

# 1.1

## What is your position on the WCC adding MDRA zoning to central Newlands to require higher density housing?

Graeme Sawyer			Oppose	Newlands is utterly unsuitable for MDRA, and is already under severe pressure from population growth stemming from the 6 greenfields subdivisions surrounding it - so WCC needs to seriously address infrastructure deficit- esp. Newlands road choke point-to help cope with Newlands' current predicament
Jill Day			Oppose	As it is currently presented, I have concerns about provisions for open green space, lack of off street parking and building design and I feel that the community needs to set the parameters alongside the council (if it is to proceed).
John Apanowicz			Oppose	No, I don't think it is necessary. Newlands is a relatively new suburb and one that already had small sections. With our hills sunlight is quite restricted in some areas. This needs to be preserved. The terrain in Wellington suburbs is not suited for medium density residential housing.
Judith Gray	Support			
Malcolm Sparrow			Oppose	I have already voted against this at Council because of lack of controls over quality developments and non-notification aspects. [Note that re-zoning doesn't "require higher density densing" but simply allows that possibility.]
Peter Gilberd			Oppose	MDRA can affect the privacy, views and sun of neighbouring properties, and is non-notifiable; on the other hand, MDRA could be introduced to greenfield sites, or a very limited central area of the proposed zone, where there is more scope to achieve good design with little effect on neighbours.

# 1.2

## What is your position on the WCC adding MDRA zoning to central Tawa to require higher density housing?

Graeme Sawyer		Consider		Tawa IS ideally suited for intensification- more so than any other Wellington suburb - but MDRA rules as they stand give insufficient protection to ANY existing community, so I would oppose any further rollout until significant changes are effected. These include significant tightening of rules around height, site coverage, provision of off-street parking, etc, but most importantly they are around council officers having excessive discretion to allow applications that breach these 'rules' at will.
Jill Day			Oppose	As above. As well as concerns for Tawa with regards to increased flood risk.
John Apanowicz			Oppose	
Judith Gray	Support			
Malcolm Sparrow		Consider		As per my previous answer, I have already voted against this at Council because of lack of controls over quality developments and non-notification aspects, however it should be borne in mind that there is more local support for this possibility in Tawa than there is in Newlands.
Peter Gilberd			Oppose	Due to the different topography and land use from Newlands, there is more scope for MDRA and more public acceptance, but not over the full extent of the proposed zone.

# 1.3

## What is your position on having a rule that MDRA areas of higher density housing must also have adequate space for public parks and playgrounds?

Graeme Sawyer	Support			It's a fact that MDRA J-ville has been implemented without ANY consideration whatsoever to these essential elements, and massive loss of parkland and public greenspace has been approved by sitting northern ward councillors without question- SHAME on them!. Any repeat of this elsewhere must not be allowed to stand, or MDRA will create 'ghettos' of the future, and our suburbs will become unliveable.
Jill Day	Support			This is very important for the happiness, health and safety of the community.
John Apanowicz	Support			As stated I do not support medium density residential housing, however if it did go ahead there is a need for public parks and playgrounds.
Judith Gray	Support			
Malcolm Sparrow	Support			This makes sense.
Peter Gilberd	Support			

# 1.4

**What is your position on having a rule that housing developments in MDRA zones that do not comply with MDRA rules for minimum parking, minimum setbacks and/or maximum heights must be subject to public notification?**

Graeme Sawyer	Support			I have led the public debate on this issue for many years, and I am well on record as supporting tighter rules, especially on off-street parking. But public notification in itself is insufficient for a "fix", as 'notification' alone does not strengthen the communities hand sufficiently to stop the problem continuing - I plan to go further to protect existing communities.
Jill Day	Support			Residents need to be assured that the MDRA rules are adhered to.
John Apanowicz	Support			
Judith Gray	Support			
Malcolm Sparrow	Support			This also makes sense because community input is important.
Peter Gilberd	Support			

# 1.5

## What is your position on the WCC introducing metered parking onto the streets of Johnsonville, Newlands and/or Tawa?

Graeme Sawyer			Oppose	There is insufficient detail in this to allow comment. The streets of Johnsonville, under MDRA and as a public transport hub - have become a massive 'unofficial' park-and-ride zone that effectively exclude "locals" from access to parking in town centre streets at ANY time. SOME parking restrictions MUST be implemented if opportunistic out-of-zone all day parkers are to be dis-incentivised, but the devil is in the detail - change here MUST occur, but NOT without majority community support.
Jill Day			Oppose	I would rather see areas where parking time limits are imposed, however current lack of parking spaces would make this unfair for residents.
John Apanowicz			Oppose	I would not like to add a disincentive to live or come to Johnsonville, Newlands and/or Tawa.
Judith Gray			Oppose	
Malcolm Sparrow			Oppose	Further time restrictions may be necessary, but I don't support metered parking.
Peter Gilberd			Oppose	The problem with parking in Johnsonville is that commuter parking is filling up suburban streets; metering would not address solve this issue satisfactorily and would drive commuters from public transport to private vehicles.

