



Consultation on the draft Local Board Plans 2026

Written Feedback

Maungakiekie-Tāmaki Volume #1

23 June 2026 to 23 July 2026



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Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#77

Note: This simplified 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.

Submitter details:

Organisation: Aktive

Local Board: Regional Organisation

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Tell us why

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)
3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)
4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**
Which of the following transport issues are most important to you?
(Select up to 3 options)
5. **Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**



AK Have your Say

Draft 2026 Maungakiekie-Tāmaki Local Board Plan

Thank you for the opportunity to make a submission on the draft 2026 Maungakiekie-Tāmaki 2026 Local Board Plan.

Introduction

Active is a charitable trust with a vision of making Auckland the world's most active city. Our purpose is to unite and inspire leaders and organisations in Tāmaki Makaurau to enhance the wellbeing of Aucklanders and create more connected communities through sport and physical activity.

Active has chosen to focus its efforts on tamariki and rangatahi who are underactive or where historic inequities exist. This sees us working with and for tamariki and rangatahi who are:

- Māori
- living in low socio-economic areas
- disabled
- young women and girls
- from Pacific, Indian and Asian communities
- from the Rainbow community.

We are a key strategic partner of Sport New Zealand Ihi Aotearoa, Auckland Council and major grant-makers and funders. Active partners with, and invests in, a range of organisations and projects that get more people active in Auckland.

Response to the draft 2026 Maungakiekie-Tāmaki Local Board Plan

We have read the consultation documents and draft 2026 Maungakiekie-Tāmaki Local Board Plan to help inform this submission. We firstly want to acknowledge the significant investment into our sector by Local Boards. This is valued greatly. We were pleased to be able to support this investment by recently providing funding for the Maungakiekie-Tāmaki Local Board Sport and Active Recreation Facility Plan.

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aktive_akl



Active-Auckland



Community

Active supports the Objective 'We celebrate our diverse people and everyone can access and benefit from our facilities and programmes' and the initiatives:

- *Prioritise equitable access in the design and development of community facilities, including libraries and town centres.*
- *Continue to provide access to inclusive, multi -use community spaces and hubs that support wellbeing, learning and connection.*
- *Manage our community leases to ensure groups have fair access to our spaces.*
- *Champion better oversight and reporting on our spaces to ensure that they are providing benefit to the community.*
- *Support sports organisations with the facilities and the strategic resources they need to keep our community active. We will encourage collaborative approaches to the sharing of space.*
- *Investigate future community service and wellbeing initiatives and given population growth, understand gaps in how we provide services.*
- *Support opportunities for young people to have safe welcoming places to gather, be active, and participate locally.*
- *Support programmes, services and activations that meet community needs and reduce barriers for participation and access.*
- *Implement the Maungakiekie Tāmaki Play Plan by progressing actions and projects that expand play opportunities beyond traditional playgrounds, including playful street art, installations, natural play features and other community play events.*

We support the Objective 'Our community is supported to lead initiatives that are important to them' and the initiatives:

- *Invest in community capacity and capability through strategic partnerships.*
- *Work with community groups to understand their needs and ensure that the provision of services supports their goals.*
- *Prepare tools and processes so we can quickly support and implement community ideas as they arise.*
- *Create more opportunities for rangatahi /youth to design places and spaces in the local board area.*
- *Allocate grants with sensible criteria to make sure they are distributed fairly.*



Active agrees with the Objective *'Our facilities meet community need, offer good value for money and are high quality'* and the initiatives:

- *Invest in high quality community facilities including parks and playground upgrades, focusing on areas of greatest need including population growth and aging assets. Seeking opportunities for creating shade in our spaces.*
- *Seek opportunities to implement our masterplans including consideration of ongoing investments in Oranga and Waikaraka Park. Develop future use of Hamlin Park and facilities for Mt Wellington.*
- *Review best practise models to find innovative ways to cover shortfalls of money for assets and services. This could include public private partnerships or other initiatives.*
- *Support programmes which encourage physical activity through our Pools and Leisure centres.*

We support the Objective *'We are ready for future investment'* and the initiative:

- *Work with partners to support growth in Glen Innes, Penrose and Mt Wellington, exploring built environment improvements and opportunities for funding, and partnerships to deliver assets for the community.*

We believe that the community hub proposed by the Marist Rugby Club at Mt Wellington War Memorial Park is a key opportunity that aligns with this initiative.

We support the Objective *'Māori identity is visible. Mana Whenua and Māori are active partners in local decisions'* and the initiatives:

- *Support initiatives that are led by Māori, acknowledging their role as kaitiaki their history and matauranga.*
- *Develop strong relationships with the marae and kura in our area to achieve projects that are important to them.*
- *Continue to support mana whenua naming of parks, reserves, facilities and roads.*
- *Support Ngāti Paoa to achieve their goals for the Ōmaru reserve following their treaty settlement.*

Built Environment

Active supports the Objective *'We support well-planned sustainable infrastructure as our community grows'* and the following initiatives:

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- *Continue to work with Tāmaki Regeneration Company and Kāinga Ora on the land exchange programme. This programme supports good use of land for recreation and for building homes.*
- *Invest in infrastructure and services in public places to support population growth, including community facilities and spaces in areas such as Mt Wellington, Riverside and Oranga.*

We support the Objective 'People feel safe moving in and around our town centres. Our community can access what they need to live, work and thrive' and the initiatives

- *Develop playground designs which are inclusive of all ages and abilities.*
- *Develop multi -functional parks that combine play, social spaces, informal sport, kai opportunities and community gathering areas to reflect the needs of young, diverse, multi -generational households and to respond to intensification.*
- *Support the design of town centres that make it easy and safe for people to move around using different modes of transport, such as walking, cycling, and public transport.*

Transport

Active supports the Objective 'Decisions over our local roads enable people to comfortably move around' and the following priorities

- *Support decisions that improve safety for all people and local connectivity without adding to congestion*
- *Work with relevant agencies so that active transport routes are maintained and accessible for seniors and people with disabilities.*
- *Continue delivering Maungakiekie -Tāmaki Local Paths (Greenways) Plan.*
- *Work with relevant agencies and community organisations to encourage active transport use in our community.*
- *Support changes to roads and intersections to improve safety for drivers, walkers and cyclists.*
- *Advocate to Governing Body to retain the Local Board Transport Capital Fund to enable locally important transport projects.*



Advocacy

Active supports the following Local Board advocacy priorities:

- *Advocate for growth funding to remediate and unlock the Waikaraka Park Extension as it is one of the few remaining sites on the Auckland isthmus that can provide new sports fields.*
- *Advocate for a sub -regional approach to assets such as leisure facilities, to ensure funding is stable but local input is maintained.*

Overall comments

Overall, Active sees many positive outcomes from the draft Plan and we welcome the focus on multi-functional parks, open space, play and investment in high quality community facilities and active transport.

We are pleased to note and support the initiative to implement the Maungakiekie-Tāmaki Play Plan by progressing actions and projects that expand play opportunities beyond traditional playgrounds. We see great value in the Local Board investing in capacity building for our sports organisations.

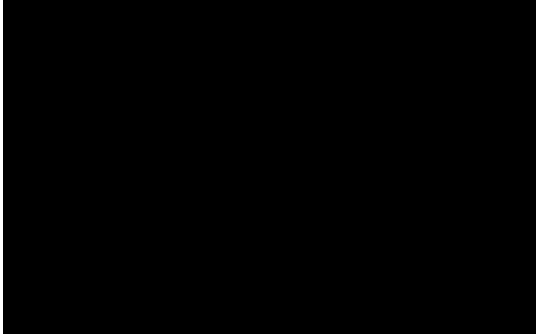
However, it is not clear how the recently completed Maungakiekie-Tāmaki Sport and Active Recreation Facility Plan is being reflected in this draft Plan and we would like to see a more explicit reference to sport and active recreation outcomes under the Community focus area.

We note the draft Plan statement '*our population is growing rapidly, with increasing demand for parks, open space, and community facilities*'. The Sport and Active Recreation Facility Plan identifies investment priorities to help inform the Local Board's work programme and address the challenge demand generated by a growing population.

Thank you for the opportunity to respond to the 2026 Local Board Plan consultation; this opportunity is greatly valued. Active is happy to expand on any of the points above in greater detail as required.



We look forward to the positive play, active recreation and sport outcomes Local Board investment in our communities will deliver.





Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#529

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Submitter details:

Organisation: Arts Council of New Zealand Toi Aotearoa (Creative New Zealand)

Local Board: Regional Organisation

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Tell us why

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)
3. **Which of the following would most improve neighbourhood parks for young people?**
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4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**
Which of the following transport issues are most important to you?
(Select up to 3 options)
5. **Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**

See attached

22 July 2026

Auckland Local Board Plans

By email to: akhaveyoursay@aucklandcouncil.govt.nz

E te Kaunihera, tēnā koutou katoa

Submission to: Auckland Council Te Kaunihera o Tāmaki Makaurau
Subject: **Draft Auckland Local Board Plans 2026**
From: Arts Council of New Zealand Toi Aotearoa (Creative New Zealand)

1. Creative New Zealand welcomes the opportunity to provide feedback on Auckland Local Boards' three-year plans for 2026.
2. Arts, culture, creativity and ngā toi Māori build stronger, more connected communities across Auckland, and create vibrant and prosperous communities where people want to live, work and visit.
3. Auckland Council has 21 local boards, each playing an essential role in supporting arts and culture across the Auckland region. The **Auckland Local Board Plans are an important opportunity for Local Boards to build on their investment in the arts**, and unlock the arts' economic, cultural and social benefits.
4. We thank Auckland Council and each of the 21 Local Boards for their ongoing support of arts, ngā toi, culture and creativity in Tāmaki Makaurau, and look forward to continuing to work with you to realise the enormous potential creativity can bring to all your communities.

Arts, culture, creativity and ngā toi Māori are foundational community services that shape how people live, connect and feel about where they belong

5. From festivals, concerts, public art and murals to galleries, libraries, arts hubs and marae, creativity shapes how the city looks, sounds and feels. It creates vibrant communities that people are proud to call home.
6. We know that Aucklanders value the arts and are engaging with the arts more than ever before. Two in three Aucklanders agree that arts and culture have a vital role to play in the future of where they live. Support for public funding of the arts in Auckland has increased since 2020, with over half of Aucklanders believing Auckland Council should help fund the arts.

7. Our *New Zealanders and the Arts—Ko Aotearoa me ōna Toi* research¹ shows that Aucklanders recognise the economic and social benefits of the arts, with:
- 75 percent of Aucklanders agreeing that the arts create jobs, both in and around the creative industries, and the majority agreeing that the arts contribute positively to our economy
 - over half of Aucklanders valuing the arts for creating opportunities to socialise and connect
 - 69 percent of Aucklanders agreeing that the arts play a role in raising awareness of societal and environmental issues.
8. Young people, Māori, Pacific peoples and Asian New Zealanders are also more likely than other Auckland residents to agree that the arts are an important way of connecting with their culture, and that taking part in the arts supports their identity. Rainbow communities and people with lived experience of disability participate highly in the arts and need more accessible and inclusive environments to support their engagement.

Together we can create healthy, sustainable and thriving arts ecosystems in local communities

9. Through the Local Board Plans, we encourage each of the Local Boards to prioritise investment in the following.
- **Cultural programmes and events** which encourage people to visit their local town centres, attracting visitors and shoppers. These programmes and events also bring diverse local communities together, build social connections and bring public spaces to life.
 - **Events and festivals that boost economic development and tourism** are also essential pathways for artists, producers, technicians and arts administrators to build the skills, knowledge and expertise that support bigger events, such as Pasifika and larger musicals and concerts. Smaller festivals and events are crucial to build the skills, knowledge and expertise that support bigger events such as Pasifika and larger musicals, concerts and exhibitions.
 - **Public art, murals and activated public spaces** provide a sense of place, telling the history and stories of mana whenua and your communities' unique identities, and making public spaces safer. We encourage working with your local arts and culture

¹ Auckland residents survey findings in *New Zealanders and the arts—Ko Aotearoa me ōna toi* (2023): <https://creativenz.govt.nz/-/media/project/creative-nz/creativenz/publicationsfiles/2024-nzers-and-the-arts/20240730nzartsaucklandfinal.pdf>

organisations, artists and creatives to explore ways of working together to further community opportunities.

- **Community halls, venues and gathering spaces** are important facilities for people to gather, rehearse and participate in community choirs, dance, kapa haka, theatre groups, reading clubs, craft-making and more, to experience arts and culture.
- **Making council owned venues available to arts communities to use free of charge or at reduced rates.** Dedicated spaces for Māori and Pacific peoples in your local areas are also crucial cultural centres for whānau, hapū, iwi and the wider community.
- **Ensuring investment reaches across the wider arts ecosystem**, including creative infrastructure in the city that works closely with communities across all of Auckland, ensuring a network of cultural infrastructure and cultural facilities. This network needs resources to deliver in a complementary way, to support staff who have the skills, knowledge and experience to successfully deliver services and activities in ways that are fit-for-purpose, high-quality and responsive to the needs of residents and visitors.
- **Lean into *Toi Whītiki***, Auckland Council's Arts and Culture Strategic Action Plan, which sets out a fantastic, community-led and region-wide roadmap.

Prioritise investment in arts, culture, creativity and ngā toi Māori as important community services

10. Our research demonstrates that Aucklanders place considerable value on the arts at a community level.² Arts and culture programmes and services support local board priorities, including:

- employment for rangatahi
- safer communities
- celebrating diverse communities
- town centre vitality
- stronger local economies.

² Auckland residents survey findings in *New Zealanders and the arts—Ko Aotearoa me ōna toi* (2023): <https://creativenz.govt.nz/-/media/project/creative-nz/creativenz/publicationsfiles/2024-nzers-and-the-arts/20240730nzartsaucklandfinal.pdf>

11. To ensure these programmes continue to serve crucial community functions, local boards' prioritisation of arts and culture in three-year plans is essential.

Supporting arts and culture in Local Board Plans delivers social, cultural, environmental and economic benefits

12. We know councils around the country are facing significant pressures, with tight budgets and growing community expectations meaning plans are being carefully designed to deliver value and a pathway for the future. Arts, culture, creativity and ngā toi are part of the solution.
13. Auckland Council's recently commissioned [The Arts Matter](#) research found that Council's investment in arts and ngā toi is advancing outcomes across Council's vision and priorities.³ This includes significant social, cultural, environmental and economic contributions that:
- support community connection at local festivals and events
 - grow local economies by creating jobs, supporting local businesses and driving tourism
 - boost environmental awareness through storytelling, education and building understanding of complex issues like climate change
 - build social resilience by revitalising city centres and transforming public spaces into safe, vibrant and socially cohesive hubs
 - spark innovation and learning with creative practice-building skills, including imagination, problem solving and learning.
14. The arts contribute \$18.5 billion to New Zealand's economy, 4.2 percent of our total GDP⁴ and more than our wine, seafood and international education sectors.
15. In 2024, Auckland's arts and creative sector contributed over \$8.5 billion to New Zealand's GDP, creating jobs and supporting local businesses. It is the largest arts and creative employer in the country, employing more than 50,000 people. The *Auckland Economic Monitor* shows 'Arts and recreation services' are experiencing strong growth in Auckland, with 11.7 percent of growth in contributions to Auckland's GDP and 7.1 percent of employment growth in the year to March 2024.

³ Auckland Council, *The Arts Matter*, 2026.

⁴ Infometrics Sector Profiles 2025, Manatū Taonga Ministry for Culture & Heritage, Arts and Creative Industry Profile Report.

16. However, this growth relies on a strong arts ecosystem and pathways for young people to experience creativity, in order to nurture and develop creativity.
17. Economic conditions are putting sustained pressure on the arts community – creators, presenters and supporters alike. Arts organisations operate on thin margins and are highly vulnerable to any changes in relationships with funders. Making a living from the arts is hard for artists and practitioners,⁵ and the wider arts ecosystem is fragile. While public engagement with the arts is strong compared with other countries, arts are often on the margins of public investment and support.

Ngā toi Māori and mātauranga Māori are distinctive to Aotearoa New Zealand and central to our unique national identity

18. Te reo, mātauranga Māori and ngā toi Māori are central to Auckland’s unique identity, as the largest Māori city in the world. Success in protecting, revitalising and promoting Māori artforms supports many artists, practitioners and tourism operators in the region, and positively enhances Auckland’s national and international reputation.

Together we can create healthy, sustainable and thriving arts ecosystems in local communities

19. We highly value Auckland Council and the Auckland Local Boards as partners in the arts, alongside mana whenua, iwi and hapū, community trusts and private givers. Demand for Creative New Zealand’s services is high, and we are supporting a much lower proportion of proposals than we have historically. Private investments, including corporate sponsorship and private donations, are also down in the current economic climate.
20. Over the coming year we will be implementing our *tuku rauemi* approach. This means empowering communities as decision-makers, entrusting them to support arts and ngā toi Māori development that best meets their communities’ needs. To do this, we will partner with organisations across the regions to lead local arts development and capability building, set their own priorities and make funding decisions.
21. We believe a regional partnership approach will strengthen co-operation on longer-term planning and investment between regional stakeholders, including local government and trusts, and Creative New Zealand. This approach will also create opportunities to grow

⁵ Creative New Zealand, *A Profile of Creative Professionals 2023*. New Zealanders employed in creative professions continue to experience low pay compared to New Zealanders earning a salary or wage. The median income for creative professionals is just \$37,000, substantially less than the median income of \$61,000 for New Zealanders earning a wage or salary.

investment regionally by leveraging Creative New Zealand funds, incentivising new investment, and helping arts organisations partner to secure philanthropic funding.

