

Council

**Wednesday, 25 August 2010
Commencing at 5.30 pm**

REPORT OF THE MAYOR

SUPPLEMENT TO THE AGENDA FOR A MEETING OF THE COUNCIL TO BE HELD IN THE COUNCIL CHAMBER AT WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE, ON WEDNESDAY, 25 AUGUST 2010, COMMENCING AT 5.30 PM

6 REPORT OF THE MAYOR

RECOMMENDATION

It is recommended that the Council resolve to:

Receive the Report of the Mayor.

One more to go

Next month's report will be my last as Mayor of Waitakere. I'm planning on making it a comprehensive tribute to this city and all the people who have helped build it. If you anything you would like to contribute to the report, I'd like to hear from you. Email your stories to bob.harvey@waitakere.govt.nz.

If we ran the world

All eyes were focussed on the New Zealand Election campaign in 1972. The incumbent National Government had been largely untroubled in its 12 years in power. But a mood for change was gripping the nation. Opposition to a hydroelectric power station on Lake Manapouri was nearing fever pitch. Unprecedented public attention was directed towards a presidential-style battle between Labour leader Norman Kirk and National's new face Jack Marshall.

My advertising firm MacHarman-Ayer was cast into that cauldron of debate when we were contracted to run the Labour Party campaign. We needed to come up with an image to define what was projected to be a close run campaign. In the end the concept we came up with was simple. A jar containing the iconic wildlife and scenery of the New Zealand landscape, accompanied by the slogan 'It's preserving time'. It was to become one of the most enduring images in New Zealand political history.

In the coming months we will face a high stakes election battle to rival that of 1972.

Another storm of public debate is focussed on the race for control of the coming Auckland Council. Huge issues are up for discussion that will affect the whole of New Zealand. Again, it's preserving time.

This time that jar would contain the vitally important conservation projects run by councils and communities throughout Auckland. They are initiatives like Project Twin Streams, which has seen waterways replanted from the Waitakere Ranges to the Waitemata Harbour. Campaigns like Eco-Water, which has seen our residents conserve more water while everyone else increases their use. All of them need to be retained after the supercity merger. But the method of doing so has changed since 1972. Gone are the old slogans and billboards that used to galvanise support and mobilise people to action. In their place we have the internet and the unstoppable rise of social media.

That's where a remarkable woman named Cindy Gallop comes in. I met Cindy in June while I was in New York with Mayors for Peace. A local resident Tim Gregory had encouraged me to visit her apartment while I was in the area. Going through the steel doors into her living room was a surreal experience. It was beyond déjà vu. I had lived there in another life.



It turned out the all-black apartment I had just entered was a renovated, redecorated and remodelled version of the old New York YMCA shower rooms. I had stayed in the facility when I was a cash strapped advertising executive trying to make my way in the late 1960s. The coincidence set the scene for an amazing meeting. I was looking for someone to preserve Waitakere and all this city has come to mean. Cindy was the woman to do it.

Like me, her background is in advertising. She had a stellar rise from young theatre publicist to CEO of international agency Bartle Bogle Hegarty. Since resigning from that role in 2005, Cindy has focussed on designing and running new internet movements. It was one of those movements she described to me while I was in that brilliant New York loft apartment, speaking passionately and eloquently about her new website www.ifwerantheworld.com.

It is a simple and brilliantly designed tool aimed at spurring people to action in their community. It's like the Facebook of those who want to change their world for the better. The site works by lodging the processes and ideas of initiatives like Project Twin Streams and the Ranui Action Plan on its database. All site users have to do is enter a few words into the ifwerantheworld search engine and they can find details on how they can join up and help. Listing our projects on the site seemed the perfect way to make Waitakere live on after the supercity merger. Not only is it a way to preserve our history, it's securing our future.

That's what I've been working on since I got back a few months ago. This council now has what Cindy calls the "human dynamo", Tim Gregory, working with our staff and community, gathering details of the projects they have invested in, with the intention of putting them on ifwerantheworld.com. They are projects that could have been lost or forgotten. Now they are going to be seen internationally.

This month Cindy visited us at her own cost. It was great to see her again to and to hear her enthusiasm for what we have accomplished here in Waitakere. An article in the *New Zealand Herald* and an interview with Kim Hill on National Radio only confirmed that she is one of the great innovators and advertisers of our time. I can't help but think Cindy is onto one of the most powerful movements emerging in the 21st Century – that of localisation. It is a movement away from country and towards community. People are still trying to change the world. But they're starting with their backyard.

