



Hutt Valley Chamber of Commerce Inc
Submission to the Wellington City Council
On the Wellington Urban Growth Plan (Urban Development and Transport Strategy) 2014 -2023 &
Implementation Plan

Introduction

The Hutt Valley Chamber of Commerce Inc welcomes this opportunity to submit on the Wellington Urban Growth Plan (Urban Development and Transport Strategy) 2014 -2023 & associated Implementation Plan (The Plans).

Established in 1943, the Hutt Valley Chamber of Commerce Inc (HVCC) has long been an important part of the business community in the Hutt Valley region. Our organisation works with the other chambers across the Wellington region, and we are also accredited through the New Zealand Chamber of Commerce network with links to a 20,000 strong worldwide Chamber of Commerce network. Through advocacy work, the HVCC aims to create a positive, dynamic environment in which business can flourish. The HVCC also provides expert business advice, guidance and training, as well as operating an active, business-generating, network-building programme in the Hutt region.

The HVCC membership consists of the following membership demographic Wellington City 14%, Wairarapa/Kapiti/Porirua 6%, Lower Hutt 68%, Upper Hutt 11%, and National 1%. Our membership is more than 90% made up of small and medium sized businesses, who employ less than 20 people. We are the predominant voice for the small to medium enterprise (SME) sector across the region with 680 financial members.

The HVCC is making this submission not only on behalf of its Wellington City members but also its wider regional membership whose businesses are impacted by decisions and actions of the Wellington City Council.

Chamber Position

The HVCC works closely with the Wellington Employers Chamber of Commerce (WECC) in a number of areas including lobbying and advocacy on Government and Local Government policy and legislative change. Our positioning on behalf of our respective business members is generally aligned and in respect of The Plans we support the WECC submission.

Whilst the HVCC considered that overall The Plans include some positive economic objectives it does wish to highlight some areas in which it has a particular interest and others where it has concerns. Those areas are as follows;

1. **Roading** -An area of high focus and lobbying by the HVCC has been in the roading area. We have fully supported the RoNS (Airport to Levin) and The Grenada to Petone link road amongst other roading infrastructure development proposals outside of Wellington City. We find it concerning that the Wellington City Council on the one hand indicate support for these roading projects but on the other hand has been instrumental in frustrating progress in their delivery, ie the encouragement of objection to the basin over bridge as part of the RoNS roll out and more recently flying in the face of the delivery of an efficient Grenada to Petone link through its non-support of NZTA's Takapu Valley

and SH1 envisaged congestion solutions. Have the Council not learnt anything from the failure of compromise on roading solutions with the inner city bypass. The Council stance on these projects has economic ramifications for the wider Wellington Region

2. **Freight Transport** – The actions outlined in The Plans in regard to understand and providing for the movement of freight is commendable, however, the issue must be looked at in a more holistic manner. Whilst the arterial road and rail networks are paramount to the efficient movement of freight, the international trade entry and exit is of equal or more importance. It is the port and airport companies that provide this essential economic driver. Both these critical infrastructure companies need the unwavering support of the Council to ensure that they can operate in a supportive environment. The airport runway extension may well provide outcomes in improved international travel connection opportunities along with airfreight opportunities. The port on the other hand has a similar dilemma in that it will need to dredge the seabed at the harbour entrance and berths if it is to remain capable of servicing projected new generation ships carry international cargo. Whilst the Council on the one hand recognises the future growth of the airport it fails to similarly recognise the growth and opportunities that the port provides. This is not the only area within The Plan of inconsistency and uneven handedness of the council with on the one hand support and encouragement for the commercial office development on North Kumutoto Site 10, within the Council owned Wellington Waterfront Area, yet The Plans suggest that just north of this site within the CentrePort Harbour Quays area that future commercial office development needs to be addressed as to its impact on the vitality of the central city.
3. **Transport Networks** –HVCC seeks a balanced approach to the Council's support for transport modes including public transport, cycling, walking and commercial and private motor vehicles. Where practical there should be an element of user pay particularly where there are high infrastructure spends by the council. The commercial ratepayers are already paying unsupportable differential rates relative to that paid by the residential sector. Has the council considered some form of registration of cyclists so that the envisaged expenditure on cycle networks of \$44.8m has a user pay element in the same way as the other transport modes?

Conclusion

The HVCC seeks recognition of the matters raised in this submission through amendment to The Plans.

HVCC also seeks the opportunity to present its submission to the Council at its scheduled hearings on The Plans.

Yours sincerely

Mark Futter

Chief Executive