22. Auckland's communities are vital for the arts and ngā toi Māori to develop and grow. We want to see an arts ecosystem in the region where artists, creatives and ringatoi are supported to thrive, with viable creative careers and strong arts infrastructure. Together we can create a healthy and strong environment for the arts community, to help achieve its potential and share the benefits of the arts and ngā toi with all Aucklanders.

Creative New Zealand's interest in the arts in Auckland

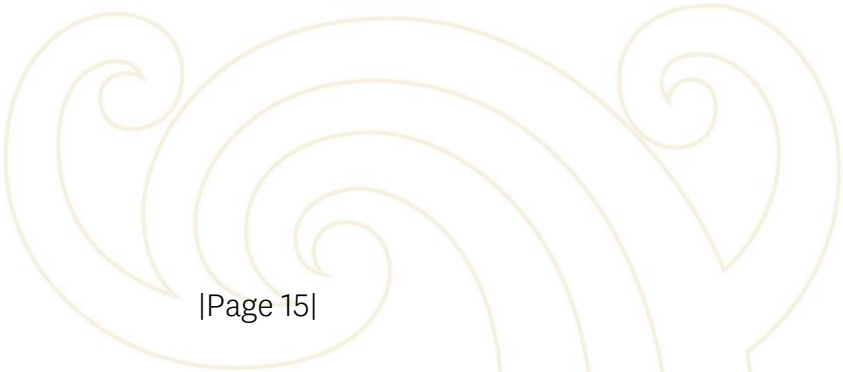
23. Creative New Zealand receives funding through Vote: Arts, Culture and Heritage and the New Zealand Lottery Grants Board Te Puna Tahua. In 2024/25, Creative New Zealand **invested nearly \$61 million in the arts in New Zealand**, through investing in the arts, developing the arts, and providing leadership in the arts.
24. In 2024/25, we **invested \$17.7 million of direct financial support in Auckland**, almost 30 percent of our total investment by region. In addition, our investment in activity that takes place nationwide (17.2 percent) and online (4.5 percent) sees benefits flow to Auckland by supporting arts and cultural experiences presented in the region; and our international programme (7.1 percent) adds additional investment to Auckland via artists based in the region.
25. Under the Creative Communities Scheme, we provide funding to territorial authorities to support local arts activities. The annual allocation to Auckland Council under the Scheme is **\$1.33 million**. In 2024/25, this funding supported **246 projects** which engaged 26,539 participants and had 395,572 attendances. Allocations to territorial authorities under the Scheme are based on a population-based formula.

Final thoughts

26. Thank you again for the opportunity to provide feedback on the Local Board Plans.
27. To quote Deputy Mayor Desley Simpson at the launch of *The Arts Matter*, 'Arts matter because people matter. A culturally vibrant Tāmaki Makaurau is essential to our region's future and the stories we tell as a nation. So, let's champion creativity... as a foundation for belonging, for identity, for innovation and community resilience.' We wholeheartedly agree.

[REDACTED]

[REDACTED]





Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#263

Note: This simplified 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.

Submitter details:

Organisation: Auckland Stock & Saloon Car Club Inc

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Very well

Tell us why

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)

Maintain and improve local parks, playgrounds and sports fields to better meet the needs of our growing community.

3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)

Safety improvements e.g. lights

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

Which of the following transport issues are most important to you?
(Select up to 3 options)

Better public transport (buses and trains)

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

Yes. The Auckland Stock & Saloon Car Club Inc supports the MTLB Plan, and we have expanded on this in our uploaded submission.



Submission

Draft Maungakiekie Tamaki Local Board Plan 2026-2029

1.0 Executive Summary

The Auckland Stock & Saloon Car Club (ASSCC) welcomes the opportunity to submit on the Draft Maungakiekie–Tāmaki Local Board Plan 2026–2029.

The Club strongly supports the overall direction of the Draft Plan and, in particular, the Board's continuing commitment to progressing the Waikaraka Park Masterplan, recognising Waikaraka Park as an important community asset and continuing to invest in facilities that strengthen participation, recreation, local identity and economic vitality.

ASSCC believes the Draft Plan provides a strong framework for continuing the long-term evolution of Waikaraka Park as a regional sporting and community destination.

The Club respectfully encourages the Local Board to retain and strengthen its commitment to the progressive implementation of the Waikaraka Park Masterplan, recognising that the investment already made has established the platform upon which future partnerships, broader community use and third-party investment can now be built.

" ASSCC sees its role not simply as operating a speedway venue, but as the long-term steward of a significant public asset entrusted to serve Auckland's sporting, community and economic aspirations. "

2.0 Supporting the Local Board's Vision

ASSCC acknowledges the longstanding leadership shown by the Maungakiekie–Tāmaki Local Board in supporting Waikaraka Park and recognising its importance as a regional sporting and community asset.

The Club welcomes the Draft Plan's emphasis on quality community facilities, partnership, participation, local identity and creating lasting value from public investment. These principles closely align with the Club's own aspirations for the future of Waikaraka Park.

While speedway remains the motorsport sub-precinct's primary sporting activity, ASSCC increasingly sees the venue as part of a broader community precinct capable of supporting recreation, education, volunteering, regional sporting collaboration and local economic vitality throughout the year.

The Club believes the Draft Plan provides a strong strategic framework to continue that evolution and welcomes the Board's commitment to progressing the Waikaraka Park Masterplan.

3.0 Looking Forward

The 2025–2026 season presented challenges for everyone connected with Waikaraka Park.

While that experience provided valuable lessons, it has reinforced the Club's commitment to continual improvement, constructive relationships and maintaining a long-term perspective.

ASSCC believes the success of the Waikaraka Park Masterplan should ultimately be measured by the enduring community, sporting and economic outcomes it delivers over coming decades rather than the circumstances of a single transitional season.

The Club remains firmly committed to working collaboratively with Auckland Council, the Local Board, neighbouring organisations and the wider community to help realise that long-term vision.

4.0 Building on Strong Foundations

ASSCC strongly supports the Draft Plan's commitment to continuing implementation of the Waikaraka Park Masterplan.

The Club views the Masterplan as a staged investment strategy rather than a single capital project.

The investment already made by Auckland Council has secured the future of Auckland's premier speedway venue and established the essential infrastructure necessary for its continued development.

Importantly, that investment has also created the platform from which additional community outcomes can now be realised.

The Club believes the next stage of the Masterplan is about increasing the return on the public investment already made by expanding the range of community, sporting and economic benefits the venue can provide.

The completion of Stage One represents not the conclusion of the Masterplan, but the beginning of its next phase. Future investment and partnership opportunities should therefore be viewed as building upon an established public asset and extending the community outcomes it can deliver, rather than commencing a new programme.

5.0 Developing a Regional Speedway Hub

The completion of Stage One of the Waikaraka Park Masterplan marked an important milestone in securing the long-term future of Auckland speedway. While the inaugural 2025–2026 season followed a period of significant transition and was affected by a combination of operational, environmental and other external factors, ASSCC does not believe that a single transitional season should define the long-term success of the investment or the vision established through the Masterplan.

With the platform now established, the Club has used the 2026 off-season to review operations, strengthen planning, invest in venue presentation and prepare for the first full racing programme following completion of the major infrastructure works. This work reflects ASSCC's commitment to continuous improvement and to delivering the quality of venue and visitor experience that the community and Auckland Council rightly expect.

Importantly, the completion of Stage One is already beginning to create opportunities for broader collaboration that would not previously have existed. Early discussions with neighbouring organisations and potential partners reflect a growing recognition of Waikaraka Park as a venue capable of delivering wider regional community outcomes alongside its primary sporting purpose.

With Stage One complete, ASSCC is actively exploring opportunities to progressively develop Waikaraka Park as Auckland's Regional Speedway Racing Hub.

The vision extends well beyond the needs of any single organisation, reflecting an opportunity to establish a permanent regional home for Auckland's speedway community, supporting multiple incorporated clubs, volunteers, officials, youth development, technical education, governance, community engagement and shared facilities.

The Regional Speedway Racing Hub also creates opportunities to broaden the role of Waikaraka Park through collaboration with neighbouring sporting organisations, shared community infrastructure and future partnership investment. These opportunities have the potential to increase year-round activation, maximise the value of public investment and strengthen the venue's contribution to the wider Onehunga community.

ASSCC believes this represents the natural next stage in the Masterplan's evolution—creating a regional sporting and community asset that delivers enduring social, recreational and economic benefits for Auckland.

6.0 Shared Community Infrastructure

A significant opportunity emerging from the Masterplan is its ability to bring together organisations with complementary objectives.

The Club is already exploring opportunities to broaden the community outcomes delivered through future stages of the Masterplan through discussions with neighbouring sporting organisations regarding shared facilities, complementary infrastructure and more efficient use of community assets.

While these discussions remain at an early stage, they demonstrate how the Masterplan is beginning to encourage collaboration beyond speedway itself.

This broader approach has the potential to support regional sporting partnerships, attract third-party investment and deliver facilities that serve multiple organisations and the wider community rather than any single sporting code.

This emerging collaborative approach has the potential to establish Waikaraka Park as a broader regional sporting precinct where complementary organisations share facilities, attract partnership investment and collectively deliver greater community outcomes than could be achieved independently.

7.0 Sustainable Investment Through Partnerships

The Draft Plan appropriately recognises the importance of partnership and innovative approaches to delivering community infrastructure.

Importantly, the investment already made by Auckland Council is beginning to create opportunities for collaboration and partnership that would not previously have existed. ASSCC believes this emerging momentum demonstrates the strategic value of the staged Masterplan approach and provides confidence for its continued implementation.

ASSCC shares this philosophy.

The Club's objective is not to create an ongoing dependence on Council funding.

Rather, it is to use the public investment already made to progressively attract increasing levels of partnership investment from the speedway community, philanthropic organisations, commercial partners and other stakeholders.

By creating facilities that serve multiple incorporated sporting organisations and deliver broader community benefit, future stages of the Masterplan create opportunities to leverage additional investment while reducing reliance on public funding over time.

The Club sees Council's investment as the catalyst that enables these broader partnerships to develop.

8.0 A Year Round Community Destination

Although the speedway season generally operates between late October and late April, Waikaraka Park has significant potential to become a year-round community destination.

Future development has the capacity to support volunteer training, education programmes, governance meetings, youth initiatives, regional sporting collaboration, community events and other appropriate activities throughout the year.

Increasing year-round activation will strengthen the utilisation of public infrastructure, support the long-term financial sustainability of the precinct and encourage additional visitation to Onehunga, supporting local hospitality, retail and service businesses.

In doing so, the venue has the potential to become an increasingly active contributor to the social and economic vitality of Onehunga throughout the year.

The Club believes Waikaraka Park can continue evolving from a seasonal sporting venue into a regional community destination that delivers benefits extending well beyond race meetings.

9.0 Suggested Refinement to the Draft Plan

ASSCC welcomes the inclusion of Waikaraka Park within the Draft Plan's commitment to implementing adopted masterplans and appreciates the Board's continued recognition of the venue as a strategic community asset.

To reinforce the intent already expressed throughout the Draft Plan, the Club respectfully suggests a small refinement to the wording on page 14.

Current wording:

Seek opportunities to implement our masterplans including consideration of ongoing investments in Oranga and Waikaraka Park.

Suggested wording:

Seek opportunities to progressively implement adopted masterplans, including ongoing investment and partnership opportunities at Oranga and Waikaraka Park, recognising their role as evolving community assets that, through staged investment, partnership and shared use, support recreation, regional sporting participation, local economic vitality and long-term community wellbeing.

ASSCC believes this refinement does not alter the intent of the Draft Plan. Rather, it better reflects the strategic themes expressed throughout the document and recognises the role these facilities can play in delivering multiple long-term community outcomes.

10.0 Conclusion

ASSCC thanks the Maungakiekie–Tāmaki Local Board for its longstanding commitment to Waikaraka Park and for the positive direction established within the Draft Local Board Plan.

The Club believes the investment already made has reached an important point in its evolution. Stage One has established the platform from which the broader aspirations of the Masterplan are now beginning to emerge. Beyond the delivery of upgraded infrastructure, the venue is beginning to generate new opportunities for regional collaboration, shared community facilities and complementary investment that were not previously possible.

The opportunity now is to build upon that momentum through staged development, thoughtful master planning and collaborative partnerships. In doing so, Waikaraka Park can continue to evolve as a regional sporting and community precinct that delivers lasting recreational, social and economic value for Auckland.

ASSCC is committed to working constructively with the Maungakiekie–Tāmaki Local Board, Auckland Council, neighbouring organisations, the wider speedway community and future partners to progressively realise that shared vision.

As the long-term steward of this important public asset, the Club recognises that its role extends beyond operating a successful speedway venue. It is to work collaboratively with others to ensure Waikaraka Park continues to evolve in a way that reflects the aspirations of the Local Board, responds to the needs of the community and delivers increasing value from the significant public investment already made.

ASSCC believes the true measure of success will not be the completion of a construction programme, but the creation of a regional sporting and community precinct that continues to grow in value, relevance and community benefit for generations to come.



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#278

Note: This simplified 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.

Submitter details:

Organisation: Bike Eastern Suburbs

Local Board: Regional Organisation

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

Refer to attached submission.

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Building partnerships with local groups and mana whenua to find local ways to provide for our community, Support local volunteer groups to continue to do their work in communities., Maintain and improve local parks, playgrounds and sports fields to better meet the needs of our growing community.

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Cycle and walking path connections, Wider play options e.g. options for over 10-year-olds

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Improve the cycling network, Ensure speed limits are safe

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

Refer to attached submission.

Maungakeikei-Tamaki Local Board - 2026 Long Term Plan Feedback

Submission from Bike Eastern Suburbs

Thank you for the opportunity to give feedback on the MTLB Long Term Plan.

Bike Eastern Suburbs represents around 750 Facebook subscribers running local activation events and advocating for safer cycling infrastructure throughout the Eastern Suburbs. We also run a website and run the monthly Love Your Path working bees, helping to maintain our local shared path.

We are fortunate to live in such a beautiful part of Auckland and are grateful to the visionaries that have built the Glen Innes cycleways to provide a transport option to help offset the increased congestion brought about by the rapid development of the area. We also love the Te Ara Ki Uta Ki Tai (TAKTUKT) shared path to St Johns and beyond.

We fully support the aims of building connected communities along with accessibility, connection to shared spaces and offering transport choice. We see cycling as an important contributor to this aim.

We also believe that cycling infrastructure improves equity as it is something that can be accessed by people of all ages and financial situations. It can be used by people with limited mobility using mobility scooters and adaptive bicycles.

Our community is facing a traffic congestion crisis with population growth in the Maungakeikei-Tamaki area. Safe, well connected cycling infrastructure around schools, sports fields and shops will give people options to get around and potentially allow families to reduce the number of cars they own. Many of our roads are already full of cars at peak times and even during weekends. We don't have the space to build more lanes for cars, we need to make other forms of transport easier and safer and accessible to all.

We would like to give feedback on the proposed long term plan:

Plan	Response
Deliver inclusive, high quality events and support community led events that strengthen local connections.	We have already been involved in the Park-Ride Glen Innes community activation. We will assist with other events where we can.

Natural Environment

Explore opportunities to increase the number of trees in the local board area in line with the Ngahere Action Strategy.	Bike Eastern Suburbs and Active Apirana will be undertaking weed control and planting in the Apirana Reserve to complement the mountain bike trails. We will continue our Love Your Path weeding and planting along the Te Ara Ki Uta Ki Tai which crosses both the MTLB and OLB wards.
Support community-led pest plant and animal control; including working alongside the Tūpuna Maunga Authority to create ecological corridors between maunga. Increase investment in ecological restoration, volunteer programmes, and routine clean-ups, including blockages and weed management.	As above. We would appreciate MTLB working with OLB around the board boundaries with things like the Apirana Mountain Bike Trails and Love Your Path initiative.

We also would like to submit suggestions made by Bike Eastern Suburbs members on where improvements could be made to cycling infrastructure.

We're not suggesting separated cycle paths everywhere. However, we'd like to be consulted about any road changes so we can help make things more friendly for vulnerable road users. Even signage and painted "sharrows" to make drivers aware that it is a route used by cyclists can make a difference.

1. Lunn Ave is very busy and has no safe cycling infrastructure despite a bike shop in the middle of it. It's an important connection from the Eastern Suburbs for both shopping and heading towards Bunnings, Sylvia Park and Ikea.
2. The Ellerslie Panmure Highway is a dangerous stretch of road especially the section from Mt Wellington Highway to Bunnings and Lunn Ave with lots of cars changing lanes. There is no safe cycling option. Even the footpath is narrow for those who ride on it.
3. Te Horeta Rd is a great cycle path and we applaud the new two-way section, but it ends at Mt Wellington Highway where the only option towards Sylvia Park is to ride on the road. Even if you cross over to the path on the other side, it peters out into a footpath leaving you on the wrong side of the road with nowhere to go. If this side was developed all the way to Sylvia Park it would be a useful upgrade.
4. Mt Wellington Highway around Sylvia Park is very unfriendly to bikes.
5. Penrose Rd is one of the only roads heading West towards Onehunga and Mt Smart and has no cycle lane.
6. The Path from Great South Rd to Sylvia Park alongside the South Eastern Highway is good but it needs a link to it from the Onehunga waterfront path that ends at Hugo Johnston Drive to create a safe route. There are also no separated paths onwasrd once it the path finishes at what used to be Torpedo 7. See the previous comments about Mt Wellington Highway and Sylvia Park.

