Future Development Strategy

Organisations

WRITTEN FEEDBACK
Volume 17

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Future Development Plan 2023 #8629

Note: this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.

Your feedback

Focusing growth

Denser, more compact cities result in improvements to the environment, the economy, and people's wellbeing.

Auckland's urban area is made up of neighbourhoods, town centres and business areas that are interconnected and that support where most Aucklanders live, work and spend their leisure time.

We propose that most housing and business growth will be focused within existing urban areas and that this growth be more intensive. This means less growth in greenfield areas at Auckland's edges. What greenfield growth there is will be phased over 30 years and longer.

1. What do you think of our approach to focus most of Auckland's growth in existing urban areas?

Tell us why

Please see attached submission

Accessible local centres

When people have easy access to workplaces, services, facilities and shops, communities become more resilient and connected. It also helps to reduce travel time, emissions and lower household transport costs.

We propose focusing housing and business development near local centres where most people's daily needs are easy to access by walking, cycling and public transport.

2. What do you think of our approach to focus development near local centres?

Tell us why

Avoiding hazards

As our climate changes, the frequency and severity of hazards such as flooding, sea-level rise and coastal erosion will worsen. Where and how we plan for growth, and how we adapt to these hazards is increasingly important.

We propose that known areas constrained by significant natural hazard risk should be looked at to see if further development is appropriate.

Where development is already enabled in potentially vulnerable locations, we will further investigate appropriate actions.

3. What do you think of our approach to avoid further growth in areas which are exposed to significant risk of environmental hazards?

Tell us why

Please see attached submission

Resilient infrastructure

Infrastructure across Auckland needs to cope with ongoing change, such as the impacts of climate change and evolving technology.

Nature-based infrastructure, such as rain gardens, swales, and detention basins, is better able to respond to ongoing change. This can help protect communities from hazards, as well as protect and restore the natural environment.

We propose prioritising investment in infrastructure that is decentralised, nature-based, regenerative and mauri-enhancing.

4. What do you think of our approach to prioritising nature-based infrastructure that responds to the impacts of climate change?

Tell us why

Please see attached submission

Other feedback

5. Do you have any other feedback on our approach to how and where Auckland should grow and change?

Please see attached submissions

ptua public transport users association
IMPROVING THE MOVING

Submission: The Future of Urban Development in Auckland

Introduction

Transport and housing are inextricably connected. Urban development is the design of both to work in each other's favour. However, since 2015 there have been plans, then more plans, then studies and more studies to come up with a light railway from the Mangere airport to Takapuna, underground from Mt Roskill to Takapuna. As it turns out, it is really a housing initiative by Kainga Ora masquerading as a transport project, usually a good idea, but in this case a very flawed project. I have often been told that it is not about getting people to the airport, and that it is about connecting communities. We know that is the goal. However, close scrutiny shows that this has not been thought out properly. What percentage of the workers at the Mangere Employment Hub (MEH) come from Mt Roskill or Sandringham? How many people from Mangere are wanting to travel to Mt Roskill or Sandringham? It cannot be many as there is no current bus from Onehunga up to Sandringham Rd, because there is no need. Not only does this project require a colossal amount of money, but it is also missing so much real need and so many opportunities to really connect Auckland together with efficient travel options, providing equitable transport and encouraging people out of their cars to reduce emissions, pollution and congestion.

The Real Needs

These are the real connections required. 60% of the MEH workers come from Papakura, Takanini and Manurewa. Most Mangere workers who don't work at the MEH, go to Te Papapa, Penrose and Ellerslie with those from Mangere Bridge more likely to go to Newmarket and the CBD. Many students also want to go the AUT or the University of Auckland. Many more journeys take people to Auckland Hospital or to clinics in Remuera Rd in Newmarket. Some to Middlemore, mostly by bus, but the above connections would also enable train travel to Middlemore.

In fifteen years, when the light rail project is expected to reach Takapuna, there will be almost the entire equivalent of Hamilton's population north of Takapuna with little capacity to move these people efficiently around our city. The current light rail project is going to cost at least $45 billion with $15 billion of that ear marked for housing infrastructure required for the intensified Kainga Ora housing above it and to justify the business case for the project. In short, this is a very limited benefit project for a very large sum of money.

Housing: Should it sprawl or intensify?

