation. We have found that this is not possible to do on our own - we need the Regional Council to assist in shaping this river Management Plan as a collaborative effort.

Project Two - Update the Management Plan for Queen Elizabeth Park

This is something that we now consider to be long overdue. The need to revise the park Management Plan is now beyond the statutory timeframe for revision and we think this is a timely moment to bring in a more community-based response to this local and regional asset.

Our proposal is that we undertake a series of workshops and community meetings to discuss long term management planning for the Park amongst yourselves, the Department of Conservation, Ngati Toa, Ngati Haumia, Te Ati Awa, and the community of users and former land owners.

We would like to be heard with respect to these proposals and the more detailed proposal for Whareroa (forthcoming).

Thank you.

Heoi ano, naku na

Susan Forbes
Kapakapanui

Kapakapanui

(protection for nga taonga tuku iho - environment and heritage)
Te Runanga o Te Ati Awa ki Whakarongotai Inc.
P.O. Box 149, WAIKANAE
Kapakapanui Manager ph 04 2399220 kotuku@xtra.co.nz

**Wellington Regional Council
Annual Plan Submission
Tawa Community Board - May 2001**

Parking (Transport and infrastructure)

The Tawa Community Board wishes to raise the issue of Parking around the railway stations in TAWA.

Park and Ride is a regional initiative which is designed to promote the use of public transport.

Currently commuters travel from Linden through to Takapu Road stations by car searching for parking, and then 'give up' and drive through to town instead of using the train service. This is a "lose-lose" scenario.

The poor parking available at Tawa and Linden Railway stations results in many residents being forced to park on Oxford Street or Duncan Street. This in turn creates problems for residents, and serves to be a disincentive for the use of public transport for Tawa residents.

We understand that there is an area designated for parking at Tawa Station, (on the Woolworths side) however it is not clearly marked, and needs to be advertised. Also for the Greenacres residents there needs to be parking on the Duncan street side of the railway line.

In addition the parking area at both Takapu Road and Redwood Stations are consistently full, and require more spaces to be allocated.

In general the board believes that the 2001/02 draft annual plan document provides a general overview of the regional council financial position but provides little information on projects or detail in which to make a carefully considered submission.

Tawa Community Board

Bob Banks
Ngaire Best
George Mathew
Tony Parker
Robert Tredger
Glyn Patchett

From: Margaret McLachlan
Sent: Tuesday, 22 May 2001 15:09
To: Lloyd Bezett
Subject: FW: Investing in the Future submission

-----Original Message-----

From: Philip C. Tomlinson [SMTP:tomnz@ihug.co.nz]
Sent: Tuesday, 22 May 2001 11:59
To: info@wrc.govt.nz
Subject: Investing in the Future submission

I have spoken with the Council and I understand a submission will be accepted, notwithstanding that the time for submissions closed yesterday.

I am a rate-payer in both Wellington and Kapiti, living in the area over 30 years

I do not wish to make a verbal submission

My submission on the annual plan is as follows

1. The **increase in the WRC rates** last year at 12.5% was totally unacceptable, and the proposed increase of 4.2% this year, and more next year is also unacceptable. Council must recognise that property owners are no longer able to provide unlimited funding for Council activities. Many, especially in Kapiti, are on fixed incomes, and cannot continue to pay rates increases of the size contemplated by Council. If Council wishes to increase its activities, it must spread its rating burden to other parts of the community, or direct the charges to those parts of the community who principally benefit from the activities.

Some rates items, such as the Stadium is part funded by the Regional and Local councils. This double funding charge on rate-payers must not continue, and such support must be limited to either the regional or local councils and NOT both. Effectively it hides the total rates contribution for such items, and is unreasonable.

The proposed 8.8% increase for Kapiti Rate-payers is also totally excessive, especially for a community which has many with fixed incomes and who have limited ability to meet cost escalations of this nature. Adjustments are essential to bring this down to closer to the average increase.

2. The Council support to **public transport** is becoming a major drain on WRC rate-payers, the charge significantly increased this year. While some benefit is received by all rate-payers from such support, by far the greatest benefit is received by the commercial and business sectors. Increased funding from that source by way of a differential rate or similar must be a matter of priority; residential rate-payers can no longer continue to meet the rapid escalation in the costs involved. There is a need to broaden the funding of such expenditure.