I'm just happy to see Waitakere placed at the forefront of that movement. What we have done here has always been about community. It is about our people taking pride in their environment and their City. That's why so many of the projects and initiatives this Council has run have worked so well. Because we have supplied the blueprint and let our communities do the rest. Now those blueprints are going up in a forum where everyone in the world can see them. They are there for good, preserved for people in every continent to learn from and adapt to their own cultures. Now that's bigger than the supercity. Waitakere is going global.

No more local yokels

It's election season again. The faces of candidates are grinning out of signs on roadsides and street corners around the city. I'm an old hand with a hammer. In the many hours I've spent battering in those hoardings in the last 18 years, I've always made an effort to take note of the signs put up by my fellow hopefuls. They've given me a good idea of whether there's going to be a good crop of people leading the city.



This year's Council candidates look good. There seems to be a mix of contenders with experience, energy and creativity. Many of them are new to local government. Others are respected, hard working veterans with a vision for the future of Auckland. They have a good chance of navigating the political minefield that is likely to be the first term of the Auckland Council.

It's a different story when it comes to those standing for local boards. Our great new community representatives are looking like the same tired, recycled faces that have for so long acted as a roadblock to any hint of change. They're easy to spot. Most were unable to muster a smile, even a decade ago when their election photo was shot. Their slogans are short and angry. And they are mainly known for stopping things happening rather than making them happen. These candidates are potential kryptonite to democracy and vision in the new Council.

What these local boards need is vitality and enthusiasm. That's why I've come up with my own list of signs you shouldn't be standing for a local board. There's going to be exceptions, but here are some rules of thumb:

1. *You're over 70.* If there's one thing we need more than people that are excited about the future of Auckland, it's people who are going to live to see it.
2. *You find yourself pining for the good old days.* Auckland's future is going to be radically different from the past whether we like it or not. Being involved in the new council means committing to making it work, not bringing it down.
3. *You just want to oppose things.* One of the great problems of politics is that you can fill a rugby field with people wanting to oppose an idea, but only a phone booth with those wanting to cheer something on. Let's vote for people who are about we can do for this city, rather than what we can't.
4. *You're a technophobe.* If you can't use email, text or even master a hands free car phone, don't think about standing for what will be a very modern and community focussed role.
5. *You can't work with what you've got.* Hide, Key, Twyford and Banks/Brown are names you'd better get used to, because they sure aren't going away soon.
6. *You're an aging Che Guevara.* You're not going to be leading a revolt against the Auckland Council. No-ones going to follow you on your march to Wellington to complain about decisions.

So there's your checklist. If any or all of the above applies to you, it's probably a better idea to be booking a spot for recreational fishing in Kaitaia than standing for office. That will only cause stress and increase your heart attack risk. Don't blame me if your life turns to custard. After all, I'm from the Council and only here to help.

That's the bad news. The truth is if I had come up with a list of reasons why you should stand for local government, they would fill the rest of this report. That's why I remain optimistic for the future. I still believe we will get people with good ideas and the ability to make them a reality. But the naysaying, small mindedness and patch protection needs to go. This new Auckland Council will be bigger than that. It's going to be about the next 100 years of this city, not the last 20. Our local representatives should be as well.

A plan for Auckland

Finding a vision for the future is the most important issue for any city. Roads, rates and water may be the defining responsibilities of local government, but they won't be done right without a vision to guide them. It's that vision that gives a city its identity, its sense of place.



In the West, our identity has always been founded on the idea of an eco city that fits under the foothills of the Waitakere Ranges. It has been the backbone of this City for nearly 20 years. Our communities have decided the future of their areas, but they have always been informed by sustainability principles.

The great task of the new Auckland Council will be translating that kind of vision to its communities. Government has already agreed in principle to do that by creating a spatial plan for the region - an overarching document to frame decisions on every area from Waiuku to Wellsford. It is going to be one of the most influential plans in New Zealand. And it is shaping up as one of the most worrying.

The concept of a spatial plan has long been commonplace in Europe but has only recently come to New Zealand. Architecture and planning student David Harnett has just submitted a dissertation on the effect such a plan would have on the future of Auckland. He cites the different methods of spatial planning used in overseas cities as they have tried to create a guide for future development. The results are mixed.