## 2.1

### What is your position on investment in road and rail public transport into Wellington in response to the rapid expansion of housing development in the Northern suburbs?

Graeme Sawyer	Support			WCC and GWRC have both been utterly negligent in failing to plan and budget for quantum improvements in roads and public transport to support Northern Ward growth, for without easy access and superior PT for the major area of residential population growth the efficiency of the entire city is at risk. Superior park-and-ride options and a new train station at Rowells Road are all necessary.
Jill Day	Support			This needs to be a high priority given the anticipated population growth in the Northern Ward.
John Apanowicz	Support			One of my priorities is improving road, rail and air connections, including Transmission Gully, the Grenada to Petone link road and finalising a workable solution to the basin reserve congestion
Judith Gray	Support			
Malcolm Sparrow	Support			We do need to work with the Regional Council to look at what improvements could to be made, including improving the Johnsonville bus interchange and the possibility of a railway station at Rowells Road in Glenside.
Peter Gilberd	Support			Public transport will need to be increased to avoid greater delays on private vehicle trips to and from the city.

## 2.2

### What is your position on the WCC putting in peak hour bus lanes along Hutt Road in the next three years to improve public transport?

Graeme Sawyer	Support			Absolutely in favour, as if busses are to provide a fast and efficient alternative to private vehicle use, all impediments to their speed and efficiency - especially traffic - must be eliminated wherever possible. .
Jill Day		Consider		More information on cost and timeframes would need to be known, however this would make public transport by bus more desirable, due to faster transit into the city, so I am very keen to support it (if viable).
John Apanowicz	Support			Bus lanes work well in other parts of the city so I am a supporter.
Judith Gray		Consider		
Malcolm Sparrow		Consider		
Peter Gilberd	Support			Yes, if modelling shows that this will lead to more efficient transport of commuters to the city, overall.

## 2.3

### What is your position on WCC acting to mitigate any negative short or long term impact of the proposed Petone-to-Grenada road on the Horokiwi community?

Graeme Sawyer	Support			The RMA says that anyone who seeks to change the environment is responsible for minimising and mitigating the effects of that change, and Horokiwi's living environment will change massively as a result of P2G, so WCC has a huge obligation to provide any and all appropriate mitigation. WCC has a fiduciary duty to protect its citizens and their neighbourhoods, so this "should be" a no-brainer, but I would like to see the Horokiwi community be the source of ideas for mitigation projects, rather than entrusting that to WCC staff to devise them....
Jill Day	Support			It's important that the Horokiwi community are consulted throughout the process.
John Apanowicz	Support			We need to be mindful of peoples' property rights.
Judith Gray	Support			
Malcolm Sparrow		Consider		Cr Lester, candidate Gilbert and I have met with Horokiwi community members to look at the impacts P2G will have on their community because their concerns do need to be addressed, but it may be NZTA - who are responsible for the highway construction - whose role it is to do this, moreso than Council's.
Peter Gilberd	Support			WCC should encourage NZTA to mitigate any negative effects, and act itself if necessary. There may well be some benefits to access for Horokiwi residents, but the community will be physically split by the road.



## 2.4

### What is your position on making safety improvements on Middleton Road between Johnsonville and Tawa for cyclists?

Graeme Sawyer	Support			How insane it was to spend \$5 million on a cycleway through Tawa several years ago, then stop entirely at Takapu, just before the most difficult (& important) link was addressed! This is the most important place for a new cycleway facility in all of Wellington, simply because without it safe transit of cyclist s north is impossible.
Jill Day	Support			My husband cycled along that road for years and often reported close calls. It's the only commuting roadway for cyclists from the north through to Wellington.
John Apanowicz	Support			I am in favour of safety improvements for all roads where cyclists travel.
Judith Gray	Support			
Malcolm Sparrow	Support			I have already obtained funding for short-term improvements which will benefit both pedestrians and cyclists using Middleton Road, and one of my medium to long-term goals is to see a comprehensive shared walkway/cycleway put in place along Middleton Road.
Peter Gilberd	Support			Middleton Road caters poorly for cyclists, and even worse for pedestrians.

# 3.1

## What is your position on the WCC supporting an upgrade of the Johnsonville Mall?

Graeme Sawyer	Support			I have co-ordinated Stride, WCC, GWRC and NZ Rail and MPs to agree in principal to a public-private partnership to create a 400-park PUBLIC carparks facility adjacent to J-ville train station, for low-cost Park-and-Ride plus FREE parking for adjacent new library, Pool, Alex Moore Park & community centre, and as a Councillor, I'll seek to finalise that agreement and to also amend District Plan rules which still prohibit a larger Mall redevelopment form including a multiplex cinema complex.
Jill Day	Support			We have waited long enough for the mall development and this is a priority of mine.
John Apanowicz	Support			Another upgrade is now well overdue. The mall redevelopment would reinvigorate Johnsonville. With Stride purchasing Queensgate this opens up the opportunity to get some momentum and synergies. The council should assist in any way possible.
Judith Gray	Support			
Malcolm Sparrow	Support			Council is already working with the mall owners to see this happen.
Peter Gilberd	Support			WCC is supporting the upgrade already.