For the Kapiti Coast transport rate to increase 33.89% is totally unacceptable, and the overall 8.94% in the transport rate overall is beyond what rate-payers can reasonably support

There is the stated proposal for the Council to purchase Tranz Metro. This is not the primary responsibility of residential rate-payers, and if the business community wants it, then they must be prepared to meet a substantial proportion of the costs involved. Many of those who use the service are non-rate-payers, and the 'user-pays' costs must be set at a reasonable level to ensure a reasonable charge to the community

A significant aspect of this proposal is the risks involved. Rate-payers cannot accept the significant risks that arise. The rail infrastructure especially rolling stock is generally old, and major expenditure could be required within a short period, and rate-payers, especially residential rate-payers, cannot accept such costs and the associated rating liability. For Wellington city residential rate-payers to pay the costs of workers coming to the city does not make much sense.

A further issue is the ability of the public sector to efficiently run such an enterprise. There is no evidence to date that such expertise is available within the Council

3 Kick **start funding** is available. Again, while there is some benefit from taking advantage of such funding, the overall impact on rates must be realistically assessed. If the funding can be applied to existing projects then go for it, but to incur new projects just to take advantage of the funding and consequently increase the level of rates generally, is not acceptable.

4 The joint **water trust** appears to give significant savings, and provided the combined activities can be managed efficiently and cost effectively, then such a proposal can be supported. It is critical that the resource can be efficiently managed, and such expertise must be fully established before wholehearted support can be given to this proposal

P C Tomlinson
Wellington and Kapiti

Philip C. Tomlinson
Wellington
New Zealand
Web site <http://homepages.ihug.co.nz/~tomnz/index.htm>

11 Pokohiwi Road,
Normandale,
LOWER HUTT.

20 May 2001

The Council Secretary,
Wellington Regional Council,
P.O. Box 11-646,
WELLINGTON.

Dear Sir,

2001-2002 Annual Plan

The Normandale Residents Association would like to make the following comments on the above Annual Plan.

Environment Management

We would like to commend you on the proposed workshops for those interested in making submissions on resource consents and would like to see this type of public education continued.

Regional Transport

This Association sees as vital the retention of the Wellington Tranz Metro Rail service and we strongly support the efforts being made by the Regional Council in this regard.

We would also like to see the upgrade of the Petone railway station including better provision for passengers waiting for connecting bus services. The present shelter is totally inadequate.

The facilitation of the Transmission Gully highway is viewed as important as is the upgrade of SH58. We do not support the current proposal of a Lower Hutt/Porirua linkroad through the Belmont Regional Park.

Regional Water Supply

We do not support the integration proposal currently under consideration and ask that the Council respond to public concern by abandoning the proposal. However, we do support the Councils working together when such co-operation is clearly in the

67510

interests of the ratepayers of the region and suggest that areas of co-operation could be explored in regard to the water supply.

Flood Protection

We commend the Council for the work it is doing on the Hutt Floodplain Management Plan and in particular its associated environmental strategy.

Parks and Forests

We would like to see the Council incorporate into this year's budget provision for -

- closing the paper roads in Belmont Regional Park;
- an appropriate way of recognising the historic importance of the Old Coach Road through the Park;
- assessment work on the need for restoration and preservation of some of the key ammunition bunkers in the Park.

We would like to be heard by the Regional Council in support of this submission. Please contact myself on 5860513 or Howard Phillips 5864546.

Yours sincerely,



Sherril McNabb,
President

34

Waiwhetu Stream Working Group
C/- Lorna Sandeman
203 Taita Drive
LOWER HUTT

25 May 2001

Chief Executive
Wellington Regional Council
Private Bag 11 646
WELLINGTON

Dear Sir

**Wellington Regional Council: Draft Annual Plan 2001/2002
Submission of Waiwhetu Stream Working Group**

1. Introduction

The Waiwhetu Stream Working Group welcomes this opportunity to comment on the Wellington Regional Council's draft Annual Plan for the 2001/2002 financial year. The Group's comments are limited to those matters directly relating to the Waiwhetu Stream.

2. Waiwhetu Stream Working Group

Against a background of longstanding concern about the deteriorated state of the Waiwhetu Stream, a hui was held at Waiwhetu Marae in March 2000 to discuss ways in which the stream could be better managed. The hui was attended by a large number of people from a wide range of organisations. They included Wellington Regional Council, Hutt City Council, Te Runanganui o Taranaki Whanui ki te Upoko o te Ika a Maui, Wellington Tenth's Trust, the Royal Forest and Bird Protection Society, along with local residents and business people.