One of the worst spatial plan failures came in Holland. Its decision to create a “grand plan” propelled the country towards increased central government influence and diminished public consultation. That has created a heavy infrastructure focus in development and communities that feel trampled on. In Wales the spatial planning model has fared better thanks to its emphasis on sustainable development and community involvement. But perhaps the best comparison to Auckland is Canberra. Its infrastructure oriented spatial plan is based on annual growth of 0.9 percent. Auckland too is a fast growing city focussed on improving its woeful transport system.

The problem Harnett finds is that these spatial plans can, even without intending to, override decisions made by communities about their own future. We’ve already seen it happen in the West. Here there was much concern that the Local Government (Auckland Law Reform) Bill originally set out to repeal the duty for the Auckland Regional Growth Strategy to conform to the Waitakere Ranges Heritage Area Act. It is an example of a situation where a spatial plan would have been allowed to override a locally made law. That law was won after a 50 year battle from Te Kawerau a Maki, residents of the Waitakere Ranges and this Council. It is from the people and for the people and should always remain the defining planning document for the area.

That’s really my concern. If we’re going to have a spatial plan, then it should not be made at the expense of the wishes of our people. In the end these plans must consider, as Harnett says, a “quadruple bottom line” of social, economic, environmental and cultural” outcomes. They should emanate from the local level and be fuelled by community involvement to have the best chance of being effective and relevant. Locals know what’s best for their own area and their wishes need to be reflected when we’re planning a vision for the city. It may be a city with a single government, but it is one made up of dozens of suburbs with their own identities. That should never be forgotten.

As Harnett puts it: “Spatial plans are about place making. They operate at a community level... “grand plans” don’t achieve their grand objectives and community engagement achieves more informed planning outcomes”. I couldn’t agree more.

Earthrace: The documentary

In March 2007, local film maker Ryan Heron was hurled from his bunk on the powerboat Earthrace by what sounded like a clap of thunder. When he clambered to the deck, he found a spotlight shining on the wreckage of a Guatemalan fishing boat. Two dazed fisherman were struggling in the water. The voice of Earthrace captain Peter Bethune cut through as he peered into the dark water: “I think there’s another one out there”. Then, a short time later: “I think he’s dead”.



That dramatic collision and its aftermath form the backbone of Heron's brilliant documentary *Earthrace*. It traces skipper Peter Bethune's mission to race around the world in record time, starting with constructing the Earthrace powerboat in Massey and ending with its hard fought final victory on a third attempt. His determination to use only biofuels to propel the craft through any ocean, swell or running sea sets the mission apart.

Councillors from the old building will remember the poster in the dining room which I put up after I gave Peter a donation from the Mayoral Race to go towards the building of Earthrace. He acknowledged this, as it was the only donation he received from any Council or Government agency. I simply believed in cause and his passion and dedication to achieve such momentous goals.

That passion is on show in the film's opening sequence, as Bethune undergoes liposuction in a Kumeu clinic, extracting a small jar of fat to use as fuel for the boat. It is a stunt that encapsulates Bethune's fanatical devotion to his mission. His fanaticism was displayed again this year when he joined the Sea Shepherd anti-whaling fleet in the Southern Ocean with his ship renamed the *Ady Gil*. That outing again ended in a sinking, this time Bethune's own boat. His subsequent arrest and trial in Japan captured headlines in New Zealand and overseas.

Earthrace is a portrait of this remarkable, uncompromising and utterly driven man. It has been cut from hundreds of hours of footage into a two hour cinema release. There will also be a three part documentary version of the film shown on New Zealand television. The film is seeking a commercial release later in the year:

I have attached Ryan Heron account of making the film, as told by the Sunday Star Times in 2007. It is truly a gripping tale and the resulting documentary is one of the most engrossing I have seen since *Gordonia*.

'I think he's dead'

A massive noise, men tumbling out of bunks and a hollow, sick feeling is what Wanganui-born film-maker Ryan Heron remembers of the moment New Zealand environmental campaign boat Earthrace ploughed into a Guatemalan fishing skip.

It was just after midnight on March 18 only nine days after the crew left Barbados in a bid to break the world powerboat record by circumnavigating the globe in 65 days when the boat was shunted by a sudden impact.

It wasn't the first thing to go wrong: self-destructing parts and engine trouble on the biofuel-powered boat had already cost the crew precious time.

The boat's new propellers malfunctioned less than a day into the race, so instead of "race, refuel, go", the first stop was a slow limp into Panama to wait for new propellers. And now a crash, 25km from the coast of Guatemala.