7. Waipuna Rd is a high speed corridor with cars often exceeding 50km/h. A lane from Mt Wellington Highway to Peterson Rd or even to Finn Place will allow cyclists to get to the Panmure Basin and through to Panmure.
8. The Musket Place cycle lanes don't lead to Sylvia Park. They stop before they get there and once at Sylvia Park, cyclists have to mix it with distracted drivers looking for parking spaces. Sylvia Park is not just the shopping centre, it is the train station which allows people on bikes to take the train.
10. Pilkington Rd is currently a missing link between Glen Innes and Panmure - Pakuranga and beyond. The new cycling infrastructure that has been installed is a great start and cycling numbers are up, but there is still work to be done.
11. The Panmure roundabout is unsafe for cyclists as it's small and there's no clear markings to guide cars and cyclists safely round it.
12. Cycle lanes along Church Crescent will help link Panmure to the Pakuranga Highway cycle path.
13. The other link to Pakuranga would be to connect the Pt England Tamaki Path up Kings Rd, Riverview Rd and Bridge St. These are the links that turn otherwise great cycle paths into a true network.
14. Morrin Rd straddles the Orakei Local Board and the MTLB areas but is an important link to the Panmure Train Station for Stonefields and Panmure residents. It also leads to Te Horeta Rd. The container trucks that park both on the road and footpath make it a hazardous stretch of road. Even the people who take the path from Merton Rd to Hannigan Drive to ride the quieter road, end up on Morrin Rd just before this danger spot.
15. The two-way section on the Te Horeta Rd underpass is an improvement that will help the locals access the path more easily.
16. While not generally in the catchment for Bike Eastern Suburbs, the western part of the Local Board area is a virtual desert of cycling infrastructure apart from the Onehunga coastal path. There is no protected way to get to Mt Smart Stadium, Penrose Station, Te Papapa Station or Onehunga Station.
17. Onehunga Mall is a frequently used route for people accessing the pedestrianised Mangere Bridge, the Onehunga Coastal Path or people heading up to Cornwall Park which is a safe destination for family rides and popular as a city loop. There is only a short section of painted cycle path there that puts you straight back on the road.

Thank you for the opportunity to provide feedback on your long term plan.

Bike Eastern Suburbs 21/07/2026



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#25

Note: This simplified 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.

Submitter details:

Organisation: City Builders Association

Local Board: Regional Organisation

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Quite well

Tell us why

2. **Which of these do you believe our diverse community needs most?
(Select up to 3 options)**

Other, please specify: Economic Development

3. **Which of the following would most improve neighbourhood parks for young people?
(Select up to 3 options)**

Other, please specify:

4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**

**Which of the following transport issues are most important to you?
(Select up to 3 options)**

Help town centres make the most of rail connections

5. Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?

I support the Maungakiekie-Tāmaki Local Board Plan 2026 direction to manage growth effectively, create quality public spaces and town centres such as Onehunga, restore local streams and environment, support community wellbeing through parks and facilities, advance Māori outcomes, and strengthen the local economy in this mixed residential-industrial area.

However, with Auckland Council already implementing a 7.9% rates increase for the average residential property in 2026/27 (following previous rises and driven significantly by major regional projects like CRL), the board must demonstrate rigorous fiscal restraint and prudent financial management as required under Local Government Act 2002 s.101. Growth and intensification bring real pressures on infrastructure, open space, flood resilience, and services. New or expanded initiatives in the plan must be strictly prioritised, fully costed, sequenced over the three years, and accompanied by clear evidence of community return on investment. Explicitly identify lower-priority or lower-impact activities for deferral, efficiency savings, scaling back, or alternative funding through developer contributions, partnerships, or reallocation. Do not assume additional rates or debt will automatically cover everything.

In particular, protect and efficiently maintain high-value community assets such as sports fields, parks, and play spaces — these function as essential social infrastructure delivering measurable returns on mental health, youth development, physical activity, and cohesion. In growth precincts, ensure intensification is supported by properly funded infrastructure without imposing disproportionate long-term costs on existing ratepayers. Prioritise blue-green flood solutions and stream restoration that offer multiple benefits rather than spreading resources thinly across too many projects. Demand strong co-funding and coordination with Kāinga Ora, developers, and the Governing Body.

Please detail in the final adopted plan and subsequent Local Board Agreement exactly how these priorities will be delivered within a constrained fiscal environment, including trade-offs made and efficiency measures implemented. This will strengthen the board's credible advocacy to the Governing Body for sustainable funding. Ratepayers in Maungakiekie-Tāmaki deserve value for money and protection from endless cost escalation.



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#531

Note: This simplified 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.

Submitter details:

Organisation: Civic Trust Auckland (CTA)

Local Board: Regional Organisation

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Tell us why

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)
3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)
4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**
Which of the following transport issues are most important to you?
(Select up to 3 options)
5. **Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**

See attached

Submission of Civic Trust Auckland
Draft Local Board Plans – all



Introduction

1. Civic Trust Auckland (CTA) is a non-profit public interest group, incorporated in 1968, with activities and interests throughout the greater Auckland region

2. The aims of the Trust include:

- Protection of natural landforms
- Preservation of heritage, in all its aspects
- Encouragement of good planning, for the city and region.

3. CTA is on Auckland Council's list of regional stakeholders and we have previously provided submissions on Local Board plans, as well as on many other Auckland Council plans. We submitted on Council's Annual Plan 2026/2027, and that submission is on our website [here](#). We understand that our submissions on the Annual Plan were made available for local board consideration. We refer in this submission to the draft local board plans to some of the points we made in our Annual Plan submission (in **bold**).

4. We would here like to thank the Local Board members for their work and advocacy. We have a couple of suggestions for your newsletters: that there could be more items about what has been happening in the local board area in addition to the standard Auckland Council notices, and that perhaps in each issue the chair could introduce one of the other board members, so that communities have more opportunity to get to know all of their Local Board members.

5. CTA generally supports the initiatives in the draft local board plans. Our focus is primarily on the Environment sections of the plans.

6. We would also like to commend the aspiration of various local boards to develop parks and spaces that are inclusive, can be easily used and accessed by everyone and meet the needs of the community, including (as per the Howick Local Board Plan) neurodiverse children. We emphasise the point we have made in previous submissions about universal design, and also playgrounds that are accessible for children with disabilities. We draw your attention in particular to Magical Bridge NZ Playground in Hamilton as an example of a playground that is intended to cater for children with disabilities.

7. In our February 2014 submission on the Proposed Auckland Unitary Plan, and in several of our other submissions, we supported the principle of universal design. Our 2014 submission said:

- Universal Design principles need to be incorporated into new builds and modifications of existing residential buildings in order to cater not only for people with disabilities but others who can benefit from improved access, including the ageing population, those using pushchairs, moving house or office, injured people and people carrying loads. This will ensure access to housing, jobs, public transport, businesses, community and recreational facilities throughout Auckland for all Aucklanders and increase the choice of where people can live, work and play.
- Incorporation of Universal Design principles will improve the quality of life for people who currently face significant barriers in terms of physical access. The economic benefit is that such people will be able to live in independent accommodation and those of working age will have more opportunity to work and thus support themselves and contribute more to the economy. These barriers include stairs and showers with lips.
- Solutions to these barriers include open plan houses with open plan bathrooms with wet shower areas, limited stairs, handrails. A percentage of new housing stock should cater for these needs. This would open up options in the private rental market, taking away the current reliance on Housing New Zealand houses and enable people with access barriers to buy or rent houses without the need for extensive and costly modifications. The Auckland Plan states on page 70, *“One in five Aucklanders has a disability, and this figure will increase with an ageing population. There is unrealised potential for Aucklanders with disabilities to contribute socially and economically. Barriers that prevent this, such as attitudes and physical access, must be addressed”*.
- On page 74, The Auckland Plan states, *“Other communities and groups, such as ethnic communities and those with disabilities, also face barriers. Removing structural or institutional barriers so that all Aucklanders are viewed and treated equally is fundamental to improving the well-being of all, and realising the full potential of our diverse populations.”*

8. We would like Local Boards to include in their advocacy to Council some requirement in policy and rules for the provision of accessible housing, universal design principles.

9. We would also like to see more advocacy with regard to public transport, for example, with stories in Local Board newsletters about successful and enjoyable rides on public transport, or perhaps competitions between local boards to see which one has the greatest number of public transport rides logged by their community in a particular month, similar to the Bike Month (March) and Biketober (October) initiatives.

10. We appreciate the friendliness and good service given by bus drivers across the city, which supports these very necessary services.

11. Although we can appreciate that advertising on buses is a useful way for Auckland Transport to gain revenue, we suggest that AT exercises caution when it comes to obscuring the passengers' view through the bus windows, and the perpetual circulation of mobile ratepayer-funded advertising certainly has its detractors.

12. It is good to see Local Boards encouraging the use of low-carbon transport options. However, CTA does not give unlimited support to scooters, as per our Annual Plan submission (pg 6), where we stated that: **“where a cycle lane has been provided, e-scooters *must* be ridden in the cycle lane.... e-scooters pose a danger to people on foot, especially those with hearing, sight, or mobility issues. Being passed closely by a scooter is a distressing experience for a pedestrian, and already many people have been injured by e-scooters. Nationally, between 2021 and 2023, there were over 7,000 ACC claims for e-scooter related injuries, with a 37% increase in 2023. There have been several deaths from e-scooters in Auckland and many serious head injuries. We therefore submit that e-scooters be banned from footpaths, at least in places where there is a high density of pedestrians. We also submit that the current speed limit for commercial e-scooters (we understand it is 25 kph) is too high for when scooters are sharing the same space as pedestrians.”**

13. We'd also like to draw to other Local Boards' attention the Henderson-Massey key initiative of investigating “smart” traffic lights that use sensors or cameras to give longer green lights where traffic is heavy, respond to rush hours, incidents and weather and prioritise buses. CTA supports some sort of light sequencing and enablement of left-turning when not crossing the path of oncoming traffic, thereby saving time and emissions.

14. We'd like Local Boards to promote car pooling as a transport option, and facilitate this within their Local Board area, namely, commuting (by neighbours, co-workers, or classmates), school runs (by parents taking turns driving a group of neighbourhood children to school and back), and business (efficient coordination of tasks and workers to enable shared transportation as needed).

15. CTA supports Local Boards investing in expanding the pedestrian network, and, although the cycling network cannot go everywhere, CTA supports its extension particularly where it enables commuting. We also support Local Boards advocating for such public transport measures as bus shelters and seating at bus stops. We also support the proposal by several Local Boards of an extra discount for students and children on public transport fares on top of the weekly \$50 fare cap.

16. We are pleased to see Local Boards including in their key initiatives to support their community to be better prepared for emergencies like floods and storms, including reviewing the provision of community-led emergency centres.

17. CTA is of the view that Local Boards can learn much from each other, and we would encourage members to read each others' Draft Local Board Plans and collaborate on matters of

mutual interest. Many aspects of plans relate to more than one board (especially to directly neighbouring boards) and some of them relate to Auckland as a whole, for example, as regards transport, climate change and community engagement, and shared management of the harbour edge of the Waitematā Harbour.

18. CTA notes that many Local Boards are intending to review the use of their Council buildings. Notwithstanding the temptation to sell assets deemed no longer to be of use, CTA supports rigorous investigation as to what alternative use those assets may be put to. We would particularly like to highlight this advocacy point from the Waiheke Local Board (pg 22 of their plan): *“Any available council property being considered for health facilities or affordable housing,”* as a much better alternative to selling underused Council buildings.

Area Plans

1. We include here a summary of Graeme Easte’s presentation to the Policy and Planning Committee on 10 March 2026 (here is a [link](#) to it), which CTA supports, advocating for the application of Area Plans. (Graeme began by playing the song “Little Boxes” by Pete Seeger.)

2. It was originally intended that the Unitary Plan (operative in 2016) would be supplemented with 21 Area Plans - one for each Local Board area - to reflect its local issues, challenges and opportunities over a 30-year time frame. All Local Boards did extensive workshoping with planning staff and community representatives, in order to fine-tune the application of the Unitary Plan process as it applied to their particular area but also to begin work on their own Area Plan.

3. Initially only four Area Plans were to be fully developed as pilots. Development of the remaining Area Plans was cancelled in about 2015. Ten of the 17 Local Boards subsequently developed "mini" Area Plans, Precinct Plans or Centre Plans for parts of their area.

4. Graeme recommended that work on expanding the coverage of Area Plans should start with those Local Boards which have expressed strong interest in such a workstream, and that the older existing plans should have priority for a refresh, but not at the expense of those Boards without Area Plans or only partial coverage.

5. Four Local Boards have Area Plans that cover their entire area:

- Devonport-Takapuna (plus 3 Centre Plans)
- Hibiscus and Bays (plus 3 Centre Plans)
- Māngere-Ōtāhuhu
- Ōtara-Papatoetoe

Ten Local Boards have only partial Area Plans or Centre Plans:

- Albert-Eden (1 Precinct Plan, 2 shared plans)
- Franklin (1 Centre Plan)
- Henderson-Massey (2 Centre Plans)
- Howick (2 Centre Plans)
- Manurewa } shared partial

- Papakura } Area Plan
- Puketāpapa (1 shared plan)
- Rodney (1 Centre Plan)
- Waitākere Ranges (1 Centre Plan)
- Waitemātā (3 Centre Plans + 1 shared plan)

Seven Local Boards have no Area or Centre Plans at all:

- Great Barrier
- Kaipātiki
- Ōrākei
- Maungakiekie-Tāmaki
- Upper Harbour
- Waiheke
- Whau

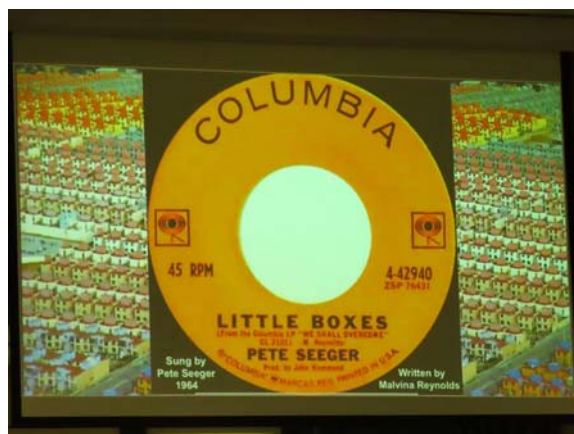
6. Local Board Chairs have told Graeme that having local plans has made a real difference to accommodating development in their ward, particularly as the urban environment intensifies.

7. Graeme's request to the Policy and Planning Committee:

(1) That in revising the existing Auckland Plan (the Auckland Spatial Plan) in line with the new legislation, and any consequent changes to the Unitary Plan, consideration be given to potential measures to protect and enhance **local** features and character.

(2) That when the work on the Regional Spatial Plan and the Unitary Plan begins to tail off, then freed-up staff time and resources be reallocated to work on new and revised Local Area Plans.

(3) That priority should be given to those areas without an Area Plan at all.



NB When quoting from Local Board plans in our submission, we use *italics*. When quoting from our Annual Plan 2026/2027 submission, we use **bold**. Following Council's apparent oversight of some of our submissions in the Annual Plan 2026-2027 process, our advice from Council staff

has been to resubmit those points relevant to the 3-Year Local Board Plans so that they may be considered at the earliest convenience.

Albert-Eden

1. We were pleased to see a photo of the Waiōrea Community Recycling Centre on the Local Board Plan cover. We have expressed our support for the centre in previous submissions, and some CTA members are regular visitors to the centre. We still think recycling centres and/or libraries could be a drop-off place for used batteries, and would again encourage Council to consider the merits of this idea.

2. CTA supports Albert-Eden communities that consistently say that *“climate action and environment projects are a priority”* (pg 10), and we support the Local Board in setting out a low carbon pathway in its Climate Action Plan. We endorse environmental restoration in areas like Te Auauanga, Waititiko, Pt Chevalier Beach and Mōtū Manawa Marine Reserve, rare lava rock forests and around the tūpuna maunga.

3. We are pleased that the plan reflects *“reducing emissions, protecting biodiversity, building community resilience”* (pg 11) and that the Local Board refers to the relevant Shoreline Adaption Plan to guide actions.

4. CTA also supports the following:

- *Help households be ready for an emergency, refresh the Albert-Eden Local Board Emergency Readiness and Response Plan and support marae and groups to join our Community Emergency Hub network* (pg 14).
- *Improve Chamberlain Park by adding a new local park and walking and cycling paths, restoring Waititiko / Meola Creek and shifting golf holes to keep an 18-hole golf course* (pg 15).

5. CTA submitted in June 2015 on keeping the 18-hole course, being only public golf course on the central isthmus and used by a diverse range of Aucklanders of all ages and ethnicities, at that time seeing in excess of 50,000 rounds per year, so we are very supportive of this outcome that accommodates broader community usage without surrendering the 18-hole nature of the golf course.

- *Make the most of land purchased in the flood buy-out by turning any suitable sites into new parks* (pg16).

- *Implement low carbon practices through capital projects when upgrading or developing our assets, for example minimising construction waste or adding renewal energy generation* (pg 16).