The primary outcome of the hui was a decision to set up a small working group to develop a vision statement and an action plan for the stream. The working group is made up of members of the community and relevant officers from the Hutt City Council and the Wellington Regional Council.

3. Waiwhetu Stream Action Plan

The working group has formulated a draft action plan, and after seeking public submissions produced a final plan. Strong public support for the objectives of the plan were identified. The Waiwhetu Stream project (as it has become known) is very much a partnership between the community and the two local authorities with responsibilities for managing the stream and its environs. The Wellington Regional Council has directly allocated \$110,000 over the three-year period commencing 1 July 2000 to this project

with possible additional project specific funding next year (relating to contaminated sediments project)

The Waiwhetu Stream Action Plan was adopted by the Wellington Regional Council in April 2001 and endorsed by Hutt City Council in May 2001.

A copy of the plan is appended to this submission

4. Actions identified in the Action Plan

The Action Plan examines the issues associated with the Waiwhetu Stream under five specific themes – Water quality, In-stream values, Contaminated sediments, Community Awareness and Involvement and Stream Corridor. For each the issues are identified along with suggested remedial actions. Also identified are the agencies or elements of the community that are best placed to initiate and support the actions. Not surprisingly given their statutory responsibilities the Wellington Regional Council is identified in relation to many of the actions.

In the 2000/2001 financial year the Wellington Regional Council will expend \$40,000 on two projects identified in the Action Plan as being of high priority. These are preliminary investigations into the extent and nature of contaminated sediments in the lower reaches of the stream and the commissioning of a comprehensive landscape restoration plan for the stream corridor.

5. Non-project Resourcing

The Waiwhetu Stream Working Group acknowledges the funding support provided for by the Regional Council for specific projects deriving from the Action Plan. Notwithstanding this, the Working Group is concerned that resources for day to day maintenance and management activities are not sufficient.

For example, since the cessation of weed control in the stream by chemical means and the adoption of labour intensive hand clearing there has not been a corresponding increase in the resources or person hours. In addition, implementation of aspects of the Action Plan is likely to require greater Council input than is currently required.

Considerable momentum has been built up by the actions of the Waiwhetu Stream Working Group and community expectations have been heightened. It would be unfortunate if these expectations were to go unsatisfied as a result of the Flood Protection group being unable to contribute fully to the wider stream improvement proposals.

6. Presentation of Submission

The Waiwhetu Stream Working Group wishes to present its submission to the Council's Annual Plan Working Group.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Lorna Sandeman', written in a cursive style.

LORNA SANDEMAN
Chair, Waiwhetu Stream Working Group

Waiwhetu Stream Action Plan

Waiwhetu Stream Working Group

March 2001

PREFACE

In 1842 Charles Heaphy, a draughtsman who arrived with the New Zealand Company, noted that the forests of the Hutt Valley were “teeming with birds”. Some of the species he listed were the tui, fly-catcher, wren, sand-lark, robin, bell-bird, thrush, riroriro, rail, pukeko, pigeon, kaka, huia, bittern and weka.

He noted . . . **the Waiwhetu River had lofty pine trees** (*kahikatea*) *on its banks. The various bends were beautiful and secluded, and seemed to be the home of the grey duck and teal, and numerous other wild fowl. Here and there, on the bank, was a patch of cultivation, and the luxuriant growth of potatoes, taro, and kumara, indicating the richness of the soil. As seen from*

the ship, or the hills, a lofty pine wood appeared to occupy the whole breadth and length of the Hutt Valley...(this) wood commenced about a mile from the sea, the intervening space being a sandy flat and a flax marsh.

(There were an) enormous number of water-fowl frequenting the shallows at the mouth of the river. Cormorants, ducks, teal, oyster-catchers, plovers, sandpipers, curlew and red-legged waders, were there in pairs, detachments, and masses, and so tame that it was slaughter, rather than sport, to shoot them. (Bayley 1988)

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1. INTRODUCTION

This document contains a community vision for the Waiwhetu Stream corridor. It has been prepared by the Waiwhetu Stream Working Group (WSWG), in association with the local community and other interested parties, in response to the need for a blueprint for the rehabilitation of this important stream.

The vision is supported by this Action Plan, a set of actions which the Working Group believes must be taken to realise the community's vision. The period covered by the vision and Action Plan is twenty years.