Auckland is a very spread out city due to sprawling development over decades. Now it is getting ridiculous as Auckland is now sprawling across the most fertile ground in the world around Pukekohe and Paerata. A new debate has arisen in response and it is that we must now intensify our inner city developments and there are now calls to demolish our built heritage and character suburbs in favour of soulless high rise intensification mostly on behalf of Kainga Ora. City sprawl has no place in the current world where catastrophic climate change is rapidly looming, as it encourages too many vehicle kilometres travelled (VKT) by car. However, housing our most vulnerable populations in densely packed inner city estates is also a recipe for disaster, but there is another way.

This other way is called ribbon development and could be something that could be designed and built from scratch, incorporating all of the necessities of healthy and environmentally friendly ways of living utilising, mostly active travel and public transport mostly in the form of rail.

Connect the Big City

Firstly, however, we need to create a properly linked up Auckland using rail primarily for the long journeys that the citizens of Auckland need to make, bearing in mind that Auckland currently stretches from Orewa in the north to Pukekohe in the south and from Henderson to Howick from east to west.

In the east we support the development of light rail from Panmure to Manukau City via Botany, but do not see the need to disrupt the residents of Burswood with an unnecessary deviation there. We would also support the development of a light rail system from Drury to Panmure travelling on Mill Rd until it connects with AMETI route.

However, heavy rail is the best way to move people across our already sprawled city and this needs to be developed comprehensively. To start, there is a need to build a heavy rail line from Wiri to Mangere to connect the south with the MEH, then from Mangere to Onehunga to connect Mangere with places of employment and learning between Onehunga and the CBD. Soon KiwiRail will build the Avondale to Southdown (freight) Line (ASL), so a simple connection to the line to Wiri at Onehunga will effectively link Mt Roskill, plus all of the West Auckland suburbs with the south and the MEH. Add to this a surface light rail from Queen St to Dominion Rd to Richardson Rd to Maiora Rd to Sandringham Rd to New Nth Rd to Symonds St then back to Queen St with trains travelling in this figure eight circuit in both directions. Add to that connections with the ASL to Wiri via Onehunga and Mangere at both Dominion and Maiora Rds.

The North Shore needs a simple heavy rail development along the centre of the motorway from Esmonde Rd to Orewa. We believe that this will require some short tunnels under Constellation Dr., Albany and north of Otehu Valley toward Long Bay. The connection from Britomart should be a bridge from Fanshaw St to a point adjacent to where the current bridge reconnects to land. The bridge will need to be designed to take heavy rail, heavy road vehicles (trucks and buses) and active travellers (walking and cycling). The old bridge could be strengthened and used for cars and other light vehicles only.

We believe tunnelling will be too expensive and as tunnelling creates 2700 times the CO2 emissions of at grade and bridges just create 600 times the CO2 emissions, we believe that the bridge option is superior, but will need to be resilient to climate change challenges. The bridge will be shorter than the tunnels and built in a shorter time span, and available nearer the time it is needed.

We believe that there will need to be a railway connection from Silverdale to Kaukapakapa, thus making a loop connecting the CBD, the North Shore and West Auckland. We also believe that having some trains from the south going directly through Britomart would give some relief to the CRL. We also believe that more relief could be made with a line going toward the Northwestern Motorway and running along that to Waimauku to connect with the North Auckland Line there (this would be expensive to build in the CRL zone)

An Enlightened Development from Scratch

We see the area from Kumeu to Albany as being a perfect area for ribbon development. This author has submitted the following in a personal submission, but it fits well into this broader submission too.

To plan and coordinate resources to build homes for people where they can live in relative harmony with nature and use a transport system that is part of a vastly connected up rapid rail system throughout the whole of Tamaki Makaurau to get people easily to where they work, learn, attend appointments and play
Reading the report I can say that I agree with the following;

4:2:2 [P39] 4. "*However, future urban capacity must be used well. Rather than ad-hoc planning based on ownership boundaries, comprehensive and integrated planning is needed. Efficient use of future urban areas means higher density living and employment areas coordinated with appropriate infrastructure and environmental protection and improvements".*

4:2:2 [P39] 3*. "Vehicle kilometres travelled need to reduce Transport emissions account for 40% of emissions in Tāmaki Makaurau. Most transport emissions – 86% – come from road transport. Both the council and central government have set transport emissions reduction targets for 2030 and 2035 respectively. Key to achieving these targets is to reduce the amount of vehicle kilometres travelled (VKT). Though public transport infrastructure is being planned for most future urban areas, the timing of when this infrastructure and associated services will be operational is unlikely to contribute to the 2030 and 2035 emission targets".*