6. In our submission on the government's Emissions Reduction Plan in November 2021, we stated "that adaptive reuse of heritage buildings, as well as buildings in general should also be considered in the first instance. An example is the Civic Administration Building in Auckland's civic square, where a recent promotion for these apartments states: 'The most environmentally friendly new build is the one you don't actually build.... The CAB has reused its original steel frame.... Reusing such a large portion of the building (after passing considerable forms of strength testing) vastly reduces its carbon footprint.... Our team has painstakingly removed 19 floors/2,130 tonnes of concrete and diverted 98% of the demolition material from landfill.'"

7. We support the advocacy for *"Increased budget for buying open space, to ensure the shortfalls in service provision in urban areas can be addressed"* (pg 16).

8. CTA supports all the objectives listed on pages 18-19. In particular, we support the community changing their travel patterns *"to include more low carbon options."* However, please note our comments in the introduction to this submission about e-scooters.

9. We strongly support the following key initiatives in the plan: *"Work with Ministry of Housing and Urban Development and the three Tāmaki Makaurau rūpū of Marutūāhu, Ngāti Whātua and Waiohū-Tāmaki who are creating Te Kukūnga Waka (Carrington residential development). Provide community services for new communities coming to large-scale developments in our area, like Te Kukūnga Waka (Carrington residential development) and University of Auckland Epsom Campus (pg 21); and the advocacy (pg 23): "Preservation and use of the heritage building at the northern end of Te Kukūnga Waka (Carrington residential development), working with Marutūāhu and their aspirations."*

10. As per our submission on the 2023 Local Board Plan, CTA recognises the regional nature of Building One's heritage significance, as denoted by its inclusion on Council's heritage schedule as a Category A building, and its Category 1 building status on Heritage NZ's List, and strongly supports a community wellbeing hub being incorporated into this building on the Carrington residential site. Currently, we are concerned that Building One is deteriorating, and that with tiles removed from the roof, rain is getting in, to add to the damage done by vandals over the years the building has been left empty. We strongly urge the Local Board to lobby Auckland Council and the Ministry for Cities, Environment, Regions and Transport to protect this Category I and Category A building so that it can be preserved. It is a matter of urgency to make the building watertight, for example, by the use of tarpaulins, or by having the tiles that were removed from the roof put back in place. CTA understands that the building was set aside for adaptive re-use and that within the Albert-Eden Local Board Area reside many of the 600 groups or individuals who have expressed interest in a tenancy in the building.

11. Our Annual Plan submission included the following: **“We also suggest the local board takes any action available, including enforcement orders, to halt and remedy what appear to be intentional actions that will harm the main building of Oakley/Carrington Hospital at the Unitec campus. The building is Category A Scheduled Heritage within the Auckland Unitary Plan (Item 1618), excluding the additions made after 1905, and is a Category 1 Historic Place on the Heritage New Zealand Pouhere Taonga (HNZPT) List / Rārangī Korero (Item 96). [https://www.heritage.org.nz/list-details/96/Carrington%20Hospital%20\(Former\)](https://www.heritage.org.nz/list-details/96/Carrington%20Hospital%20(Former)).”**

12. That submission included a photo showing the roof of Building One. We include below a historic photo of the building and also an updated photo showing a close-up of the roof, the gap where the tiles should be continuing all the way around the building, then two photos showing damage inside the building.

13. We strongly support the Local Board retaining this objective in its plan: *“Protect and celebrate our historic heritage by being good stewards of the assets we own and supporting others to care for theirs”* (page 22) and we suggest that it follows that the Local Board should focus its efforts on Building One.





14. We support the Local Board's advocacy, especially: *"Planning rules to protect historic heritage, special character, viewshafts of the tūpuna maunga (ancestral mountains) and sites and places of significance to mana whenua."*

15. Our Annual Plan submission also included: **"the local board advocates to Council for the repurposing of the old Mt Eden Prison."**

16. We support the priorities to: *"Provide safe and accessible walking, cycling and micro-mobility options for people to use, including by adding missing links and connections"* (pg 28); *"Provide the missing walking and cycling connection running east to west across our local board area"* (pg 29); *"Set safe speed limits to provide a consistent and safe speed environment, working towards survivable speeds on our local roads;"* (pg 29) and *"Ensure footpaths are wide, accessible, and safe"* (pg 29).

17. We repeat our request from our 2023 feedback that a Liberty Swing be reinstated in Rocket Park, along with some of the other original equipment for this special park, to support children with disabilities, as per the objective in the 2026 plan (pg 14): *"We celebrate diversity, making sure everyone is empowered to participate and feel like they belong,"* the key initiatives (pg 14): *"Reduce barriers so everyone can be an active part of our community, especially children, young and older people, migrant communities, LGBTQ+ communities, people with physical or intellectual disabilities and transient populations; and Work with groups to ensure that our programmes work for everyone and that our spaces feel safe and accessible,"* the objective (pg 15): *"People and communities have access to spaces and services that improve their wellbeing, help them learn and meet their changing needs;"* and the objective: *"Our community is healthy and active and can include movement and fun in everyday life,"* with the associated initiative: *"Make our parks and public places fun so everyone has space and feels comfortable to play and recreate, especially children,"* and the objective: *"Our parks and open space meet the needs of our changing population"* (pg 15).

18. We understand that the original purpose of Rocket Park was to provide accessibility for children with disabilities. We draw the Local Board's attention to this [blog](https://www.magicalbridge.co.nz/) about the Magical Bridge NZ Playground in Hamilton <https://www.magicalbridge.co.nz/>

Aotea-Great-Barrier

1. CTA strongly supports the climate change and resilience initiatives that the Local Board has invested in (pg 10).

2. We support (in particular) the key initiatives to:

- *Partner with mana whenua to restore the mauri (life force) of whenua, moana, awa and taonga species and strengthen climate resilience on the island.*
- *Support the local Emergency Response Team to deliver emergency readiness, response and recovery initiatives to strengthen island resilience.*

- *Improve our council 'microgrid' to help us better capture, store and manage electricity locally.*
- *Ensure our village spaces, parks, reserves and beaches are safe, well-maintained and reflect our natural way of life.*
- *Partner with mana whenua, Department of Conservation and the community to investigate connecting track networks.*

3. We support all the Environment key initiatives and all the advocacy in this section. We are of the view that all the other Local Boards could support this advocacy as well, as much of it is relevant to the rest of Auckland.

4. In association with Tautaki Auckland, the Local Board developed the Aotea Great Barrier Island Destination Management Plan (focused on sustainable, regenerative tourism that balances economic growth with environmental protection) and CTA supports those identified efforts to those ends (pp 20-22).

5. We support the priorities under Transport, in particular (which we also supported in 2023): *"Support the introduction of a community passenger transport service"* (pg 25).

Devonport-Takapuna

1. In our last Local Board Plan submission, we encouraged the Local Board "to advocate for bike racks on buses that go across the Auckland Harbour Bridge," so we are very pleased to note that there are now 15 buses that carry bicycles over the harbour bridge.

2. We support the following objective: *"Our parks, facilities and recreational spaces are safe, accessible and meet the needs of our community"* and we particularly support the following key initiatives: *"Ensure accessibility is a key consideration in the development and maintenance of our parks, facilities and recreational spaces; Develop and maintain our parks, community facilities and recreational spaces with sustainable and locally sourced materials where possible;"* and *"Complete the Devonport-Takapuna Local Parks Management Plan."*

3. We support the objective to *"... explore opportunities to reflect Māori identity and support Māori wellbeing in our parks, public spaces and community facilities"* and the key initiatives associated with this objective.

4. We strongly support the Local Board's advocacy for the *"Establishment of a regional heritage facilities maintenance fund to support local boards to maintain, renew and preserve heritage buildings"* (pg 14).

5. We would have liked to have seen the retention of the objective that: *"Natural and built heritage are conserved and both colonial and Māori history and significant places are valued, promoted, and celebrated"* (page 19, 2023 Local Board Plan).

6. We support all of the Local Board's objectives under Environment (pp 16-17) and all the key initiatives, with comments as follows:

As regards *"Support appropriate planting and the principle of 'the right tree in the right place,'"* we note that trees that grow large sometimes block views of both landscapes and attractive buildings, and that trees should not be encased in concrete, nor should they be put in a place where they will impact on infrastructure such as water pipes. In 2023 we stated, in response to the 'right tree in the right place' principle that "we would caution that the wrong tree in the wrong place (in any Local Board area) does not necessarily get removed but that it is allowed to live out its natural life, or there is consideration given to transplanting the tree. We understand that there is modern machinery that enables the transplanting of large trees. Perhaps Local Boards (including this one) could advocate to the Governing Body and/or central government for investment in one of these machines."

7. Regarding *"Support initiatives ... such as education on: using bike hubs and electric scooters ... different ways to travel for short journeys,"* please see our comments in the introduction to this submission about e-scooters on pages 2-3.

8. We support all the advocacy for the Natural Environment (pg 17).

9. We support all the Built Environment key initiatives (pg 19).

10. We would support the retention of the initiative from the previous plan: "Utilisation of regional funding to retrofit assets and upgrade them with solar energy saving measures" (pg 22, 2023 Local Board Plan).

11. We support the advocacy to the governing body as per page 20:

- *More funding to protect and renew our heritage assets.*
- *Invest in infrastructure and open spaces in areas where increased housing density is planned under Unitary Plan Change 120.*
- *Consult more with the Auckland Urban Design Panel for advice around large-scale developments.*

12. Regarding large-scale developments, we bring the Local Board's attention to the principles of universal design as outlined on pages 1-2 of this submission.

13. On page 24 under Transport, *"High dependency on motor vehicles"* is mentioned as a challenge, and we submit that the Local Board could encourage and advocate for the use of public transport, as per our suggestion on page 2.

14. We look forward to Local Boards having more control over local transport decisions as a result of the proposed legislation reform.

15. We support slowing traffic, in the interests of safety, as per the priority on page 24: *“Install speed advisory signs and other measures to help slow traffic across the area.”*

16. From our Annual Plan submission:

CTA supports the following activities/projects proposed by this local board:

- **Working with Council to support people impacted by flooding events**
- **Advocacy to the Governing Body or other entities for support, including the Lake Road upgrade, the development of the Francis Esmonde link and a new ferry terminal at Bayswater**
- **Completion and adoption of the Devonport -Takapuna Local Parks Management Plan to help guide decisions and investment in parks and open spaces.**

17. We note that The Flagstaff, the Devonport Local Community Newspaper, revealed (on 2 July, 2026) the [five 8-storey tower development plans](#) proposed for Devonport by Peninsula Capital. These multi-level buildings rising behind heritage streetscape (pictured below) clearly block the maunga behind and would surely impact the proposed UNESCO World Heritage Site status that is being sought for all the Tūpuna Maunga of Auckland.



18. If intensification of such a scale is to be considered, perhaps master planning for that end of the peninsula might include consideration of the RNZN vacating its current site (and possibly relocating to Whangarei), in part, good for housing in Auckland and also potentially positive for Northland.

Franklin

1. CTA supports the objectives and key initiatives (pages 17-18) under “Natural Environment,” and the advocacy on pages 18-19.

2. We suggest the retention of the following initiative from the 2023 plan (pg 26/33?): “Require all public space projects in urban/future urban areas to actively contribute to increases in tree canopy cover and more green infrastructure.”

3. Under Transport, we support the Local Board working towards safe travel by foot, bike and mobility scooter, and note the inclusion of mobility scooters (page 27).

4. We support the ideas listed in the Opportunities section (page 28), particularly that of leveraging the Manukau Harbour and Hauraki Gulf as a Blue Highway. We see this as benefitting other parts of Auckland too, reducing reliance on the roading network and congestion across the city.

5. Under Transport priorities, we note: *“Investigate options to improve safety and environmental protection on Franklin’s beaches, so that vehicle use does not create harm to people or place e.g. at Karioitahi Beach, Umupuia and Kawakawa Bay.”* In general, we do not support vehicles driving on beaches. We strongly support the priority to *“Work with community providers to facilitate youth uptake of walking and cycling as a mechanism to address congestion and parking capacity,”* which we see as also facilitating youth health and environmental health. We support advocacy for better public transport routes, including more ferry services.

6. From our Annual Plan submission:

CTA supports the following activities/projects proposed by this local board:

- **Continue to invest in community-led pest management and environmental restoration programmes, with an emphasis on initiatives that engage Māori and youth**
- **Local and community leadership in the delivery of initiatives and programmes where appropriate**
- **Progress delivery of the Paparata Local Purpose Reserve (Bombay) concept plan**
- **Investigate and develop options that will address community safety and environment at Karioitahi Beach so that this special place can be enjoyed by locals and visitors and the unique environment is protected**
- **Commence work to progress delivery of the Paparata Local Purpose Reserve (Bombay) concept plan , ensuring that the local community has the opportunity to partner in delivery where feasible.**
- **Continue to seek options for the development of Clarks Beach Reserves in line with future need so that the board is able to invest in improvements that align with both future need and existing community aspiration.**

CTA commends the Franklin Local Board for its intention to engage with the community in order to garner their ideas and input.

Henderson-Massey

1. We support the Local Board in continuing with the key initiative (pg 14) to *“Develop parks, community and play spaces that can be easily used and accessed by everyone and meet the needs of the community,”* and draw members’ attention to Magical Bridge NZ Playground in Hamilton, mentioned in the introduction to our submission.
2. We support all the key initiatives in the Natural Environment section (pp 17-18) and the advocacy on page 18.
3. Under Built Environment, we strongly support the objective of *“Community places and spaces are more accessible, sustainable and improve our collective wellbeing”* (pg 20), and in particular, the key initiatives of *“Make sure we consider sustainability and accessibility when we build and maintain community facilities and buildings”* and *“Identify and progress neighbourhood transport initiatives that improve safety, such as walking and cycling paths and speed calming measures.”*
4. Regarding sustainability and accessibility, please see our comments about universal design on page 2.
5. In the Transport section, we particularly support the following key initiatives: *“Look into and set up traffic flow solutions such as ‘smart’ traffic lights that use sensors or cameras to give longer green lights where traffic is heavy, respond to rush hours, incidents and weather and prioritise buses;” “Introduce a weekly public transport fare cap for children and young people in addition to the existing \$50 fare cap”* and *“Prioritise safety and ways to reduce the number of speeding vehicles in local streets and around every local school.”* While an enhanced pedestrian environment is desirable, so too is the free flow of traffic, sequenced where necessary.

Hibiscus and Bays

1. In our last Local Board Plan submission, we encouraged the Local Board to advocate to Auckland Transport for bike racks on buses that go across the Auckland Harbour Bridge, so we are delighted that there are now 15 buses that carry bicycles over the harbour bridge on the NX1 route.
2. Under Community on page 15, we support the key initiative of *“Support communities to share stories about local heritage in ways that help people understand their area, feel a sense of identity and belonging, and learn about local history. This includes using te reo Māori place names and a range of storytelling approaches.”*
3. We support all the key initiatives and advocacy under Natural Environment (pp 19-20). We note that one key initiative is: *“Support the development and increased use of parks, reserves and sports fields that are accessible, equitable and meet current and future community needs.”* A visit by a CTA Board member to the Alice Eaves Scenic Reserve in January this year

revealed that although there is supposedly a track alongside the Nukumea Stream that is suitable for wheelchairs, it was not possible to get the wheelchair past the kauri dieback cleaning station, it being misleading to describe the track as accessible for wheelchairs.

4. We support the key initiatives and advocacy under Built Environment (pp 22-23) and under Transport (pg 29).

5. From our Annual Plan submission:

CTA supports the following activities/projects proposed by this local board:

- **Supporting further protection of our sea, soil and fresh water from contamination and sedimentation, through increased monitoring and extending projects such as local stream restoration including the Weiti River**
- **Continuing our commitment to protecting our natural environment - such as advancing restoration efforts along the Weiti River and strengthening monitoring to reduce contamination and sedimentation in our waterways**
- **Ensuring Hibiscus and Bays is welcoming and supportive for all through collaboration with a broader range of local residents and an increased focus on inclusive design, so it is accessible and usable for people of all ages, abilities and backgrounds**

CTA strongly supports this Local Board's focus on inclusive design, and would like to see other Local Boards focus on this as well, and for it to be included in Auckland Council's vision.

The remainder has been covered on page 2 of this submission.

Howick

1. We support the Local Board's long list of key initiatives on pages 14-16 under Community and will provide comments on the following. *"Work with Animal Management to address local issues, and clearly communicate rules and regulations to the community, especially the rules around having dogs in public spaces"* (pg 14). Some dog owners do not seem to know that their dogs should be on a leash at all times in public spaces, except in designated off-leash areas. Other owners clearly do know this, and are flouting this rule. We encourage this Local Board (and all others) to implement the \$300 fine for a dog being off-leash in an on-leash area, as well as the other infringements relating to dogs. There are owners who regularly walk their dogs off-leash, and their disregard for Auckland Council's Dog Management Bylaw is unfair on other dog owners and to those members of the public who have a real fear of dogs, whatever they look like and whatever size they are.

2. *"Develop inclusive play spaces designed for neurodiverse children, supporting safe, engaging, and enjoyable experiences for all"* (pg 14). We strongly support this initiative. Like universal design, such play spaces are suitable for everyone. Please see our note on page 1

about the Magical Bridge NZ Playground in Hamilton, established in December 2023, New Zealand's first fully inclusive and accessible playground designed for people of all ages, sizes, and physical or neurological abilities.