It is intended that the recommendations will then be considered by the Hutt City and Wellington Regional Councils and actions suggested in the plan provided for in their Annual Plans. Other agencies, both statutory and

non-statutory, will also have a role in implementing the objectives of this plan.

The Waiwhetu Stream Working Group consists of representatives from:

- Te Runanga o Taranaki Whanui ki te Upoko o te Ika a Maui
- Wellington Tenth Trust
- Local residents
- Industry
- Scientific and technical community
- Hutt City Council
- Wellington Regional Council

The Working group welcomes approaches from individuals or groups with ideas about improving the Waiwhetu Stream. Contact the Group through Tim

2. THE WAIWHETU STREAM

The Waiwhetu Stream is a small slow flowing stream which arises in the Eastern Hutt Hills above the Hutt Valley. The stream flows from relatively uncontaminated headwaters east of Mata Cemetery, through the suburbs of Naenae, Epuni, Waterloo, Waiwhetu, Gracefield, and Seaview. The catchment is initially steep but after passing through Naenae via a concrete lined channel, the stream emerges onto the floor of the Hutt Valley with a much-reduced gradient. It eventually flows into the mouth of the Hutt River.

Some of the characteristics of the stream are:

- Between Naenae and Seaview the stream is influenced by suburban activity. High faecal coliform levels are recorded in this part of the stream from uncertain sources. It is suspected that cross-connections between sewers and stormwater systems contribute to this problem along with occasional controlled sewer system releases to the stream. More work is required to definitively identify these sources

- Downstream of Waiwhetu the stream has suffered long-standing heavy metal pollution as a result of over sixty years of intense industrial activity. This has left a legacy of heavy metals and other chemical pollutants in the sediments of the streambed. The extent of this problem is not fully understood nor have the options for addressing this problem been satisfactorily explored.
- The majority of the catchment is urbanised and therefore contains a high degree of hard surfacing (roads, carparks, roofs etc). Throughout the length of the stream stormwater input contributes a significant level of contaminants.
- The stream is significantly affected by rainfall and, because of the hard surfacing and channelling, responds quickly in terms of flow. The stream has a history of flooding.
- Before the occupation of the area by Europeans in the mid 1800s, the stream was quite navigable. uplift of 1-2 metres resulting from the 1855 earthquake and flood protection works on the Hutt River from the 1930s onward significantly reduced flows in the Waiwhetu Stream.
- a severe infestation of Cape Pondweed (an aggressive waterweed) affects some reaches of the stream. Removal or control of this weed has proved difficult. Techniques used include chemical (diquat herbicide), hand removal and a longer-term approach of shading the weed out.

- The stream corridor is well used for passive recreational pursuits such as walking, jogging and dog walking. In many parts the landscape treatment of the corridor is utilitarian and unattractive. Potential exists to enhance the recreational and visual appeal of the corridor. The stream corridor is also a valuable wildlife corridor with potential for enhancement.

The community has expressed a desire to address these issues as evidenced by:

- the lead taken for a number of years by the local tangata whenua.

- The views expressed at the hui held at the Waiahetu marae in March 2000 to discuss management of the stream.
- Residents and local businesses have undertaken projects to enhance the banks of the Stream
- The commitment made by the Hutt City and Wellington Regional Councils to support an resource appropriate community initiatives and other programmes to address the problems.
- Local schools use the stream for educational purposes.

3. OUR VISION

The Vision Statement we have drawn up is:

“Waiwhetu Stream will be clean, productive and teeming with life. The stream banks will be visually and ecologically diverse while providing excellent passive recreational opportunities. The community will have a sense of pride in, and guardianship over, the stream”.

4. OUR OBJECTIVES

We have established objectives for the Action Plan grouped under five categories:

i Community Objectives

- To involve the community in a discussion to produce a vision and Action Plan for the Waiwhetu Stream.
- To ensure that the *rangitiratanga* of Te Ati Awa is acknowledged and reflected in the Action Plan.
- To work closely with the Wellington Regional Council and the Hutt City Council in the formulation of the Action Plan
- To involve the community wherever possible and appropriate in implementing the Action Plan.

- ii. Ecological Objectives
 - To improve the quality of the water of the Waiwhetu Stream
 - To eliminate controlled sewer discharges to the Stream
 - To minimise and, if possible, eliminate the inflow of contaminants into the stream from point and non-point sources.
 - To accurately assess the extent of heavy metal and other contamination of the stream and the streambed and decide what action should be taken to remove or minimise the detrimental effects on the stream and associated ecosystems.