However, the following statement is disappointing and lacking in true vision, although properties actually in the floodplain should be removed, but the entire area should not be abandoned and the higher ground could be developed well and VKT's mitigated by superior alternatives.;

Appendix [P30*] "**Future urban areas proposed for removal, either partially or entirely":***
"Kumeū-Huapai-Riverhead (in part) Kumeū-Huapai-Riverhead is recommended to be partially removed due to parts of the FUA not being suitable for development. The reasons for this partial removal are:

Significant hazard constraints, including approximately 30% of FUA covered by a 1% annual exceedance probability (1% AEP) flood plain.
Portions of the Kumeū-Huapai Riverhead FUA proposed for removal are parcels entirely or mostly within this floodplain extent and have few appropriate land uses.
Potential for higher VKT and CO2 emissions than other FUAs due to Kumeū-Huapai-Riverhead FUA being relatively distant from high quality existing or planned public transport, a wide range of jobs, education and other services compared to other FUAs"

For a well connected rapid rail system to work for Tamaki Makaurau, it needs to be developed north of Kumeu/Huapai to Kaukapakapa, then a new line built to Silverdale. The North Shore will also need a heavy rail system to connect Silverdale to Waitemata (Britomart). The current arguments seem to be sprawl versus densification, but there is a third way. It is called Ribbon Development and could work well in the Northwest.

Sprawl or Densification has become the argument but ignores a far better way of dealing with population growth that most people would feel had a better balance with less of the trade offs.

Sprawl: This is the most wasteful and expensive form of urban development there is. It usually covers over arable land and has no focal points to provide efficient public transport services, is the most expensive sort of development to build and to live in. It also requires a significant dependence on car travel leading to high VKTs. It should be avoided at all costs!

Densification: This is the least natural way for humans to live. Although many can tolerate denser housing, most see it as no more than a means to an end and many of the more vulnerable members of society find it very depersonalising and this can lead to the myriad of social problems experienced in high rise and denser living in lower socio-economic areas abroad. So it will need to be done well. Planners need to also look at the special character of various very functional Auckland suburbs and not destroy communities where people currently enjoy living and which contribute to the history, heritage and character of Auckland City. There are many suburbs throughout the city that would prosper if rebuild and could tolerate a degree of densification as an improvement.

Ribbon Development: Auckland is currently sprawling toward the south over some of the most fertile soils in the world. This is a tragedy! However, to the Northwest of Auckland there is an opportunity for Auckland to plan a modern development from scratch, and develop it around a railway spine that is easy to access by walking or cycling. This plan would require the development of the railway north from Huapai/Kumeu through to Kaukapakapa, then the building of a railway from Kaukapakapa to Silverdale to connect with another railway from Orewa to the Auckland CBD and a continuation of the ribbon development from Silverdale to Albany.
Long and thin: This area is long and thin, so housing could be developed in such a way that no one is more than a 5 minute bike ride to a railway station. The area could also be developed so that no one is more than a 10 minute train journey to a supermarket.

The land is mostly unproductive clay and parts of it have Onerahi Chaos. The rest is very swampy and is fundamentally just a floodplain. This floodplain should be returned to just that and become a wetland and act as a large carbon sink and part of it could also be a constructed water treatment wetland to deal with sewage water purification and purification of other pollutants.
Rail, walking, cycling: Through this area, people will be able to travel by bike and train to most parts of Auckland to where they work, learn and play.
Towns: The developments could be in the form of villages or towns with small local shopping centres with the basics of a small town, such as a hairdresser, dentist, law practice, health centre, gym, child care centre, superette, cafe and restaurant and other similar community shops and services.
Shops: Also planned into the development, should be larger shopping malls at regular and planned intervals along the railway. Supermarkets could be situated near the railway station, so that people can shop there easily using the train.
Housing: Each small town should have a variety of housing, reflecting the variable needs of different people. There could be no more than one six storey building, one or two three storey buildings, many terraced houses and semi-detached housing with some stand alone houses as well. This would attract a cross section of society and would more likely encourage a sense of community.
Nature: There could also be some greenbelt areas where fertile land is preserved for ongoing production or for nature reserves, with particular attention given to keeping the flood plain as a wetland and nature reserve, as well as using it for water purification.
Conclusion: This sort of development could be designed from scratch, so everything can be considered, from environmental harmony, to communities that promote good mental health, to smart buildings that incorporate all of the modern knowledge of healthy homes and all of the energy saving designs that will reduce power bills and national emissions. Transport could also be part of the clever design of a project like this, used to link communities together, link common assets such as retail outlets, and enasble people to access these through active travel and public transport. Such developments described here would bring truth to your statement from the draft document about rural development. Although not entirely rural the same truth applies to what I have suggested above;
4:2:3 [P42] 1. "*Reducing environmental degradation and restoring ecosystems. The good health of the natural environment is a fundamental condition to the well-being and resilience of rural areas. The rural natural environment also plays a key role in water quality and biodiversity for much of Tāmaki Makaurau. The good health of the rural natural environment is also key to a thriving rural economy and people's quality of life*".