The sound was "like hitting something in your car", says 23-year-old Heron, who is back in Auckland making a documentary about his time on Earthrace. His footage from the minutes after the crash follows the strained faces of the crew as they stumble on deck and realise they have sunk a small shark-fishing vessel.

On board Earthrace were Heron, New Zealand skipper Pete Bethune, and two Americans sponsor David Stark and marine engineer Anthony Distefano, who was driving the boat when it crashed.



In the footage, Stark, a trained doctor, peers into the eyes of a pale, dripping fisherman the crew have pulled from the sea, checking for concussion. The man slumps on the deck, bleeding from a leg.

"Oh God," sobs Distefano, and Heron tries to pacify him from behind the camera: "Hey, hey," he says.

A second fisherman has also been hauled aboard, a bewildered but unhurt boy who looks barely out of his teens. He is asking for cigarettes.

"Tres hombres? Tres hombres?" someone asks him desperately. The boy nods. Bethune trains a spotlight on to the submerged fishing boat. His voice bellows into the dark: "Is there another guy?"

Then Bethune again: "I think he's dead."

Six months on, Heron is editing the footage on a laptop in the bedroom of a rambling Parnell flat. He thinks carefully about the events leading up to the crash.

"There were several factors involved as to why that boat was hit, and one of them was driver error," he says.

"But I feel that we were one qualified crew member short on that boat. There were only three of us that were fulltime crew."

Heron explains how, during the race, the crew took turns at driving the boat and doing chores. Each person did two hours of driving followed by four hours to eat, sleep and do whatever other tasks were required.

"But what happened during that day was that Anthony and Pete had been working on one of the engines that was having trouble, so they'd been slaving away in a hot engine bay for 12 hours, and I'd been driving for 12 hours."

Once the engine was fixed, everyone had to start their next shift without a break. Heron says Distefano would have been exhausted when he took the helm.

Keeping an eye on all the instrumentation and panels was hard, even on a normal shift. "You've just got all these screens in front of you and then there's little dots of light that you have no idea how far away they are."

The fishing skip was also hard to see a Guatemalan navy officer later told the crew about 30 or 40 skips are sunk in the area by bigger vessels every year.

"It was a very small boat that sits just on the water, so it doesn't bounce back a strong radar signal... (and) their boat wasn't correctly lit," Heron said.

"But in saying that, I think that had Anthony not been exhausted and run ragged, I think he would have got it, for sure."

Maritime law requires anchored boats to display at least one all-round white light.

Bethune told Guatemalan authorities the skip had only a small red-and-white flashing light, which he described in a blog as "like something you'd find on a pushbike".



After the crash, the crew circled the spot for four hours looking for the missing fisherman. In the end, they abandoned the search, so they could get help for the critically injured fisherman.

For the next two months at sea, Heron woke in a panic every night. "I would wake up and think I was meant to be driving.

"I'd race out, but there'd be someone driving because it wasn't my shift."

For 10 days after the accident the crew were detained in Guatemala, awaiting a court hearing for Bethune as skipper, he was considered responsible for the boat.

Finally, a judge decided he would not be charged.

On their last day in Guatemala, Heron and Bethune met the dead man's family to apologise for the accident.

The driver, Distefano, was on a plane out of Guatemala before the 10-day detention was up as soon, in fact, as he was let off the boat.

"He said, 'I'm not staying in Guatemala. They can try and extradite me or something if they want to put me in prison, but I'm leaving,'" says Heron.

"It wasn't an easy situation for anyone, but Anthony had it the worst because he was the one that was driving."

Heron had been snowboarding and working in Queenstown in 2004 when Bethune asked the South Seas film school graduate to join Earthrace as a volunteer to film the building of the biofuelled powerboat. He had already made a promotional clip for the boat a year earlier, as an environmentally conscious student.

Bethune, a former oil exploration engineer who describes himself as an "unusual greenie", was using his own and sponsors' money to build a flagship for alternative fuel. He wanted to race the boat around the world to promote biofuels.

For Heron, an outdoorsy 20-year-old, who loved to travel but had never been on the open sea, the chance to make his own documentary was too good to turn down. He used his savings and borrowed money from his grandmother to buy camera equipment.

Bethune planned to build the boat in six months, then tour New Zealand and the United States promoting renewable fuels and showing curious visitors the futuristic-looking boat, attracting sponsors as they went.

But the boat went half a million dollars over budget and took 15 months to build.

"So it was like, f---, now I'm 15 months of my life into this project and we're only just launching the boat," said Heron.