- To improve the biological diversity of the stream and stream banks by establishing appropriate indigenous riparian vegetation.
- To investigate remedies for low summer flows in the stream

iii. Education Objectives

- To ensure that there is an understanding of the particular importance of the stream to the tangata whenua of Wellington and Hutt Valley.
- To ensure that the community at large have an understanding of the range of values associated with the Stream.

- To ensure that the potential of the Waiwhetu Stream to support and nurture biodiversity is conveyed in an appealing and exciting manner.
 - To ensure that the actions that individuals can take to improve and maintain the quality of the stream environment are communicated.
 - To ensure the community is adequately informed of any risks that the stream may pose to their health.
 - To ensure that the industrial sector is made aware of its environmental obligations and effects of its past actions.
- iv. Stream Corridor Objectives
- To work closely with Hutt City Council in terms of its open space strategy to identify opportunities for providing public access and recreational opportunities
 - To identify opportunities for broad landscape enhancement.
 - To identify opportunities for reinstating naturally occurring indigenous biodiversity and creating new areas.
 - To identify the extent of esplanade reserves.
 - To review the extent of encroachments onto the stream and stream corridor and commence a programme of reinstatement and rehabilitation.

v. Flood Management Objectives

- To recognise the importance of the waterway as an integral part of the stormwater drainage system for the eastern side of the Hutt Valley.
- To work closely with WRC Flood Protection Group to ensure that flood protection measures are integrated into other stream corridor proposals, and vice versa
- To manage the growth of aquatic weeds in the stream in relation to their effect on flood levels.
- To manage the growth of aquatic weeds in the stream in relation to their effect on flood levels.
- To provide for further flood mitigation measures as necessary.

5. ISSUES AND ACTIONS

A number of Issues facing the Waiwhetu Stream have been identified, grouped under four themes, and possible Actions that could be taken listed along with who might undertake these actions and when. The “lead agencies” in any actions are in bold.

Theme 1: Water Quality

	What are the Issues?	What are the Actions we. could undertake to address the Issues?	What do we hope these actions will achieve?	Who may help?	Priority?
1.1	The water quality of the stream is poor and all the causes have not been identified.	Accurately determine the sources of contaminants entering the stream. Publicise the results to stimulate community debate.	Allow informed decisions on possible remedial actions	WRC HCC	High
1.2	The community has had no say in what level of water quality it desires for the stream	Assist the community to determine a suitable water quality goal for the stream. Seek a higher water classification	To attain the highest water quality possible	WRC HCC	Medium
1.3	The community is probably not aware of the remedial options available or the cost implications	Determine and cost possible remedial actions. Facilitate community discussion on these options. These actions might include: <ul style="list-style-type: none"> • Eliminating the problem of stormwater entering the wastewater network and overloading it. • Developing methods of treating stormwater prior to its discharge into the stream. (Methods such as improved catchpits and wetlands, for instance) • Riparian planting to intercept 	Allow the community to decide the types of responses they would like in the full knowledge of the cost implications to them	WRC HCC	High

			<p>overland runoff.</p> <ul style="list-style-type: none"> • Raising public awareness about human activities that contribute to contamination (e.g. car washing, disposal of chemicals, dog faeces etc) • Elimination of controlled sewage discharges <p>Maintain a high standard of water quality during low flow periods.</p>			
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Theme 2: In Stream Values

	What are the Issues?	What are the Actions we could undertake to address the Issues?	What do we hope these actions will achieve?	Who may help?	Priority?
2.1	The stream is an integral part of the stormwater drainage system for the eastern side of the Hutt Valley	Care must be taken in implementing environmental enhancements not to exacerbate the flooding potential of the stream. Close liaison with WRC Flood Protection Section required.	A balance between enhancement and the functional needs of flood protection are achieved.	WRC HCC	High
2.2	The native and beneficial fauna is severely degraded or no longer present in the stream	Encourage the re-establishment or reintroduction of specific fauna by habitat enhancement programmes.	Greater biodiversity in the stream and stream corridor	WRC HCC F & B DOC	High
2.3	A significant infestation of Care Pondweed exists in certain reaches of the stream. This has a negative effect on the stream's ability to handle floods and on indigenous flora and fauna.	Support WRC in its attempts to control and/or eradicate Pondweed.	A more natural functioning waterway	WRC HCC	High