# 3.2

## What is your position on the Council funding the \$5m to finish the Johnsonville Triangle Road improvements instead of waiting for the Mall re-development contribution?

Graeme Sawyer	Support			I have been advocating for completion of the entire Johnsonville triangle Upgrade for over 7 years. It's ludicrous that WCC are delaying roading improvements (that are already decades overdue) at all, let alone because of such a ridiculous reason: the parks of the triangle most necessary for a new mall ARE ALREADY COMPLETED!. In the grand scheme of things, \$ 5 mil is a pittance, and this is essential work.
Jill Day		Consider		This needs to be worked out in conjunction with Stride, because in the resource consent they agreed to fund part of this therefore we need to have more idea about the timeline for the mall redevelopment before such decisions are made.
John Apanowicz	Support			It needs to happen now.
Judith Gray			Oppose	
Malcolm Sparrow		Consider		Imposing this on ratepayers would only be a last resort, because my understanding is that the mall owners have agreed to meet this expense.
Peter Gilberd			Oppose	The ratepayers have made their contribution and should not subsidise the developer.

# 4.1

## What is your position on the proposal to establish a Community Board for Johnsonville and Newlands?

Graeme Sawyer	Support			I led JCA as it developed the community strategy for which this new Community board is a goal. I also lead the team that is gathering the necessary signatures to support this application. I wish to become a councillor to lead the campaign to have WCC granted significant additional "delegated Authority to ALL community boards, - so communities can control more of their own affairs.
Jill Day	Support			I fully support this and see there are many benefits.
John Apanowicz	Support			I think it would be a valuable asset to the community.
Judith Gray	Support			
Malcolm Sparrow	Support			I have already given support to this proposal because a "local voice" is an important part of the democratic process.
Peter Gilberd	Support			

# 5.1

**Do you think WCC have any control or influence over affordability of housing? If yes, a sentence to describe what would you have WCC do to increase affordability of housing? Or if no, should WCC seek to obtain such control or influence?**

Graeme Sawyer			No - no control	At the moment, it has no control, but WCC need to implement rules and action plans that give it real influence. Greedy land-banking developers must be dis-incentivised from their current practice of deliberately restricting the supply of new homes, and to do this, I'll propose punitive and much higher rates charges for land that is being deliberately withheld from sale or development (as owners attempt to jack up the market price). THAT will address land supply, the biggest obstacle to new home affordability in Wellington.
Jill Day				I think that it's important that the Council does all it can to help influence housing affordability.
John Apanowicz	Yes - can control			
Judith Gray	Yes - can control			Provide assistance for people wishing to be owner occupiers as they will be more caring about the properties. WCC could provide loans to assist this to happen.
Malcolm Sparrow				Council has little control over affordability of housing as this is more a central Government issue; Council's best efforts can be made in the provision of social housing.
Peter Gilbert			No - no control	This is largely outside Council's control but Council does need to talk to central Government about measures to address this serious issue.

## 5.2

### What is your position on the WCC supporting traffic improvements around the Basin Reserve such as by the provision of tunnels?

Graeme Sawyer	Support			NZTA is paying for SH1 improvements, so its a no-brainer that WCC should accept that and improve cross-town accessibility. I favour extensions to both Mt Vic and terrace tunnels, PLUS "grade separation (cut and cover - al la Arras tunnel) for the entire area between Mt Vic and terrace tunnels, but without the horrific eyesore of a flyover....
Jill Day	Support			I support improving traffic flow through the city by creating a cut and cover tunnel (like the Arras tunnel) at the Basin Reserve.
John Apanowicz	Support			One of my priorities is finalising a workable solution to the basin reserve congestion. My son went to school at the Basin Reserve and it just does not flow. I support another tunnel which will remove some of the congestion.
Judith Gray	Support			
Malcolm Sparrow	Support			The sooner we make progress in this area, the better.
Peter Gilbert	Support			WCC should support NZTA in achieving an acceptable solution (e.g. cut and cover tunnel like the Arras Tunnel).

# 5.3

## What is your position on the WCC supporting other traffic and public transport improvements between Johnsonville and the airport such as the second Mt Victoria Tunnel and dedicated bus lanes through the CBD ?

Graeme Sawyer	Support			Total support. Busses must be given the very highest priority for fast transit through the CBD. We also need dedicated bus lanes along the old Hutt road. Both carrot and stick are needed to encourage efficiencies on our CBD roads: I also favour congestion charges for public vehicles during peak hours, and more & better bus services and park and ride facilities to support those.
Jill Day	Support			It is important that WCC supports the improvement of traffic flow into and through the city and ensures that this is done through a balanced approach.
John Apanowicz	Support			
Judith Gray	Support			
Malcolm Sparrow	Support			As with my previous answer, the sooner we make progress in this area, the better.
Peter Gilbert	Support			