Life on board was cramped and uncomfortable. Features such as cushioning and air-conditioning would have slowed it down, and, besides, money was scarce.

One crew member, fed up with 40C heat at the helm, got off in Mexico the very first port of his leg. Most volunteers lasted between two weeks and six months. Heron was with the project three years, filming the building, the tour and, finally, the record attempt.



"You're not getting any pay, you're working seven days a week, and sometimes it was just really hard," says Heron.

Times might have been tough, but Heron quickly became the trusted collaborator of Bethune, who says Heron's casual, trackpants-and-a- T-shirt dress code belies the rigorous worker underneath.

"When you meet him he comes across as a bit of a slob, you know, six inches of butt-crack showing, but it's deceptive.

"He's a very good organiser and quite meticulous. Of all the crew members I've had, I'd trust him at night more than anyone else."

On June 1, a crack in the hull forced Bethune to abandon the race in Spain. Heron was on a plane within hours.

"I went back to the hotel and booked a flight for London and I was gone the next morning."

What if Earthrace had kept going? "For sure I would have stayed."

Heron says if Earthrace finds funding for another record attempt next year, he'll be back on board. It has been reported that British entrepreneur and biofuels backer Sir Richard Branson is interested in supporting the next bid after a ride in the boat in the UK last month, but no deal has yet been done.

Meanwhile, Heron is working as a freelance cameraman and editing the Earthrace documentary when he can.

The documentary needs tens of thousands of dollars' worth of editing and post-production before he can approach a distributor to sell it for him.

He still doesn't quite know how he will pay for it, but the Earthrace experience ("it was very hand to mouth") has taught him to have faith that the money will come.

As for the record attempt, Heron says the man who died in Guatemala has put things into perspective for him.

"It's a pretty dangerous undertaking doing something like that, and someone did die during it.

"So just to come out alive, and for the people I know well to be alive, that's kind of a success."

Milestones

The Council applauded the vivacious and energetic Bobbie Carroll at the opening of her exhibition of Piha photographs on Saturday, August 7. Bobbie is rarely seen without a camera. She records the Piha history as it happens; the lives of the community's people and visitors.

I am a big fan of Bobbie's. Here is a fierce advocate for the Piha environment, a sensible and sane supporter of planting and sustainable dune management and an iconic local personality. The exhibition in the beautiful West Coast Gallery was a success, with many Councillors, the Deputy Mayor and Community Board members and staff attending the opening. We awarded Bobbie a personal plaque as a tribute to her work as an environmental advocate and her courage in standing up for issues that affect the future of Piha and the West Coast.



Hariata Arapo Sally Ewe (1920 – 2009)

**KIA HIWA RA – KIA HIWA RA!
KIA HIWA RA TENEI PITO – KIA HIWA RA TENA PITO
KEI TE WHAKAARAARA NGA MANU RIRIKI
O TE WAO NUI A TIRIWA, KA RERE KO TE KAAHU
POKERE O TAMAKI MAKARAU, E KORE E NGARO I ROTO I TE HINA POURI**

TIHEI MAURIORA!

It is traditional in Maori custom to unveil a person's headstone one year after their passing. On Saturday, August 14 2010, an unveiling ceremony was held for one of the West's greatest leaders and icons, Hariata Arapo Ewe, known affectionately as Auntie Sally.

Hariata was the matriarch of Te Kawerau a Maki and her close relationship with the Bethells family was acknowledged at the service before the unveiling at Makaurau Marae in Mangere. About 200 people attended the unveiling and a formal feast afterwards in the Marae's new dining hall. The speeches and tributes were fulsome and filled with emotion. They recounted the remarkable life of a woman who effected great change in difficult circumstances, when Te Kawerau a Maki was seen as a faded entity on the Auckland landscape.

I paid a tribute to her friendship and also to the Councils who have ensured that the truth of Te Kawerau a Maki's existence has been maintained. Recent books such as *The West Remembers* by Graham Murdoch, our own *West: A History of Waitakere* and *The History of the Waitakere Ranges* have secured Te Kawerau a Maki's place as one of the tribes of Auckland and, in particular, the Waitakere Ranges. The carvings on the Arataki Centre, throughout the city and in our own Civic Chamber record the complex history of Te Kawerau a Maki. Wonderful Pōuwhenua around the coasts of Waitakere and Manukau display the lives of the tribe's heroes throughout the centuries. They stand as a lasting tribute to Hariata and her work.