Theme 3: Contaminated Sediments

	What are the Issues?	What are the Actions we could undertake to address the Issues?	What do we hope these actions will achieve?	Who may help?	Priority?
3.1	There is a legacy of heavy metal contamination and other pollutants in the lower reaches of the stream. The extent of the problem and possible remedies have yet to be determined.	Support investigations to determine the extent and nature of the contamination and pollution.	Allow informed decisions on possible remedial actions	WRC MFE HCC Local industries	High
		Once the extent of the problem has been determined investigate options for dealing with these. Note: Both the above actions will require the co-operation and funding support of a number of agencies			Medium
3.2	Due to the likely scale of the project a risk management approach to dealing with the issue will be necessary	Prepare contaminated sediment remediation management plan		WRC MFE HCC Local industries	Medium

Theme 4: Community Awareness and Involvement

	What are the Issues?	What are the Actions we could undertake to address the Issues?	What do we hope these actions will achieve?	Who may help?	When?
4.1	The assumption is that the general community has a limited awareness of the values, actual or potential, inherent in the Waiwhetu Stream.	Undertake an awareness raising programme tailored to specific sectors of the community including: <ul style="list-style-type: none"> • Schools • residents, businesses and industry adjacent to the stream • wider neighbourhoods traversed by the stream • the general public 	Increased understanding of the importance of the stream.	WRC WWF HCC Ministry of Education Hut-t News	High
4.2	There continues to be misuse of the stream and its corridor with “accidental” discharges from industrial areas, dumping of litter and garden waste in the stream and the problem of dog faeces on the stream banks	Following on the general awareness-raising programme target these specific problems. For instance, reaching industry through the Regional Council’s “Business Bridges” educational programme, the litter problem through a mix of enforcement, signage, publicity and provision of litter bins.	Improved environmental and recreational outcomes.	WRC HCC	
4.3	The community can	Support, and where necessary			

	<p>contribute positively to better management of the stream (and has demonstrated its desire to do so)</p>	<p>establish, community -based initiatives such as:</p> <ul style="list-style-type: none"> • stream care groups • stream clean up events • planning projects <p>Encourage the community to report incidents of contamination of the stream</p>			
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Theme 5: Stream Corridor

	What are the Issues?	What are the Actions we could undertake to address the Issues?	What do we hope these actions will achieve?	Who may help?	When?
5.1	There has been some encroachment by private landowners onto the stream corridor.	Undertake a cadastral survey of the stream corridor to identify encroachments. Enter into negotiations to reinstate the lands in question within a set timeframe.	Improved access and removal of ownership confusion. Improved flood control.	WRC HCC	High
5.2	The stream corridor (the banks of the stream and adjacent public lands) are an important resource for ecological, recreational and landscape reasons.	Commission an overall landscape and recreation plan for the stream corridor. The objective of such a plan would be to identify opportunities for maximising the ecological, landscape and recreational potential of the stream corridor.	Improved biological diversity, increased recreational opportunities. Enhanced visual quality	WRC HCC	Medium

Appendix I

Tangata whenua perspective on history and values of the Waiwhetu Stream

(Provided by Teri Puketapu)

Historical Aspects:

- (i) Te Atiawa/Taranaki iwi having maintained AH1 KAA ROA and Mana Whenua integrity since the early 1830's in the Hutt Valley and Wellington City Districts, consider the Waiwhetu Stream to be a very important Taonga Wairua.
- (ii) Continuous occupation at various sites alongside the stream throughout the entire period to this present day, has placed a mantle of responsibility on the iwi so that the kaitiakitanga (guardianship) role for them is an ongoing function for each generation to maintain.

Ongoing Responsibilities:

- (i) Prior to the passing of the Treaty of Waitangi and Resource Management Acts the local iwi had no legal footing on which to participate in the management of any waterways within their rohe (district), and so were unable to effectively exercise kaitiakitanga in the protection of those resources contained within the waterways (fish life etc) or over the waterways themselves - considered vital to the wellbeing of the iwi for so many years.
- (ii) Since the early 1940's the gradual degradation of the stream through the increased density in urban development throughout its length and the ecological imbalance of the stream, has created considerable concern among the iwi to the point where they believe the Mauri or Life Force of the stream to be seriously compromised with the matter in need of urgent attention.