3. We support the objectives and key initiatives under Natural Environment on pages 18-21, and the advocacy on pages 21-222 noting, however, as in our 2023 feedback, as regards the following key initiative: *“Support the Tūpuna Maunga Authority to protect and enhance Ōhūiarangi / Pigeon Mountain”* that we do support protecting the maunga but we do not support the removal of trees from any of the maunga across Auckland. We maintain the position that particular trees that are not wanted on the maunga should live out their natural lives while replacement planting of other species is planned for.

4. We support the objectives and key initiatives under Built Environment on pages 24 - 26, though we caution with regard to *“Look into selling underperforming properties to help fund priority projects.”* It may be better for these properties to remain in Council ownership rather than be lost to the private sector, and rather than use their sale to fund projects, make them perform better. This is a case where the community should be consulted about the use of buildings within their area, as regrettably, some Council buildings are not fully utilised due to lack of information about them, and also regrettably, some underused Council buildings are not maintained and become unusable.

5. Under Transport, the priority *“Identify high congestion areas and investigate options for improvement to reduce travel time and keep our emissions low”* seems to in part be answered by *“Provide safe, reliable, and timely public transport, with improved bus services, accessible routes, and well -designed, sheltered bus stops for the community.”* We think there is an opportunity for all Local Boards to promote public transport more, for Local Board members to use it more themselves, and to investigate barriers to people using transport. We would like to see, for example, employers offer more incentives for their employees to use public transport and for the reintroduction of glide time, where practicable, to remove the barrier of being late for work.

6. From our Annual Plan submission:

CTA supports the following activities/projects proposed by this local board:

- **Run regular seminars for community groups/organisations on the local grant's application process**
- **Continue advocacy of the Tāmaki Estuary on water quality and coastal erosion**
- **Support our volunteer groups with resources needed for ecological volunteering, such as stream clean-ups and pest plant weeding**
- **Tackling the challenges of environmental protection and restoration remains a high priority**
- **Continue to support environmental groups and explore new initiatives**

Kaipātiki

1. We note the following on page 4 (From the Chair): *“To ensure a sustainable network of community assets, the board will take a fiscally responsible, long-term approach to renewing them. This includes reviewing the condition and performance of existing assets and recognising that, under ongoing limited funding, some assets may need to be considered for decommissioning (for example removing or deconstructing them).”* We repeat what we have written above in this submission, that unfortunately, some Council buildings are not fully utilised due to lack of information about them, and also unfortunately, some underused Council buildings are not maintained and become unusable. In our view, the community should be consulted about the use of buildings in their area.

2. In the 2023 draft plan, CTA supported the initiative (pg 14) to: *“Investigate installing solar on facilities with significant solar potential, including: Birkenhead Pool and Leisure Centre, Kaipātiki Local Board Office, Glenfield Pool and Leisure Centre.”* We are therefore pleased to know that the Birkenhead Pool and Leisure Centre now has solar panels installed on its roof, that roof work is underway at the Glenfield Centre to add solar panels, and that the Board Office is in line to receive solar panels as well.

3. CTA supported the Kaipātiki Local Board’s advocacy to the Governing Body in the draft 2023 plan (pg 18) *“to protect and celebrate our built and cultural heritage”* and would like to see this retained in the 2026 plan.

4. Also in the 2023 plan, we supported *“the ability for local boards to have direct decision-making authority to make temporary changes to dog access rules to mitigate environmental or social problems”* (page 23) and we are pleased to note that the changes proposed by the Kaipātiki and Devonport-Takapuna Local Boards to rules for local beaches and reserves came into effect in January 2026.

5. Again, we support advocacy to *“reinstate legislation that provides general tree protection Central Government”* (page 20), and would also continue to support the following, if it were included in the plan: *“for urban planning legislation to adequately protect special ecological areas”* (2023 plan, pg 23).

6. We strongly support this new advocacy: *“Advocate to introduce waste recovery schemes that make those who create waste responsible for dealing with it”* (pg 20).

7. We are pleased that the following key initiative has been retained: *“Consider the effects of climate change when developing places and spaces by avoiding areas or activities that are vulnerable to climate risks like drought, extreme rainfall, coastal flooding and heat.”*

8. We continue to support *“continued improvement of the bus and ferry network serving Kaipātiki with: cheaper ferry and bus fares, maintaining our existing three ferry services – with increased frequency, more buses going to more destinations more often,”* and also *“a continued*

move to electric buses and ferries serving Kaipātiki” (pg 31). In our view, the Waitematā Harbour could be used much more for transport - being a waterway that does not need maintenance the way roads and rail do.

9. Under Community, one of the key initiatives is: *“Invest in natural solutions that improve our parks and public spaces, including planting notable trees for shade, wildflower meadows for increased biodiversity and natural play items such as māra hūpara.”* We support this initiative (alongside all the others), and appreciate that the wildflower meadows will attract more insects and other biodiversity than grass. We would like to see fruit trees included in the plantings in parks and public spaces, for the additional benefit of providing food for the community. We also like the use of māra hūpara, not only for the connection with both nature and local Māori history, but also due to its attractiveness and sustainability.

10. We support all the objectives, key initiatives, and advocacy under Natural Environment (pages 19 - 21). A number of our board members have enjoyed walking along the treetop boardwalk at Kauri Glen Reserve.

11. Under Transport, we strongly support the following priority: *“Consider introducing reduced speed limits (safer speeds) on a case-by-case basis on roads where vulnerable road users are often present, and where the impact on traffic flow will be minor”* (pg 31). It is our understanding that driving in a city, constantly stopping and starting at traffic lights, a lower speed limit tends to affect travel time only by seconds.

12. Under Economic Development, we support the following two key initiatives: *“Support local businesses to use more sustainable practices, such as reducing waste, cutting greenhouse gas emissions and using resources more efficiently,”* and *“Promote retail opportunities provided by the Wairau zero-waste hub and other second -hand providers like op-shops.”*

13. From our Annual Plan submission:

CTA supports the following activities/projects proposed by this local board:

- **Support environmental groups, community volunteers, and our diverse communities to carry out environmental restoration projects, including stream clean-ups, habitat improvement, native riparian planting, and pest control**
- **Improvements to Little Shoal Bay / Wai Manawa Reserve**
- **Healthy Waters Ngā Wairau project, working alongside that project to ensure the parks, sport, and recreational outcomes are being suitably included and considered**
- **Invest in maintenance and renewal of our parks, playgrounds, community buildings, recreation facilities, and other public spaces so they continue to meet our communities needs**
- **Support a community-led approach for the delivery of relevant and diverse services that develop and connect the community**

- **Make substantial progress on the planning and delivery of major local projects, including the Beach Haven Coastal Connection (Stage 3), Birkenhead War Memorial masterplan implementation, and improvements to Little Shoal Bay / Wai Manawa Reserve**

CTA endorses the Kaipātiki Local Board’s community-led approach, and congratulates this local board on the huge response (about 5,000 people) to its consultation on the future use of recreation at A.F. Thomas Park. However this consultation was done, it clearly worked, and perhaps lessons can be learned by other local boards.

Māngere-Ōtāhuhu

1. In our 2023 submission on the Local Board Plans, CTA supported the Māngere-Ōtāhuhu Local Board to “Revive the Māngere Gateway Heritage plan to enhance Stonefields and promote and regain heritage values” (pg 17). We understand that the Local Board has been actively working to revive this plan, including funding programmes designed to enhance the Otataua Stonefields, and we are pleased about this.

2. We support all the key initiatives under Natural Environment in the current draft plan (pp 17-18), in particular: *“Support the creation of a new Māngere Ōtāhuhu Community Recycling Centre, making it easier for people to recycle and reduce waste,”* and we endorse the opportunity under Economic Development that *“The proposed community recycling centre could help create new sustainable community enterprises and provide more jobs.”* We also particularly support: *“Fund education and community programmes that work with people to reduce and manage household waste, prevent illegal dumping, and build shared care and pride in our local environment,”* and *“Work with the community to develop and deliver local climate action plans and support community-led projects that help people cut emissions, use energy wisely and choose low -carbon ways to get around.”*

3. We would like to note that CTA is very supportive of Respect Mt Richmond / Ōtāhuhu in its efforts to save the exotic trees on that maunga. On page 10 in your plan it is noted that *“Māngere -Ōtāhuhu has low tree canopy cover”* and that a key initiative (pg 17) is *“Work with landowners and developers to plant more trees (ngāhere) across private land, new developments and green open spaces;”* and an advocacy point (pg 18) is *“Funding to help local boards achieve regional and local targets for urban ngāhere (tree) cover in the areas where there is less than 15 per cent of tree canopy cover. This provides habitats for birds and insects, and shade from extreme heat.”* It is our view that exotic trees contribute to the canopy just as much as natives, and they also provide habitat for fauna and shade for people. We have proposed in various submissions that unwanted trees be left to live out their natural lives, and that it should be only then that they are replaced with other trees.

4. We note the challenge stated in the Built Environment section (pg 19): *“Plan Change 120 proposes to avoid building homes in flood-prone parts of Māngere-Ōtāhuhu to improve safety, but pushes to build new housing into fewer areas. This could increase pressure on already stretched local infrastructure and services.”* In [our submission](#) on Plan Change 120, we

supported those communities which stated that infrastructure and services would be put under pressure by intensification, including in our points as follows: 7(c) “CTA submits that to reduce capacity in certain locations, such intensification could be reallocated elsewhere in order to meet the arbitrary 2 million total required by PC120. This might be done by, for example, allowing THAB in some locations or allowing a variation in the number of floors in an apartment block; 8(c) PC120 needs to include planning for infrastructure, in order to support safe, resilient, and sustainable intensification. This includes schools, hospitals, green space, and transport. Growth should be directed to places where the necessary infrastructure is planned, funded, and deliverable; 8(d) In our view, it is poor planning to rely on potential legislation and/or private investment for future infrastructure. We know that some parts of the city have been waiting years for appropriate infrastructure and we know that the availability of funding for such work is not increasing. CTA considers that development should not be enabled where infrastructure is not practicably able to be provided.” The ability to accommodate such changes is now more attainable given the reduction of the government’s target from 2 million homes down to 1.4 million homes.

5. CTA supports all the key initiatives on page 20, particularly: *“Make sure new community buildings are designed to work well in a changing climate, are healthy and contribute to a quality built environment,”* as well as all the advocacy on page 21.

6. We also support all the priorities under Transport (pg 26).

7. From our Annual Plan submission:

CTA supports the following activities/projects proposed by this local board:

- **Deliver coastal and storm -water resilience work in the Manukau Harbour -adjacent suburbs (such as improvements to seawalls or planting buffer zones) to support long - term climate adaptation**
- **Continue the native tree planting and understory restoration programme across key reserves and corridors (for example around waterways in Māngere East and Favona**
- **Roll out community -led waste -minimisation and resource -recovery initiatives — supporting local groups to divert material from landfill**
- **Work with Auckland Transport and Economic Development Office to support our transport and economic aspirations**

CTA supports the efforts of Respect Mount Richmond Ōtāhuhu to save the trees on their local maunga from felling by the Tūpuna Maunga Authority. This group is having to raise community money to defend itself in court against the TMA, which is funded by Council (ratepayer) money. We do not think that removing trees from the maunga aligns with Auckland's Urban Ngahere (Forest) Strategy. This strategy states that it will have been successful when (amongst other aims) it has:

- **increased canopy cover to 30 per cent across Auckland's urban area, and at least 15 per cent in every local board area**

- increased the network of green infrastructure on public land
- improved links between green spaces by establishing ecological corridors
- instilled a sense of pride in Aucklanders for their urban ngahere.

The strategy also states that “Protecting existing ngahere is crucial to safeguarding the added values and benefits mature trees provide (pg 42). The benefits provided by trees become exponentially greater as they mature. It’s also more cost effective to care for mature trees.... People often have strong emotional connections to landmark, mature trees in their neighbourhoods, and are more likely to mourn the loss of a large tree. Additionally, some native species, such as kākā, and bats, prefer taller trees and their presence can significantly improve the biodiversity value of an area (pg 45).”

CTA submits that there needs to be better alignment between the Urban Ngahere Strategy and the Tūpuna Maunga Authority’s Operational Plan, and that the views of all Aucklanders need to be taken into account.

Manurewa

1. In the 2023 plan, CTA was pleased to note: “increase awareness of the notable tree schedule to protect more of our trees” (page 26) and we supported the key initiative to “Replace every tree removed from the streetscape due to damage, storms and accidents within one year” (page 27). We understand that due to financial constraints, further storm damage, and high operational costs have meant that this goal was not met, but we encourage the Local Board to continue with tree replacement. We submit that awareness of the notable tree schedule could be included in the Local Board’s advocacy to the Governing Body.

2. Regarding the key initiative *“Look at options to improve access and usability across our parks and facilities. This may include identifying and removing physical barriers, upgrading paths, amenities, and signage, and working closely with disability groups to meet their needs”* (pg 17) we draw the Local Board’s attention to the Magical Bridge NZ Playground in Hamilton as being a playground that caters for children with disabilities.

3. CTA supports all the climate change and sustainability initiatives on page 17, as well as the key initiatives under Natural Environment on pages 20-21 and the advocacy on page 22.

4. We support the Economic Development key initiatives of: *“Support industrial zones to move to a low-impact, low-carbon economy and adapt to the impacts of climate change,”* and *“Support initiatives that strengthen community economic resilience in response to climate change. This may include community-led renewable energy projects, such as solar generation and storage, that reduce energy costs, create local jobs, and increase energy security.”*

5. We support the Transport priorities on page 29 and 30, particularly: *“Continue to support evidence-based ways to slow down traffic. This could be speed humps and raised pedestrian crossings around schools;”* and *“Look at options to improve safety and traffic management like*

slowing down traffic and improved parking around the Homai quadrant which includes Sturdee Road.” We understand that when driving in a city and constantly stopping and starting at traffic lights, a lower speed limit tends to affect travel time only by seconds. We note that some suburbs have introduced 30 km or 40 km limits in some areas, which seem to work well.

6. From our Annual Plan submission:

CTA supports the following activities/projects proposed by this local board:

- **Continue to support ways to plant and retain more trees on public and private land and suburban streets**
- **Deliver a new neighbourhood park at Glenveagh Reserve.**
- **Continue to invest in our two illegal dumping pilot programmes: a proactive illegal dumping collection initiative and an illegal dumping enforcement programme.**

Maungakiekie-Tāmaki

1. With regard to the advocacy to *“Work with relevant agencies to advocate for policies and initiatives that reduce dog attacks, support responsible ownership, and keep our community safe”* (pg15), CTA suggests that this advocacy could include asking Auckland Council to direct its Animal Management Officers to remind/warn dog owners that they need to keep their dogs on a leash at all times, except in off-leash areas, and if they do not, they are liable for a \$300 fine.

2. We support the Natural Environment key initiatives (pp 17-18), particularly *“Support rangatahi as leaders in climate action and investigate opportunities for rangatahi led environmental initiatives.”* We also support the advocacy in this section (pp18-19).

3. We support the Built Environment key initiatives (pp 21-22) and the advocacy on page 22. We recommend the example of the Magical Bridge NZ Playground in Hamilton as a playground that caters for children with disabilities, as regards the initiative: *“Develop playground designs which are inclusive of all ages and abilities.”*

4. We support the following Economic Development key initiatives page 24: *“Support initiatives which encourage businesses to do something about their impact on the environment”* (pg 24) and *“Support initiatives which encourage local procurement and the promotion of services within our community”* (pg 25).

5. CTA supports the Transport priorities (pp 27-28).

6. From our Annual Plan submission:

CTA supports the following activities/projects proposed by this local board:

- Partnering with mana whenua and community groups on restoration, food resilience planting, and environmental education
- Exploring increased compliance resourcing and enhancing community emergency preparedness
- Continuing work to improve our parks and open spaces, including progressing plans for Waikaraka Park, focused on making sure local facilities, parks and green spaces keep pace
- Advancing important environmental restoration projects like Ōmaru Creek, continuing to care for our natural environment guided by shared values.

CTA congratulates the Maungakiekie-Tāmaki Local Board on the completion of the Te Kōpua o Hiku bridge at the Panmure Basin, which will mean safer, easier walking and cycling.

Ōrākei

1. In the 2023 draft plans, CTA supported the seismic restoration of the Remuera Library and we are pleased to see this project completed.
2. We strongly support the first key initiative on page 21: *“Ensure that the heritage of our people, places and buildings is recognised, protected and valued by working with council organisations, supporting community groups and investing in eligible projects.”*
3. We also support the Natural Environment key initiatives (pp 17-18) and the advocacy on page 19.
4. Alongside *“Encourage developers to prioritise sustainable design in their developments”* (pg 21), CTA would like to see *“Encourage developers to prioritise universal design in their developments,”* and we refer the Local Board to page 2 of this submission, where we have written about universal design.
5. Regarding the initiative: *“Look for opportunities to provide new venues for community use such as land reclamation (creating new land by filling in areas of water), buying property or working with community providers,”* firstly, we would urge the Local Board to undertake extensive consultation before considering land reclamation, due to the expense, the requirement for constant maintenance, and the vulnerability to flooding. Further, when we read on the next page the initiative: *“Decommission under-used assets like Leicester Hall, to invest in better value assets and services,”* we question why the Local Board would consider new venues for community use when there already are such venues, such as Leicester Hall, which has a kitchen, off-street parking, and is wheelchair accessible. We suggest that the Local Board considers that the community might like to be involved in the maintenance of such buildings, and potentially making it more fit for purpose, rather than looking to provide new buildings.