Nga mihi maioha,

Niall Robertson
Chair of the Public Transport Users Association (PTUA)

ptua public transport users association
IMPROVING THE MOVING

[redacted]



Future Development Plan 2023 #8630

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Other feedback

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Please refer to the attachment

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18 July 2023

To whom it may Concern
Auckland Council

Kia ora

FIRE AND EMERGENCY NEW ZEALAND FEEDBACK | DRAFT AUCKLAND FUTURE DEVELOPMENT STRATEGY 2023-2053 FOR TĀMAKI MAKAURAU

Thank you for the opportunity to provide feedback on the draft Auckland Future Development Strategy (FDS) 2023-2053 for Tāmaki Makaurau.

The primary objective of Fire and Emergency New Zealand (Fire and Emergency) is to reduce the incidence of unwanted fire and the associated risk to life and property. Fire and Emergency seeks to:

- protect and preserve life
- prevent or limit injury
- prevent or limit damage to property and land, and
- prevent or limit damage to the environment[1].

Fire and Emergency's main functions are: [2]

- to promote fire safety, including providing guidance on the safe use of fire as a land management tool; and
- to provide fire prevention, response, and suppression services; and
- to stabilise or render safe incidents that involve hazardous substances; and
- to provide for the safety of persons and property endangered by incidents involving hazardous substances; and
- to rescue persons who are trapped as a result of transport accidents or other incidents; and
- to provide urban search and rescue services.

Fire and Emergency also has secondary functions to assist in matters to the extent that Fire and Emergency has the capability and capacity to do so and the capability to perform their main functions efficiently and effectively. These secondary functions[3] are:

- responding to medical emergencies; and
- responding to maritime incidents; and
- performing rescues, including high angle line rescues, rescues from collapsed buildings, rescues from confined spaces, rescues from unrespirable and explosive atmospheres, swift water rescues, and animal rescues; and
- providing assistance at transport accidents (e.g., crash scene cordoning and traffic control); and

[1] Fire and Emergency New Zealand Act 2017 section 10(a)(b)
[2] Fire and Emergency New Zealand Act 2017 section 11(2)
[3] Fire and Emergency New Zealand Act 2017 section 12(3)

- responding to severe weather-related events, natural hazard events, and disasters; and
- responding to incidents in which a substance other than a hazardous substance presents a risk to people, property, or the environment; and
- promoting safe handling, labelling, signage, storage, and transportation of hazardous substances; and
- responding to any other situation if Fire and Emergency has the capability to assist; and
- any other function conferred on Fire and Emergency as an additional function by the Minister in accordance with section 112 of the Crown Entities Act 2004.

Through a memorandum of understanding with St John, Fire and Emergency attends all life threatening and life critical events.

With the wider mandate and changing nature of Fire and Emergency response, the volume of incidents that Fire and Emergency responds to has grown, as has the range of incident types.

On average Fire and Emergency respond to 24,544[4] incidents across Tāmaki Makaurau per year. In 2022, Fire and Emergency responded to 26,634[5] incidents in Tāmaki Makaurau, representing just over a third of all incidents across New Zealand. In addition to increasing need for services, Fire and Emergency also faces broad challenges, such as:

- *Increasing frequency and severity of extreme weather event associated with climate change*. This can include such things as storms, flooding, wind, or wildfire.
- *Increasing medical response* which is likely to continue as the population ages.
- *Changing urban landscapes.* In the 2021/2022 year, 78% of consented dwellings in the existing urban area were more intensive housing types (apartments, townhouses etc.) which is 10% more than the previous year[6] and under the draft FDS is likely to continue. This type of development can provide access difficulties which slows response for any emergency responder and can result faster fire spread, challenging firefighters to limit fire damage.
- *Changing land use management*. Changes in how traditional farmland is being used, the increase in small pine forestry, can increase exposure of wildfire between the urban rural interface.