(iii) The present situation therefore requires them to take a more active role in those responsibilities of kaitiakitanga – which is somewhat dependant upon how the WRC and the Hutt City Council

Management practices and policies under the Treaty of Waitangi are exercised in managing such an important Taonga.

Appendix II

Executive Summary from Waiwhetu Stream Management Plan, Baseline Survey

1. The aim of this report is to review and update the existing baseline environmental information for the Waiwhetu Stream, to provide an evaluation of the existing environment, to identify and discuss issues of concern, and to identify enhancement opportunities. The Waiwhetu Stream baseline environmental report will provide the basis for a comprehensive assessment of weed control methods and for the formulation of a draft management plan for the stream.

2. In addition to the review of existing baseline information, specific studies have been undertaken in respect of the aquatic flora (Beadel 1996), and benthic macroinvertebrate communities and fisheries of the Waiwhetu Stream.

3. The Waiwhetu stream is a small slow flowing watercourse which arises in the Eastern Hutt hills above the suburb of Naenae. The catchment is initially steep but after passing through residential Naenae via a concrete lined channel, the stream emerges onto the floor of the Hutt valley with a much reduced gradient. Waiwhetu Stream then runs south for approximately 6 km through the suburbs of Epuni, Waterloo, Waiwhetu and Gracefield to its confluence with the Hutt River Estuary at Seaview.

4. Baseline water monitoring data indicate that water quality in the concrete lined upper section of the stream near the top of Waddington Drive is quite variable with some organic enrichment due in part to the commercial/industrial area of Naenae and from the south Naenae residential area. The lower stream at Wainui Hill bridge is notable for its

occasionally low dissolved oxygen levels, particularly during the summer-autumn period.

5. An investigation into heavy metals in surface sediments of the stream found that the lower reaches of the stream in the Gracefield area were extremely highly enriched in metals (cadmium, copper, zinc and lead) compared to relatively uncontaminated sediments in the headwaters of the stream. The sources of the metals were considered to be either upward remobilisation from buried contamination of sediment and/or present day discharge from industries in the Gracefield area. The study found that in the industrial zone a considerable proportion of the total heavy metal component is free to move between the sediment, interstitial water and overlying water. Such high concentrations of bio-available metals would be expected to have a

significant impact on the health of biota in the area.

6. A detailed survey of the vegetation of the Waiwhetu Stream found that the in-stream aquatic vegetation was dominated by Cape pondweed, the emergent wetland vegetation was dominated by Starwort, while the stream bank is dominated by adventive grasses and herbs. A total of thirty-three indigenous vascular plant taxa and sixty exotic taxa were recorded. Most of the indigenous species are relatively widespread or common species.

7. One small colony of *Leptinella dioica* subsp. *monoica* was recorded in the lower stream. This is the first record of this species for the Waiwhetu Stream, which is otherwise only known to occur naturally in the wild at a few estuarine sites on the west coast of the North Island. *Leptinella dioica* subsp. *monoica* is classed as a nationally threatened plan (vulnerable).

8. A survey of macroinvertebrate communities of the Waiwhetu found a total of 15 taxa. The dominant macroinvertebrate in the stream was the snail *Potamopyrgus antipodarum*. The freshwater worms of the class *Oligochaeta* were also widespread, as were the midge larvae *Chironomidae*. More sensitive taxa such as the mayfly and stonefly were encountered in low numbers and generally only at upstream sites. Greater species diversity was generally recorded in the upper reaches of the study area where water velocities were faster and the substrate was predominantly gravel. Overall, the species richness is low.
9. A survey of the Waiwhetu Stream fishery found that the stream is dominated by the short fin eel which is abundant upstream of the estuary. Whitebait were encountered in very low numbers in the middle and upper sections and it is possible that adult galaxiids occur in the small creeks draining the Western Hut-t hills. The common bully is abundant in the vicinity of Te Whiti Park but its range is probably limited by the velocity barrier at the St Ronans Street weir. Juvenile trout from the Hutt River fishery may make occasional use of the Waiwhetu Stream. However, the stream does not provide any significant trout spawning habitat and it is unlikely that the stream could support an independent trout fishery.
10. A review of social issues found that public concern has focused on poor water quality, the occurrence of rubbish and the infestation of the stream and its bank by weed. Most submissions point to the need for the stream to be returned to a high quality environmental system. As a present recreational amenity the stream's value is largely passive and is enjoyed by most as a dimension of stream-side walk.