Furthermore, are such venues as Leicester Hall well-known to the community? Could they be advertised in the Local Board newsletters?

6. Potentially, *“Review[ing] the local board’s lease portfolio to ensure that leased sites are providing the best value to community and identify what might be missing”* would bring to light what is needed, what is already available, and what could be done to make the best use of such assets.

7. We support the priorities under Transport and the associated advocacy. We support speed limits for e-bikes, e-scooters and low-powered vehicles, and we would like to see a ban on e-scooters using footpaths, in line with the Local Board aiming at more safety for pedestrians.

8. From our Annual Plan submission:

CTA supports the following activities/projects proposed by this local board:

- **Increasing investment in restoration and pest-management programmes to grow and protect your natural environment. Our reserves and open spaces are one of the most vital resources in Ōrākei**
- **Continued investment in growing and protecting our parks and playgrounds.**

CTA endorses efforts by this board to work with the neighbouring Waitematā Local Board on matters regarding the health of the Waitematā Harbour that connecting those board areas.

Otara-Papatoetoe

1. CTA supports the initiatives on page 14 under Community: *“Support climate resilience and local sustainability education and engagement initiatives for young people;”* and *“Continue to develop a ‘multi -park management plan’ that manages the use, development and protection of all parks, reserves and open spaces in the area.”*

2. We support the Natural Environment key initiatives on pages 17-18 and the advocacy on page 18.

3. We suggest that the criticism on page 26 of *“Unreliable, infrequent and limited public transport options encourage more residents to travel by car”* is less valid than it was 3 years ago, as public transport in Auckland is improving all the time. We are of the view that what is needed is more promotion of public transport to people who do not think outside of taking their car with them everywhere they go.

4. We support the priorities on pages 27 and 28 under Transport. As per our submission 3 years ago, we support free public transport, not only to reduce greenhouse gas emissions and congestion, but to improve the health of the population, as overall, we do not move enough. We have suggested in previous submissions a trial of free transport.

5. We agree that Puhinui Station is a crucial transport hub, and, as we stated in our 2023 submission, we are of the view that the AirportLink service needs more publicity.

6. From our Annual Plan submission:

CTA does not support this local board changing garden edging to chemical application, as this is an environmental risk, with chemicals running into waterways, killings beneficial insects and disrupting the natural soil balance. We note that weeds can build up resistance to the chemicals.

We do support this local board's seismic strengthening of Papatoetoe Town Hall, a 1917 heritage hall which is still in frequent use for community events.

Papakura

1. Under Community, we support the key initiative: *"Support the protection of sites of Māori and European significance including the enhancement of Pukekooiwiriki Paa."*

2. CTA also supports the Natural Environment key initiatives on pages 18-20 and the advocacy on page 20.

3. Thank you for including *"Support 'universal access' design so people of all ages and abilities can access our facilities, and 'Crime Prevention Through Environmental Design' (CPTED) in upgrades where budgets allow"* in your key initiatives under Built Environment. CTA is a strong supporter of universal design, and your draft plan is the only one we have seen that mentions this design principle, which we see as catering not only for people with disabilities but others who can benefit from improved access, including the ageing population, thus increasing housing options for more people and improving the quality of life for people who currently face significant barriers in terms of physical access.

4. Under this same objective, *"Resilience, safety and universal access,"* we point out that in addition to native trees to *"provide shade, shelter and heat-resilient landscaping,"* that non-native trees provide the same benefits, and some provide fruit as well.

5. Also on page 24, under *"Objective 6: Regeneration and service property optimisation: Identify and sell assets that are underused and reinvest the money from the sales into upgrades for community spaces and facilities to benefit the community,"* we suggest (as we have to several other Local Boards) that some Council buildings are not fully utilised due to the community lacking awareness of them, that some underused Council buildings are not maintained properly

and so become unusable, and that the community should be consulted about the use of buildings in their area.

6. We support all the priorities and advocacy under Transport (pp 33-36).

7. From our Annual Plan submission:

CTA does not support discontinuing funding for the following: ecological and environmental volunteers; Pest Free Urban South; Papakura Stream restoration; Wai care water quality education programming; Manukau Harbour Forum; and Finding Papakura Bats initiatives.

We do support the reduction of the number of public rubbish bins in public spaces as long as this leads to less rubbish, not more.

We also support the following:

- **Progress a refresh of the greenways plan and other pathway opportunities (in particular , the McLennan Memorial Park pathway , plus connecting Kauri Flats School to Pulman Park, as well as connections around Hingaia to Drury).**

Puketāpapa

1. Regarding the key initiatives under Community, we make the following comments.

“Assess the possibility of additional space for off-leash dog exercising.” We hope that this initiative will lead to more compliance in on-leash areas, which is a problem across the city, with people out walking feeling intimidated by dogs and also by some of their owners, who do not like being challenged about their off-leash dog(s).

“Review current community services and facilities and assess how well they meet the needs of a growing population to identify any unmet needs and plan for future investment.” We recommend that such a review involve strong engagement with the community, as part of this review may reveal that there are some services and facilities about which the community is not aware.

“Fund a masterplan for Monte Cecilia Park to consider the future use of the park, including the Liston Village land and any other future community facilities.” We are grateful for the Local Board opposition to the proposed demolition of dwellings at Liston Village, due to the ongoing and growing need for housing for elderly people.

2. We support the key initiatives under Natural Environment on pages 18-19, especially the updating of the Puketāpapa Local Climate Action Plan and the Puketāpapa Urban Ngahere Action Plan 2021, as we are aware that plans can be written and celebrated but then forgotten,

partly as a result of new people coming into various roles. We also support the advocacy on pages 19-20.

3. Under the Built Environment key initiatives (page 22) CTA is pleased to see *“Find ways to respond to the future growth expected in our area as a result of Proposed Plan Change 120, for example review the area plan for parts of Puketāpapa and Albert-Eden local boards.”* We would encourage the Local Board to review the area plan, as per our notes about area and centre plans (on page 4-5).

4. We support the advocacy (pg 23): *“Advocate to build power lines underground, particularly where footpath space is limited”* and *“Advocate for ‘beautification’ at the White Swan Road Transpower substation in Mt Roskill.”* Aside from the issue of limited space, we support beautifying streetscapes by removing visual contamination.

5. Under Economic Development, we support the key initiatives (pg 25): *“Sustainable business programmes that help reduce carbon emissions”* and *“Fund programmes that help reduce pollution”*

6. We support under Transport, the priority *“Seek transport solutions that better-manage traffic flow during peak times, like ‘dynamic’ lanes that can change direction or use, and responsive traffic lights to help reduce waiting times”* (pg 27). We have read that the Henderson-Massey Local Board is looking at “smart” traffic lights, so perhaps these two Local Boards could share their learnings such traffic lights, initially with each other, then with other Local Boards.

7. From our Annual Plan submission:

CTA supports the following project proposed by this local board:

- **Investigating how to respond to the future growth expected in our area as a result of Proposed Plan Change 120: Housing Intensification and Resilience**

We also support the following projects, particularly the community informed vision:

- **Deliver new neighbourhood park at 3-7 Howell Crescent, Roskill**
- **Wairaki Stream Ecological Enhancement and daylighting projects**
- **Developing a Monte Cecilia Master Plan, providing us with a community informed vision, and enable us to strategically invest in the park in the years ahead.**
- **Focusing our environmental restoration work along the awa and coastline. In particular control of pest plants and animals, protection of native species and the restoration of walking tracks so they feel safe and accessible to the community again.**

Rodney

1. A key initiative under Community on page 12 that we support is *“Include climate-resilient design features in all minor works and renewals so climate-resilience becomes a routine part of everyday delivery.”*

2. Under Community on page 13, *“Transition facilities to multi-use, adaptable places and review our underused buildings and spaces to repurpose or sell and reinvest where growth and usage are highest,”* we suggest that such facilities are of high importance to the community and that if they are considered underused currently, then selling them is not the right response. Perhaps those community groups that currently take advantage of the community discount offered (up to 50% off) could be encouraged to pay the full amount, as they would presumably consider this preferable to losing the building. We like the key initiative of *“Make community facilities more multi-purpose by coordinating bookings, using movable equipment and offering a wider mix of activities across halls, libraries and recreation spaces.”*

3. Under Advocacy on page 14, CTA strongly supports *“Advocate for more investment in regional parks in our local board area to meet the pressures of population growth and tourism.”*

4. CTA supports all the key initiatives under Natural Environment (pp 16-17) and the advocacy (pp 17-18).

5. We support the advocacy under Built Environment, especially *“Advocate to make sure new development does not go ahead before essential infrastructure is in place.”* Our comments about infrastructure and PC120 on page 14 are relevant to this.

6. Under Transport, we support the key initiative *“Improve public transport frequency, reliability and services hours on key routes”* (pg 28).

7. From our Annual Plan submission:

CTA supports the following activities/projects proposed by this local board:

- **Progress reserve and playgrounds projects, enhance greenways, increase rural roadside weed control, and maintain heritage sites**

We particularly support this local board’s aim to maintain heritage sites.

- **Support volunteers to restore biodiversity through planting, pest plant and animal control, species protection, and local education**
- **Provide waste education, school freshwater programmes, and community-led stream restoration and catchment management plans to improve waterway health**
- **Supporting volunteers and environmental groups with planting, pest control, and clean -ups to protect biodiversity and create safe habitats for wildlife.**

Upper Harbour

1. CTA supports the Natural Environment key initiatives on pages 15-16.

2. In the 2023 draft plan, the Local Board stated that “Reducing carbon emissions as individuals can be difficult” and that “Communities need support and opportunities to make changes and live more sustainably” (page 16). We are pleased to see that in the current draft plan, included is: *“Support community-led initiatives and projects that encourage sustainable lifestyles, waste minimisation climate resilience and adaptation,”* along with further support for people to take positive environmental action.

3. We support all the advocacy on page 16 and 17, particularly *“Advocate for more funding for compliance and education to ensure that minimising construction and demolition waste is a priority,”* as this has been a submission point for CTA, for example, in our submission on the government’s Emissions Reduction Plan, as referred to on page 6 of this submission.

4. Under Built Environment, key initiative, page 19: *“Improve or dispose of assets that provide lower community benefits to provide more funds for priority spaces and facilities,”* as with our comments for other Local Boards, we caution about disposing of Council buildings because they are such a useful asset for the community, and suggest that instead, community groups may prefer to pay more for hire than lose the use of a building forever, and that buildings could be better advertised, for example, via Local Board newsletters. We therefore support the initiative on page 20: *“Support different uses of community spaces, including sharing spaces with community lease holders and creating hubs and community partnership opportunities.”*

5. We support the transport priorities on page 26, particularly: *“Advocate to make public transport cheaper and easier for young people to use”* and *“Advocate for Hobsonville ferry to be included in the \$50 a week Auckland public transport fare cap initiative.”* Perhaps the Upper Harbour Local Board would like to join the other Local Board that are advocating for young people to be entitled to a further discount on the \$50 fare cap.

6. From our Annual Plan submission:

CTA does not support reducing discretionary funding across all programmes and projects including environmental outcomes, events and activations, cycling initiatives and community outcomes.

We do support reducing maintenance like bollard and post and rail repairs and some garden maintenance, cost savings that most local boards are considering.

We do not agree with the proposed Option 2: Increase spectator fee and supervising adult fee at Albany Stadium Pool by \$1 (Fees will become \$2), and certainly not Option 3: Increase spectator fee and supervising adult fee by \$ 4 (Fees will become \$5).

We suggest that an alternative to increasing those fees would be to better monitor and enforce other existing regulations, e.g., implement the already existing fines (\$300) for walking a dog off-leash in an on-leash area. Such infringements could perhaps be

attended to by compliance officers who are already looking at issues of non-compliance by members of the public.

We do support the following:

- **Prioritise support for initiatives that deliver outcomes for our environment including community -led ecological initiatives, construction waste education, and the restoration projects.**

Waiheke

1. CTA supports all the Natural Environment key initiatives pages 16-17 and highlight *“Promote responsible pet ownership,”* as this is an initiative that we think all Local Boards could adopt. We also particularly like *“Continue to support and endorse organisations that enable Waiheke to move toward a fossil-fuel free future”* and *“Investigate the feasibility of using solar microgrids to power our community facilities.”*

2. We are also very supportive of all the advocacy on page 18 and would like all Local Boards that have shores to adopt those same points, and all the Local Boards in Auckland to join you in advocating to *“Ban the sale and use of fireworks in Aotearoa.”*

3. We support all of the key initiatives under Built Environment (pp 20-22) and recommend investigating the Magical Bridge NZ Playground in Hamilton for the initiative: *“Make sure we prioritise accessibility and inclusivity when we renew our playgrounds and facilities in line with the ‘Waiheke Be Accessible’ plan.”*

4. We support all the advocacy on page 22, in particular *“Any available council property being considered for health facilities or affordable housing,”* as a much better alternative to selling underused Council buildings.

5. As regard the priorities under Transport, CTA particularly supports *“Advocate for legislative change that would enable Waiheke ferries to be included in the Public Transport Operating Model;”* *“Advocate for the integration of AT HOP cards so monthly passes can be used on all ferry services;”* and *“Support work toward ensuring routes to all Waiheke schools are safe for walking and cycling.”*

6. We also suggest encouraging seniors who travel for free on HOP Gold cards to Waiheke to make a donation at the ferry terminal at Matiatia or online, perhaps towards a Waiheke community or an ecological need.

7. From our Annual Plan submission:

CTA supports the following activities/projects proposed by this local board:

- **Deliver investment in key areas, specifically:**
- **programmes which protect, restore, and enhance the island's natural environment**
- **Deliver actions within the Waiheke Local Carbon Action Plan**
- **Create connection to places and heritage through the installation of historical and cultural markers and dual naming of parks**
- **Improve walking/cycling network connections as outlined within the Waiheke Pathways Plan**
- **Ecological restoration and pest management programmes remain a high priority and the increase in birdlife and improved eco -systems is a testament to the on-going investment in this space**
- **Delivering actions from our Climate Action Plan remains a priority . To support resiliency on the motu, solar panels will be installed at Onetangi Sports Pavilion and Ostend Hall, and we will investigate development of community microgrids.**

CTA notes that many local boards had planned the dual naming of parks and we hope that these plans have either already been carried out or will soon be underway.

We suggest that learnings from investigating the development of community microgrids could inform other local boards.

Waitākere Ranges

1. In the 2023 Local Board Draft Plan, CTA supported this key initiative, which in various forms has been adopted by other Local Boards: *“Ensure universal design for accessibility is embedded into all park development projects to enable everyone to access their local parks”* (page 25). We would encourage its reinstatement in this year's draft plan.

2. Under Community, we support *“Prepare a Waitākere Ranges Local Parks Management Plan for our 200 local parks”* (pg 14). We like the emphasis on supporting *“well sited tree planting in parks,”* and the intention to *“Investigate a solar panel pilot on a community facility.”* The Aotea / Great Barrier Island Service Centre could perhaps assist with this pilot, being fully powered by solar energy.

3. We note on page 15 *“Support for continued recreational use of the Avondale Racecourse,”* and CTA supports this aspiration too, this multi-purpose large green space serving not just West Auckland but other residents across the city, such as with the longstanding Avondale Market. The land also has a vital role in absorbing excess rainfall and slowing floodwaters. We support this board and the Whau Local Board in their request to Auckland Council to purchase the property as a public asset.

4. We support the Local Board in continuing to work to *“formally recognise the area as a Dark Sky place”* (pg 16).

5. It is pleasing to see the 27 active environmental volunteer groups being recognised and appreciated by the Local Board (pg 16).

6. CTA supports all the Natural Environment key initiatives (pg 18) and the advocacy (pg 19).

7. In the Transport section, we endorse the statement that *“Freeing up road space for those without alternatives (e.g., tradespeople) is essential”* (pg 26). We support the Transport priorities (pg 28), particularly, *“A bus or shuttle services to places like Piha, and appropriately sized buses on narrow / vulnerable bush clad routes.”*

8. From our Annual Plan submission:

CTA supports the following activities/projects proposed by this local board:

- **Mobility scooter, walking and cycling connections, particularly through parks**
- **Continue to invest in environmental restoration programmes with a focus on the Waitākere Ranges Heritage Area and our waterways**
- **Deliver park development, including play and amenity improvements in Swanson, Te Henga and Titirangi**
- **Provide tree planting and shelter to provide shade and amenity in parks, as well as berm planting in streets with low tree cover**
- **Continue to invest in local climate action to increase resilience and decrease emissions**
- **Working on fit-for-purpose transport improvements like investigating a trial bus service to Piha, advocating for smaller buses, and creating safer local connections**
- **Improve Glen Eden town centre, and protect and enhance the nationally significant Waitākere Ranges Heritage Area**
- **Support the Waitākere Ranges Heritage Area Forum work programme, particularly community engagement**
- **Review maintenance of local parks and facilities to ensure they are well maintained while looking for savings**

Waitematā

1. In CTA's submission on the 2023 draft plan, we strongly supported this advocacy: *“Auckland Council to advocate for changes to legislation and regulations to enable councils to introduce planning controls on how urban trees are assessed and protected. Auckland Council to simplify and better resource processes for identifying and protecting mature trees”* (page 25). We would like to see this point retained in the 2026 plan.