Territorial authorities have a role in ensuring that emergency service providers, such as Fire and Emergency, can continue to operate effectively and efficiently as areas grow and develop. This includes consideration and management of the actual and potential implications on emergency services when giving effect to the National Policy Statement on Urban Development 2020 (NPS-UD), and other regulatory requirements under the Resource Management Act or Local Government Act.

This feedback seeks to enable Fire and Emergency to carry out its primary objective and functions under the Fire and Emergency New Zealand Act 2017 to provide protection of people, property and the environment in the event of an emergency.

Fire and Emergency appreciates the engagement to date with Auckland Council on the FDS. This feedback further addresses the matters relating to activities required to be undertaken to enable effective emergency response and to provide for the health and safety of people and communities across Tāmaki Makaurau.

Issues of particular interest and relevance to Fire and Emergency broadly include:

- ensuring emergency services appliances and Fire and Emergency personnel can adequately access both built and natural environments across Tāmaki Makaurau in the event of an emergency, and
- ensuring all development, including infill development, is adequately serviced by firefighting water supply, and

[4] Four-year rolling average 2017/18-2020/22

[5] Total incidents 1 January 2022 – 31 December 2022

[6] Auckland Plan 2050: Development Strategy – Monitoring Report, December 2020. https://www aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/auckland-plan/about-the-auckland-plan/Documents/ap-ds-monitoring-report.pdf

- maintaining and developing Fire and Emergency's property estate (e.g., fire stations) in strategic locations and at appropriate times to enable Fire and Emergency to continue to meet the demands and expectations of communities as they grow and change.

Consideration of emergency response in areas of development

Fire and Emergency consider it essential that development does not occur out of sequence with the delivery of key strategic infrastructure (network extensions or upgrades), and that development is not enabled where there is potential or known infrastructure capacity constraints in relation to transport and/or water services, in particular the water supply network.

Fire and Emergency is supportive of the strategic intent to focus growth within existing urban areas, rather than the expansion into future urban areas and rural nodes (greenfields) across Tāmaki Makaurau, provided there is adequate capacity in the transport and water services networks to service the new development, and development is done in such a manner that it continues to provide for adequate access for emergency services.

Transport infrastructure

While a more compact urban form focused on walkability and intensification around public transport (and subsequent mode shift) can reduce congestion and subsequently emergency response times, intensification, and infill housing in Tāmaki Makaurau are challenging traditional access to properties for fire and other emergencies. This includes both vehicle access to the source as well as physical access by Fire and Emergency personnel to perform rescues and other duties, where obstructions and site layout inhibit the use of lifesaving appliances such as ladders, hoses, and stretchers.

The road network is the primary mode of response for Fire and Emergency and other first responders. Impediments in attending a fire or other emergencies may risk the safety of people, property, and the environment and increase the risk of death or serious injury within our communities. This includes access in the event of fire, natural hazard, hazardous substances, medical event or a rescue or assist. It is imperative that emergency response requirements are considered, alongside freight, public transport and other modes when planning future development.

Fire and Emergency requests that reference to access for emergency personnel to respond to an emergency be included as a principle associated with quality compact growth and existing and future urban areas. This will strengthen the spatial outcomes sought through the FDS, specifically development that achieves quality living environments and results in resilient built systems and communities.

Adequate access for emergency response can be assured by aligning development standards to the Fire and Emergency's Vehicle Access Guide which is part of its wider Designers Guide[7].

Water infrastructure

It is critical for Fire and Emergency that water supply infrastructure is in place prior to any development commencing. It is also crucial that that this water supply has adequate capacity and pressures available to service the future growth. Fire appliances carry a limited amount of water; therefore, it is necessary that adequate water capacity and pressure be available to Fire and Emergency to control or extinguish a fire. In the urban areas of Tāmaki Makaurau, water is sourced from the reticulated water supply network, however, where reticulation is not available or limited (i.e., trickle fed), alternative water sources will be required. This may be in the form of dedicated water tanks or ponds for firefighting. Adequate physical access to this water supply for new development (whether reticulated or non-reticulated) is also essential.