11. The Wellington Regional Council's Regional Policy statement sets out a number of issues that are relevant to the Waiāhetu Stream. These are largely addressed in the provisions of the Hutt City's Transitional District Plan which has effect until submissions on the city's Proposed District Plan have been dealt with by way of hearings. Each Plan recognises the stream's existing and potential recreational and amenity values and provides for adoption of management practices for flood control. The most significant difference between the Transitional and Proposed Plans is that the latter places greater emphasis on the control of activities likely to have an adverse effect on ecological and/or adjacent residential values.

12. The problem of weed control in the Waiāhetu Stream has raised concerns from some parties about the use of herbicides and the effect of herbicides on the ecosystem. The fundamental

issue to be addressed is which weed control options, or combination of options, are the most appropriate means of managing excessive weed growth in the Waiāhetu Stream so as to maintain an acceptable level of flood risk, and to meet the aspirations of the wider community as required by the Resource Management Act 1991. This question is addressed in an assessment of weed control methods and the development of the stream management plan.

13. The baseline environmental review has highlighted a number of areas in which significant enhancement opportunities exist. These include water quality, contaminated sediments, riparian vegetation, landscape and fisheries

Appendix III

Waiwhetu Stream Management Plan: Management

Objectives and Policies

The overall objective of the management plan is to maintain the flood carrying capacity of the Waiwhetu Stream at current (1997) levels, and to accommodate the aspirations of the wider community consistent with the provisions of the Resource Management Act.

More specific objectives are:

- **To maintain access for stream bank and channel maintenance.**
- **To reduce the average light levels reaching the stream channel, thereby suppressing aquatic weed growth.**
- **To use *economically* viable and environmentally sustainable stream management methods,**
- **To reduce reliance on chemical use.**

- **To maintain, and enhance where possible, access to the stream for recreational and cultural purposes.**
- **To ensure the stream management methods adopted by Wellington Regional Council do not hamper *Hutt City Council's* management activities.**
- **To avoid, remedy or mitigate any potential adverse environmental effects of stream management methods.**
- **To ensure that all issues and concerns related to stream management are addressed and considered.**

Management policies

A detailed evaluation of aquatic weed control options (**Reference 9**) and consideration of the management issues and objectives, and concerns expressed by the local community and interest groups, has led to the

development of the following management policies for the Waiwhetu Stream:

- *To achieve partial canopy cover the reaches of the stream affected by aquatic weed.*

This policy should reduce the light levels reaching the stream by half to suppress aquatic weed growth, so maintaining the flood carrying capacity and the habitat value of the stream.

- *To use free-standing single rows of trees that will achieve a desired shape.*

Careful selection, planting and management of tree species should provide shade across the stream channel without shading adjacent residential properties or compromising house security or the flood carrying capacity of the channel, whilst maintaining views and access, and enhancing the habitat value of the stream and its banks.

- *To maintain a clear channel for flood flows.*

- *To maintain the ability to use diquat as a contingency method of aquatic weed control while the trees establish and shading becomes effective.*
- *To refer issues beyond the scope of the Rivers Department to the relevant department or authority.*
- *To consult with the community and interest groups.*
- *To consult with Leisure Services Division of Hutt City Council.*

Appendix IV

Regional and District Plan Policies relating to Waiwhetu Stream

1. Regional Policy Statement

Ecosystem Chapter methods: 3, 4(9), 15, 18, 20(3)
Freshwater Chapter methods 31, 32, 43

2. Regional Freshwater Plan

Waiwhetu Stream is listed in the Regional Freshwater Plan as an impaired waterbody with water quality needing enhancement.

3. Hutt City Proposed District Plan

Section 6C: River Recreation Activity Area

This section contains five objectives and supporting policies. The objectives are:

- i) To ensure that activities that occur on the surface of rivers and margins have adverse effects which are no more than minor on natural and ecological qualities and access to these areas is maintained.
- ii) To ensure that river recreation activities have adverse effects that are no more than minor on the amenity values of residential activity areas.
- iii) To ensure that flood and river protection works are not affected adversely by recreation activities and that extraction activities are for the purposes of flood control.
- iv) To ensure that the flood carrying capacity of the river channel and margins is not reduced

v) To control the number, location and external appearance of all buildings and structures not associated with flood protection

measures and river works and ensure that buildings and structures are sited to avoid or mitigate the adverse effects of flood hazards.

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