2. In CTA's submission on the 2023 draft plan, under “Our Places” there were a detailed points about the city's historic heritage which we would like to see included in the 2026 plan to provide more detailed form than the somewhat general objective (pg 23 in the 2026 plan) *“Our unique special character and our historic heritage is valued, protected and enhanced.”* In last year's

draft plan, we read: “We want to increase understanding, protection and conservation of city centre heritage places, landscapes and stories” (page 33) and “Valued elements of heritage and special character in the local board area should be recognised formally and informally to assist with its protection and incorporation in the development of our urban landscapes” (page 34).

3. There was also this key initiative (pg 36): “Provide feedback on resource consents and planning processes to ensure heritage sites and Special Character Areas are protected” and the following advocacy (pg 37): “Advocate to the Governing Body to allocate adequate funds to restore and preserve its heritage buildings, including incorporating seismic strengthening where necessary, to ensure their ongoing usage; Advocate to the Governing Body to allocate adequate funds to continue identification and formal protection of heritage and character elements of the Waitematā environment; and Advocate to the Governing Body to retain the council’s Heritage Acquisition Fund to assist with the protection and adaptive re-use of significant heritage buildings in the local board area.”

4. We submit that some of this advocacy in points 2 and 3 above be included again.

5. We also supported the following initiatives (pg 44): “Support the preservation of significant heritage buildings such as Carlile House, the former Fitzroy Hotel and St James Theatre.” We are pleased to see that the St James Theatre is currently being restored and we wish the Local Board to support initiatives that make the facility viable. Carlile House and the Fitzroy Hotel are languishing and we submit that the Local Board include some advocacy position that would enable efforts to retain these buildings.

6. As last year, CTA submits that an important addition to the draft plan is the recognition that significant parts of the landscape need protecting, particularly the Waitematā Harbour and volcanic cones, and notwithstanding governmental aversion to amenity, the views of that harbour from certain identified vantage points and the view of and between the volcanic cones that it would we are all assured qualify as a UNESCO World Heritage Site.

7. Under Community, as regards the key initiative on page 15: *“Review our portfolio of buildings and consider reducing our asset footprint to have fewer but better assets that are fit for purpose and well used,”* as part of any proposed community facility rationalisation, CTA opposes the sale of Grey Lynn Public Library, and consider that building (pictured below left) which faces the busy arterial route of Great North Road, usefully provides the basis of expansion on the site (pictured below right), which runs down to Arch Hill Reserve.



8. We support all the key initiatives under Natural Environment on pages 18-19 and the advocacy on page 20.

9. Under Built Environment, we particularly appreciate the opportunity expressed as *“We value our special character and historic heritage areas and want to enable appropriate development that does not compromise the values that make them special to our community”* (pg 22).

10. We support the long list of key initiatives on pages 22-24. Having strongly supported the key initiative in the 2023 plan to: *“Deliver seismic strengthening, restoration and modernisation of Leys Institute Library and Gymnasium to preserve as a heritage taonga for future generations”* and having submitted for this through a number of Council processes, CTA is pleased to see the key initiative in the 2026 draft plan: *“Complete the refurbishment of the Leys Institute and Gymnasium into a valuable library and community facility and celebrate its reopening alongside the Friends of Leys Institute and the wider community”* (pg 23).

11. We support the advocacy on page 24-25: *“Enabling appropriate development, such as infill housing behind a character property and raising the height of houses, in special character and historic heritage areas without compromising the features that make them valued by the community.”* We note the risk of over-intensification and so our support is very much subject to avoidance of negative effects that may compromise the underlying heritage values.

12. We support the idea to *“Reduce barriers to outdoor dining, street trading and activations making it easier for bars, cafes and community groups to use footpaths and street space to create vibrant people friendly streets.”*

13. We particularly support the priority of *“Review streets where slower speeds are appropriate and explore opportunities for low-traffic neighbourhoods and greater safety around schools.”*

14. CTA has the view that this initiative is essential for pedestrian safety: *“Provide clear direction on the management of micromobility that balances safety, accessibility for different groups, particularly in high-density and pedestrian areas.”* Having people on skateboards, bicycles and e-scooters ride down the footpaths on Queen Street is plainly dangerous for pedestrians. It

seems that no one is taking any responsibility for this, despite the increasing number of accidents and near accidents with e-scooters, the latter making walking in the city centre in particular an experience fraught with anxiety. Furthermore, adults don't seem to know or care that riding a bicycle on the footpath is illegal, and while bylaws state that skateboarders must not ride in a way that could be dangerous, intimidating, or a nuisance, simply riding a skateboard on the footpath on Queen St is dangerous and intimidating.

15. We also note, as mentioned in the Challenges section for Transport, “aging and uneven footpaths,” with many trip hazards, but it is also to be seen with new paving (e.g., on Victoria Street East), where slippery materials were used and currently signs are up to warn pedestrians about slipping, as some people have already slipped and fallen. Pedestrians were also put in danger with the slippery-when-wet tiles that were installed some years ago on Karangahape Road. Such design mistakes should not be repeated.

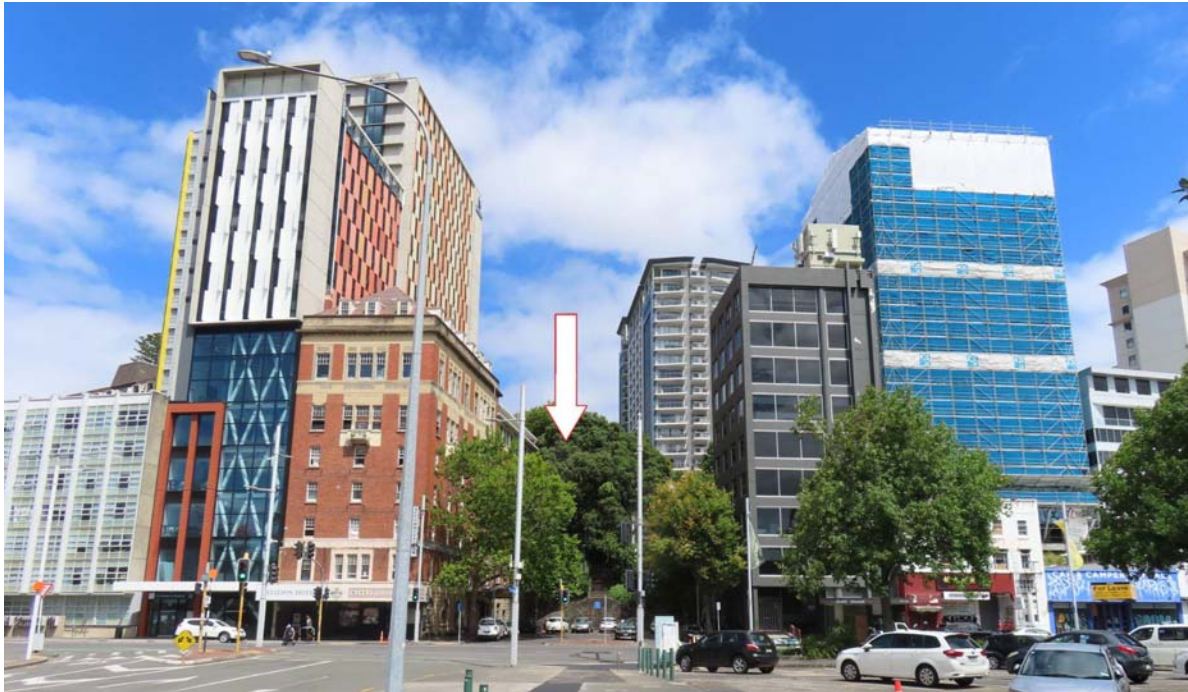
16. From our Annual Plan submission:

3(d) CTA does not support the currently proposed further expenditure on High Street in the city centre. As we said during our 23 March presentation, this expenditure is unnecessary, and, notwithstanding the supportive consultation results produced, the changes are, in fact, unwanted by many of the High Street businesses, which have had to bear several disruptions over the last couple of decades.

3(e) Council does not have endless money and there is no demonstrable return for the level of investment envisaged for High Street. If a redesign does go ahead, however, it should be simplified. The existing road already provides good natural drainage, and so, rather than digging up the whole street, something like the CCMP vision (below left), perhaps just substitute different new kerbstones, like the ones Council has used successfully up in Karangahape Road (below right).



3(f) Emily Place has \$10.5 million in line to be spent; however, there are other projects around the city that we consider are more worthwhile, for example, fixing the Ernest Davis steps, and other projects that would enhance the neighbourhood.



(In conjunction with fixing the Ernest David steps, it would be a worthwhile project at the same time to consider creating a pocket park at the bottom of the steps adjacent to the scheduled Station Hotel. This would involve Auckland Transport.)

3(g) CTA strongly supports [Jan Gehl's 2010 proposal](#) to make Hobson and Nelson Streets two-way: (see pp 104-107). This would transform these streets from high-speed, one-way "motorway-focused" roads, which would slow traffic and improve local connectivity. Consideration might also usefully be given to retention of the level and southern-most span of the soon to be demolished Hobson Street on-ramp. It's an existing and potentially useful piece of urban infrastructure.

Whau

1. Under Community (pg 14), we support *"Develop a Whau Local Parks Management Plan to guide the use, enjoyment, maintenance, protection and preservation of the 146 parks and reserves in the local board area."*

2. Under *"Community and environment are prepared for climate change and lower emissions"* (pg 14) we support the following key initiatives: *"Support community groups to help people of all backgrounds and abilities to get emergency ready for local hazards including severe weather events;" "Increase programmes and education around climate change risks and ways to take*

action, including in schools and for our diverse communities;” “Plant more trees to increase our tree canopy cover in our town centres, parks, and road reserves;” and “Support implementation of the Shoreline Adaptation Plans (Manukau Harbour North SAP and Waitemata Harbour West SAP) to manage coastal erosion and coastal flooding risks affecting council land and assets.”

3. CTA supports all the key initiatives under Natural Environment (pg 17) and the advocacy on page 18.

4. We support the key initiative (pg 20) “Plant trees in town centres and along road reserves to create green corridors that connect small and large open spaces,” using the principle of the right tree in the right place.

5. We support “Install physical markers to celebrate the historical Māori portage route between Waitematā and Manukau Harbours via the Whau River” (pg 20), noting that for the Auckland Heritage Festival in October 2017, CTA held two events, in collaboration with Walk Auckland, where participants walked the portage routes in Otahuhu and New Lynn.

6. We strongly support “Investment in greenspace, including funding to secure Avondale Racecourse to provide open space and recreation areas for the community.”

7. We note the document titled ‘Avondale - Town Centre Regeneration High Level Project Plan, produced by Eke Panuku in November 2017. ([AVONDALE](#)) It notes *The Avondale Racecourse is adjacent to the town centre. It provides an attractive outlook and contributes to the character of the area through its racing activities and the popular Sunday markets. The racecourse also represents a potential future opportunity to significantly contribute to housing supply in Auckland.*



8. More recently, a submission by NZTR to Auckland Council’s proposed Plan Change 120 to encourage intensive housing development rezoning for buildings up to 34.5m high. CTA considers the scale of development proposed is evident in the height limits anticipated under PC120 seems excessive. CTA supports the Whau Local Board’s proposed ‘Investment in greenspace, including funding to secure Avondale Racecourse to provide open space and recreation areas for the community.’ Some of the community’s wishes for retention of open space are outlined on [this link](#) below:

9. Under Economic Development, we endorse *“Support local businesses to reduce emissions and waste and lessen their impact on local waterways.”*

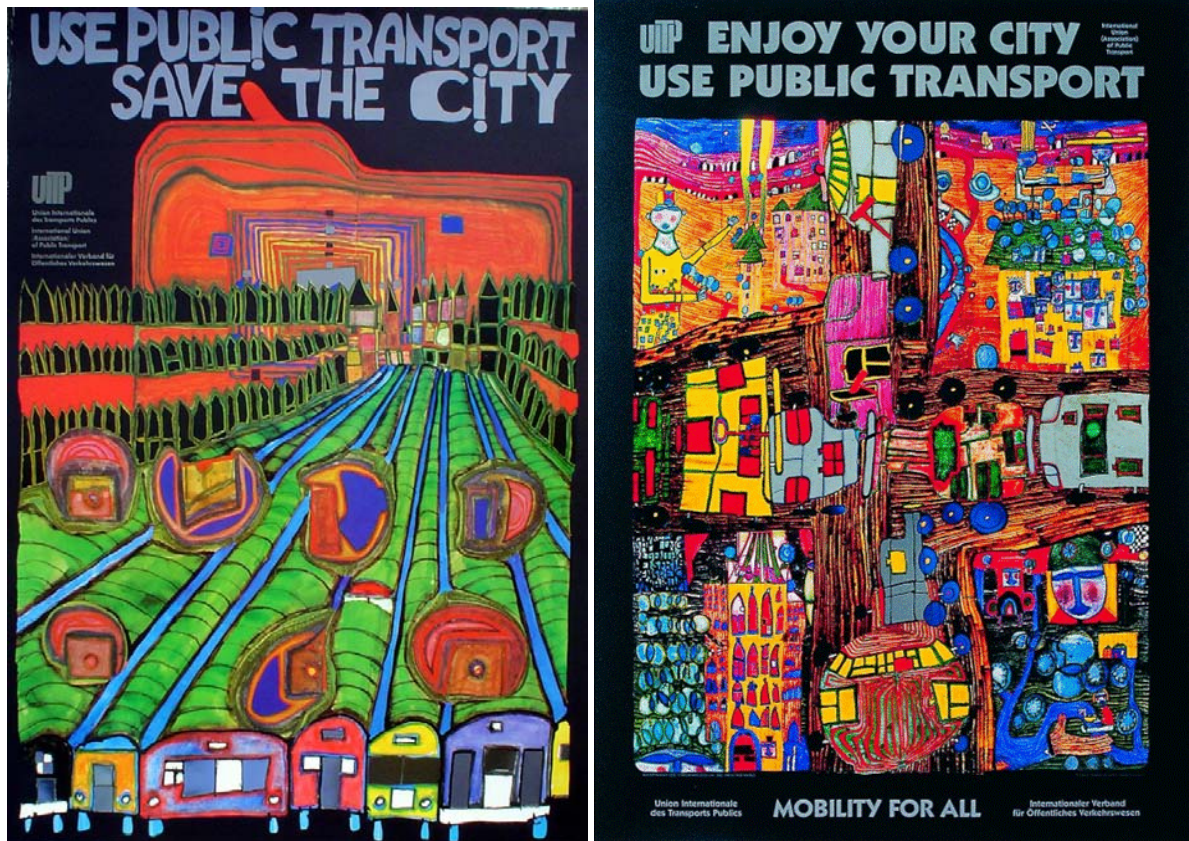
10. We support all of the Transport priorities on pages 24-25, particularly noting *“Encourage more public transport use and multi -modal travel through ... provide bike infrastructure on trains and buses.”* We note that 15 buses on the NX1 route now have space for bicycles, and that buses that travel to and from Whau could be similarly outfitted.

11. From our Annual Plan submission:

CTA supports the following activities/projects proposed by this local board:

- **Improve water quality and flood resilience of Whau streams and rivers through collaboration with volunteers, local schools, community hubs, organisations, and neighbouring local boards**
- **Develop a Local Parks Management Plan to guide decisions on managing use, development, and protection of all 146 parks, reserves and open space within the Whau**
- **Plan and design a local park in conjunction with the stormwater pond construction at the old Crown Lynn Pottery site**
- **Improve coordination for community resilience and emergency preparedness across Whau hubs, houses, and other community spaces**
- **Progress Whau heritage initiatives including to renew and provide interpretation for existing Pou and to install physical markers along the historic portage route that links the Waitematā and Manukau harbours.**
- **Aim to improve the water quality and flood resilience of our waterways and fund a coordinator to support emergency preparedness.**
- **Advocate for the acquisition of a significant proportion of Avondale Racecourse to remain open space.**
- **Construction of Te Hono library and community centre, design of a pool and recreation centre in the Whau area and a park at Crown Lynn Place.**
- **Aim to deliver initiatives that recognise the rich heritage in our area.**

We conclude by sharing these two inspiring posters by Hundertwasser that promote public transport:



Date of submission: 23 July, 2026



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#443

Note: This simplified 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.

Submitter details:

Organisation: Clarks Beach Public Wharf Society Incorporated

Local Board: Maungakiekie-Tāmaki

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Tell us why

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)
3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)
4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**
Which of the following transport issues are most important to you?
(Select up to 3 options)
5. **Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**

TO: Maungakiekie-Tāmaki Local Board

DATE: 23 July 2026

SUBJECT: Submission on the Maungakiekie-Tāmaki Local Board Draft Plan 2026 – Manukau Harbour Connectivity and Onehunga Wharf Access

1. PURPOSE OF THIS SUBMISSION

Thank you for the opportunity to provide feedback on the Maungakiekie-Tāmaki Local Board Draft Plan 2026.

The **Clarks Beach Public Wharf Society Incorporated (CBPWS)** is a not-for-profit incorporated society. Our constitution establishes our primary aims as:

"To construct an All Tide Public Wharf facility in the vicinity of the Clarks Beach Yacht Club to enable the establishment of a Manukau Harbour ferry/commuter/tourism facility" and "To encourage water borne passenger transport on the Harbour."

We are a community-led organisation working to realise the Manukau Harbour's potential as a transport and recreation corridor — a "Blue Highway" that connects communities, reduces car dependency, and creates economic and tourism opportunities.