Adequate capacity and pressure for each development can be determined through the New Zealand Fire Service Firefighting Water Supplies Code of Practice SNZ PAS 4509:2008[9]. The Code of Practice is a non-

[7] F5-02-GD-FFO-emergency-vehicle-access.pdf (fireandemergency.nz)

mandatory New Zealand Standard that sets out the minimum requirements for firefighting water and access in order for Fire and Emergency to operate effectively and efficiently in an emergency.

Fire and Emergency supports the intent to align growth and land use with infrastructure provision and would like to see reference in the FDS that infrastructure provision include adequate water for firefighting.

Development in areas that are resilient to natural hazards

Fire and Emergency is supportive of restrictions to development where there is a risk from natural hazards, including wildfire, flooding, or coastal inundation.

Climate change is likely to increase the frequency and severity of extreme weather events such as flooding, winds, and droughts. Across Aotearoa New Zealand, states of emergency are being declared with increasing frequency, close to three times more frequently in the last decade compared to the previous ten years. 30 percent of those states of emergency were the result of extreme weather, with 48 percent the result of flooding[8].

Taking a hazard-based lens to development would align the approach of Auckland's Civil Defence and Emergency Management Group Plan, its identification of hazards and vision of a resilient Auckland.

Auckland Council as the Civil Defence and Emergency Management Group for Tāmaki Makaurau has a legislative responsibility in the identification, management and mitigation of risk associated with hazards. Fire and Emergency requests greater cross reference in the FDS with the Auckland Civil Defence and Emergency Management Group Plan to strengthen resilience to natural hazards as Tāmaki Makaurau grows.

A network of services to support communities

Fire and Emergency's response time commitments to the government and community are key determinants for the location of new, or expansion of existing fire stations. Fire stations therefore need to be strategically located within and throughout communities to maximise their coverage and maintain appropriate response times and efficiently provide for the health and safety of people and communities.

As existing and future urban areas develop and intensify, the ability to construct and operate fire stations in locations which will enable reasonable response times to fire and other emergencies is critical for the health, safety and wellbeing of people in the community. In this regard it is noted that Fire and Emergency is not a requiring authority under section 166 of the RMA and therefore does not have the ability to designate land for the purposes of fire stations.

Auckland Council's FDS and strategic spatial planning is therefore an important tool for Fire and Emergency to understand the direction of growth and changes to the urban environment including intended development patterns in Tāmaki Makaurau which will assist Fire and Emergency in understanding where we may need new emergency service facilities in the future.

Fire and Emergency considers that spatial planning, structure planning and staging programmes to align with infrastructure upgrades will be essential to ensure that urban development does not occur out of sequence with the delivery of key strategic infrastructure and emergency services develop alongside them.

Ongoing engagement as areas are assessed for development

Fire and Emergency is supportive of the intent to re-assess specific areas that have been earmarked for growth and live zoned, particularly where future development would be constrained by natural hazards and risk putting people, property and infrastructure in areas that would increase the level of exposure to risk. It will be important that Fire and Emergency are involved in these discussions. Ongoing and more frequent engagement with Fire and Emergency will assist Fire and Emergency in understanding where the FDS and

[8] Declared States of Emergency » National Emergency Management Agency (civildefence.govt.nz)

subsequent spatial response is directing or re-directing growth so that Fire and Emergency can assess where we may need to prioritise service or facilities in the future, particularly in areas that may be removed from future urban areas or where timeframes are pushed out for development as this will have a direct impact on Fire and Emergency's emergency response planning.

Fire and Emergency would like to be part of these planning processes through direct engagement to enable us to anticipate urban change and to plan our own activities in response. Fire and Emergency would also like to be involved in the development of the implementation plan and subsequent supporting actions following the finalisation of the FDS.

In Summary

- Fire and Emergency requests that reference to access for emergency personnel to respond to an emergency be included as a principle associated with quality compact growth and future urban land areas.
- Fire and Emergency requests that adequate access for emergency response be assured by aligning development standards to the Fire and Emergency's Vehicle Access Guide which is part of its wider Designers Guide.
- Fire and Emergency supports the intent to align growth with infrastructure provision but requests reference in the FDS that infrastructure provision include adequate water for firefighting.
- Fire and Emergency would like to be part of the ongoing planning processes through direct engagement to enable us to anticipate urban change, input into planning changes and to plan our own activities in response.

Ngā mihi

[redacted]

[redacted]
Region Manager – Te Hiku