This submission provides specific feedback on the Transport and Natural Environment sections of the draft Plan, with a focus on **Manukau Harbour connectivity, Onehunga Wharf access, and passenger ferry services**. We request that the Board consider adding several initiatives and advocacy items to the final Plan.

2. COMMENDATIONS AND SUPPORT

We wish to formally commend and support the Board on the following commitments within the draft Plan:

2.1. Transport – Active Mode and Public Transport

We strongly support the Board's commitment to improving active and public transport, including:

- The continued delivery of the **Maungakiekie-Tāmaki Local Paths (Greenways) Plan** and connecting existing routes.
- Advocacy for **integrated public transport hubs at Glen Innes, Onehunga, and Penrose**.
- The commitment to **support changes to roads and intersections to improve safety**.
- Advocacy to **retain the Local Board Transport Capital Fund**.

These initiatives demonstrate a genuine commitment to giving people real transport choices and reducing car dependency. We strongly support these priorities.

2.2. Manukau Harbour Initiatives

We also commend the Board for its commitments to the Manukau Harbour, including:

- Advocacy for **investment and initiatives which achieve better outcomes for the Manukau Harbour**, including supporting the strategic direction of the **Manukau Harbour Forum**.
- The commitment to **support initiatives which improve water quality and biodiversity**.
- The continuation of the **Shoreline Adaptation Plan**.
- Advocacy for **dredging of the Onehunga Lagoon** to remove contamination.
- The commitment to **support community-led pest plant and animal control** and increase investment in **ecological restoration**.

These initiatives are essential to restoring the mauri of the Manukau Harbour. As an organisation with a constitutional commitment to *"collaborate with all communities and organisations that border on or are influenced by the Manukau Harbour"* and to *"prevent pollution and abuse of the Harbour as a natural resource,"* we fully support these objectives.

3. RECOMMENDATIONS – ADDITIONS TO THE LOCAL BOARD PLAN

While the draft Plan contains many commendable initiatives, we respectfully request that the Board consider adding the following items to the final Plan to unlock the full potential of the Manukau Harbour as a connector of people, place, and economic opportunity.

3.1. Onehunga Wharf – Public Access and Ferry Connections

The draft Plan does not currently address **public access to Onehunga Wharf** or the potential for passenger ferry services on the Manukau Harbour. This is a significant missed opportunity.

The Issue:

Onehunga Wharf is a council-owned asset with significant potential as a gateway to the Manukau Harbour. However, public access is currently restricted or unclear, preventing the establishment of passenger ferry services that could connect communities across the harbour.

Requested Addition to the Plan:

Advocate for public access onto Onehunga Wharf for public utility, including access for passenger ferry services. Public access to the wharf will enable ferry services to be provided for the Manukau Harbour, connecting communities, reducing car dependency, and unlocking the harbour's potential as a "Blue Highway." Ideally, access should be provided between the wharf and the pedestrian bridge to create a seamless connection for users.

Rationale:

- Onehunga Wharf is a strategic asset that is currently underutilised.
- Ferry services provide a low-carbon transport alternative for Manukau Harbour communities.
- Public access would enable the wharf to function as a gateway to the harbour, supporting recreation, tourism, and community connection.
- This aligns with the Board's own commitments to improving transport choices and sustainability.

The draft Plan does not currently include specific support for passenger ferry services on the Manukau Harbour. While operating a ferry service is outside the Board's direct remit, adding support for ferry services into the Plan allows ferry service planning to progress.

Requested Addition to the Plan:

Support the establishment of a passenger ferry service connecting Onehunga to Matakawau (Awhitu), Clarks Beach, Te Toro, Kahawai Point, and the Glenbrook steel mill, linking coastal Manukau communities. This service would provide a vital transport link for communities currently isolated by road dependency, reduce congestion, and support local economic development.



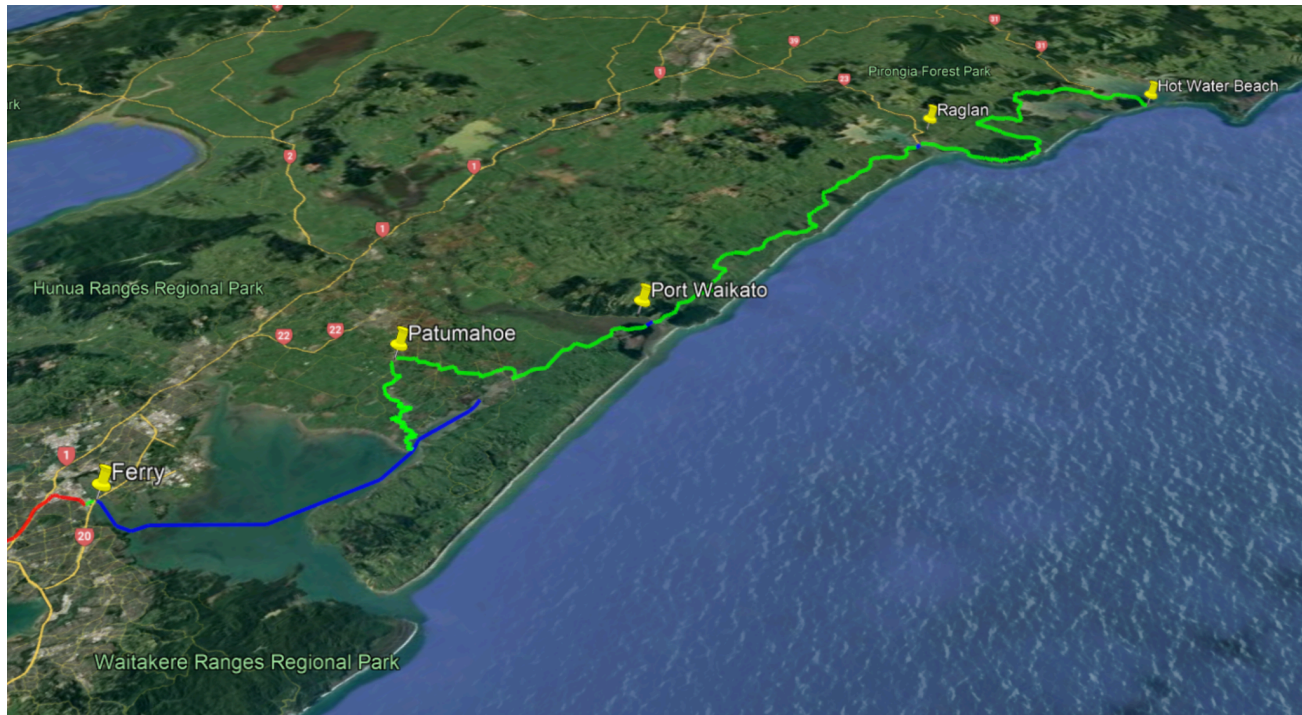
Rationale:

- Coastal Manukau communities are currently car-dependent and isolated from services and employment. The 2022 storms isolating Awhitu communities highlighted the need for resilience and alternate forms of transport.
- A ferry service would provide equitable access to education, employment, healthcare, and recreation, and reconnect our harbour communities.
- This aligns with the Board's commitment to equitable outcomes and improved transport choices.
- This aligns with the Franklin Local Board's "Blue Highway" initiative establishing ferries for transport
- This directly supports the CBPWS's constitutional aim *"to encourage water borne passenger transport on the Harbour."*

We request that the Board add support for the following destination tourism initiative:

Requested Addition to the Plan:

Support the development of a destination tourism route connecting Onehunga to Clarks Beach, the Taihiki inland waterway trail, Patumahoe, Waiuku, Awaroa Portage, Port Waikato, Raglan, and Kawhia Hot Water Beach. This route, already in development with Franklin and Waikato communities, would link the new train stations and the Port of Onehunga via a ferry service, creating a world-class multi-modal tourism experience comparable to the Hauraki Rail Trail (which generates approximately \$33 million per year in visitor expenditure).



Rationale:

- This route would combine ferry, cycling, and walking experiences to create a uniquely New Zealand tourism product.
- It would drive visitor spending across multiple communities, supporting local businesses and creating jobs.
- It aligns with the Board's economic development objectives and its commitment to supporting tourism and local enterprise.
- The connection to new train stations and the Port of Onehunga would make the route accessible to domestic and international visitors.

3.4. Support for the Clarks Beach Public Wharf Society's Goals

We request that the Board formally support the **Clarks Beach Public Wharf Society** and its goals:

Requested Addition to the Plan:

Support the Clarks Beach Public Wharf Society and its goals to deliver wharfs and passenger services to the Manukau Harbour, including advocacy to central government, the Governing Body, and relevant agencies for investment in harbour infrastructure and ferry services.

Rationale:

- The Clarks Beach Public Wharf Society is a not-for-profit, incorporated community-led organisation working to realise the harbour's potential as a transport and recreation corridor. Its constitution explicitly commits it to operating "*without purpose of gain for its members*" and to using any income or assets "*in the promotion of the Society's objectives.*"
 - Formal Board support would strengthen advocacy efforts and signal a genuine commitment to harbour connectivity.
 - This aligns with the Board's existing advocacy for better Manukau Harbour outcomes.
 - The CBPWS is a ready-made community partner capable of working alongside the Board to deliver on shared objectives.
-

3.5. Support for Placemaking Connecting the Community with the Manukau Harbour

We request that the Board add the following initiative:

Requested Addition to the Plan:

Support placemaking initiatives that connect the local community with the Manukau Harbour and its history, including public art, interpretation, wayfinding, and activation of harbour-edge spaces. Support any initiative that enables access onto the harbour as a way of connecting people and place, and build connections to other Manukau Harbour communities.

Rationale:

- The Manukau Harbour is a defining feature of the Maungakiekie-Tāmaki area, yet many residents have limited connection to it.
 - Placemaking would celebrate the harbour's history, ecology, and cultural significance. It would foster a sense of stewardship and belonging, aligning with the Board's community objectives.
 - It would complement the Board's existing Transform Onehunga and Te Pumanawa o Onehunga projects.
-

3.6. Connectivity Between Onehunga Wharf and Onehunga Train Station

We request that the Board review and advocate for improved connectivity between the Port of Onehunga and the Onehunga train station:

Requested Addition to the Plan:

Review and advocate for improved pedestrian and cycle connectivity between Onehunga Wharf and Onehunga Train Station, noting that they were once at the same location. The path between them currently needs work to provide a safe, accessible, and welcoming connection for residents and visitors.

Rationale:

- The historical connection between the wharf and the train station represents a lost opportunity for integrated transport.
- Improved connectivity would enable seamless transfers between rail, ferry, and active transport modes.
- It would support the Board's objectives for integrated public transport hubs and improved walkability.
- It would enhance the visitor experience for those arriving by train and connecting to ferry services.
- We are aware of the planning challenges around this area and future motorway plans, but this is all achievable.

4. SUMMARY OF REQUESTED ADDITIONS

Topic	Requested Addition
Onehunga Wharf Access	Advocate for public access onto Onehunga Wharf for public utility, including passenger ferry services.
Manukau Harbour Ferry Services	Support the establishment of a passenger ferry service connecting Onehunga to Matakawau (Awhitu), Clarks Beach, Te Toro, Kahawai Point, and Glenbrook.
Destination Tourism Route	Support the development of a destination tourism route from Onehunga to the West Coast (Clarks Beach, Taihiki Waterway, Patumahoe, Waiuku, Awaroa, Port Waikato, Raglan, Kawhia).
Clarks Beach Public Wharf Society	Formally support the Clarks Beach Public Wharf Society and its goals to deliver wharfs and passenger services to the Manukau Harbour.
Placemaking	Support placemaking initiatives that connect the community with the Manukau Harbour and its history.
Wharf–Station Connectivity	Review and advocate for improved pedestrian and cycle connectivity between Onehunga Wharf and Onehunga Train Station.

Thank you once again for the opportunity to provide feedback on the Maungakiekie-Tāmaki Local Board Draft Plan 2026. We commend the Board for its existing commitments to active transport, public transport, and the Manukau Harbour.

The **Clarks Beach Public Wharf Society** is a constituted, not-for-profit community organisation with a clear mandate to encourage water-borne passenger transport on the Manukau Harbour. We stand ready to work alongside the Board, Auckland Council, and other partners to unlock the harbour's potential.

However, we respectfully submit that the full potential of the Manukau Harbour as a connector of people, place, and economic opportunity will only be realised if the Board takes bold action to unlock public access to Onehunga Wharf, support passenger ferry services, and invest in placemaking that celebrates the harbour's history and significance.

We urge the Board to add the requested initiatives to the final Plan and to champion the Manukau Harbour as a "Blue Highway" that connects communities, reduces car dependency, and creates world-class tourism and economic opportunities.

We remain available to elaborate on any of the above points, either in writing or through direct presentation to the Board.

Clarks Beach Public Wharf Society Incorporated

[REDACTED]

[REDACTED]

[REDACTED]



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#440

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Submitter details:

Organisation: Communities against alcohol harm

Local Board: Regional Organisation

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Tell us why

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)
3. **Which of the following would most improve neighbourhood parks for young people?**
(Select up to 3 options)
4. **Local board decision making for transport is changing. Local Boards will decide on some things and advocate for others.**
Which of the following transport issues are most important to you?
(Select up to 3 options)
5. **Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**

23 July 2026

Local Board Plan
Auckland Council
Private Bag 92300
Victoria Street West
Auckland 1142



Maungakiekie-Tāmaki Local Board Plan 2026

Introduction

Thank you for the opportunity to provide feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026 (the draft plan).

This feedback is provided on behalf of Communities Against Alcohol Harm (CAAH). We are a charity that supports communities in navigating alcohol licensing processes to reduce alcohol-related harm across Aotearoa.

Since 2014, CAAH has provided advice and support to local community organisations, members of the public, local government members and stakeholders relating to applications for alcohol licences within local community areas, initially in South Auckland but now throughout Aotearoa.

We are active in the community supporting work to reduce alcohol related harm. We offer pro bono support to objectors and other organisations such as Māori Wardens, and local residents concerned about alcohol harm. We also support local board members in their alcohol licensing role.

Feedback

Overall we support the vision and priorities set out in the draft plan.

We commend the Local Board for its leadership and advocacy in community safety and work to reduce alcohol related harm.

However we are concerned that the draft plan does not directly address safety and community well-being. We know that residents experience alcohol-related harm such as noise, nuisance and anti-social behaviour. The proliferation of off-licences can significantly impact community well-being and safety.

We therefore recommend the local board consider including a goal of *Family, whānau health, **safety** and social wellbeing is supported and strengthened.*

To support this goal the board could consider including a key initiative of *Work with community partners who are working to reduce harm related to smoking, vaping, gambling, alcohol, drug use, solvent and inhalant abuse, and unhealthy diets.*

We support the local board's advocacy in the Economic Development focus area: *Continue to oppose new liquor and vape shops, particularly close to schools, and advocate to better regulate these businesses to help reduce community harm.*

CAAH welcomes opportunities to partner with the local board to continue helping people navigating complex alcohol licensing processes, working to reduce alcohol-related harm and improving safety in Maungakiekie-Tāmaki.

We would like to present our feedback to the local board if this option is available.

Ngā mihi,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



Have Your Say on the Draft Maungakiekie-Tāmaki Local Board Plan 2026

#530

Note: This simplified 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.

Submitter details:

Organisation: Community Groups Feeding the Homeless Inc.

Local Board: Regional Organisation

Your feedback:

1. **Overall, how well does the draft Maungakiekie-Tāmaki Local Board Plan reflect the priorities of your community?**

Tell us why

2. **Which of these do you believe our diverse community needs most?**
(Select up to 3 options)
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Which of the following transport issues are most important to you?
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5. **Do you have any other feedback on the draft Maungakiekie-Tāmaki Local Board Plan 2026?**

See attached

Submission of Community Groups Feeding the Homeless

Draft Local Board Plans - all



Organisation: Community Groups Feeding the Homeless Inc.

Date of submission: 23 July 2026

The focus of Community Groups Feeding the Homeless (CGFH), in existence for 8 years, is on feeding homeless people and supporting them in other ways. We act as an umbrella group that supports a number of groups, including Sunday Blessings (Waitematā) and Waka of Caring (Manurewa). We maintain a [list](#) of free community meals in the city centre.

We greatly appreciate the support that local boards in general give to people experiencing homelessness and at risk of experiencing homelessness, including the funding provided by the Manurewa Local Board to support the Waka of Caring drop-in centre, and by the Waitematā Local Board for Sunday Blessings, WeCare and CGFH itself.

We repeat our advocacy as per the 2023 Local Board Plans for pātaka kai (<https://www.patakai.co.nz/>) and community fridges to be established and supported in all Local Board areas.

In our 2023 feedback, we suggested that once the food scraps bins were in place, that the community be encouraged to place any edible food that they don't need in a pātaka kai or community fridge rather than in their food scraps bin.

We would also like to remind Local Boards that all the Sikh gurdwaras throughout Auckland are open 24/7, with food available for anyone in need.

We see the Local Board newsletters as a useful way to inform local communities about such things as pātaka kai and encourage the public and food outlets to donate their excess food to them, and to donate unneeded clothing or household goods to op shops or centres like the Waka of Caring drop-in centre.

CGFH would like to express our appreciation to the libraries and community centres that provide a safe and welcoming place for homeless people and support them in a number of ways.

We include extracts from our 2 July written submission and our 17 July oral submission to government on the Summary Offences (Move-on Orders) Amendment Bill that we consider are relevant to Local Boards:

“Housing First needs more funding and visibility. It has a dedicated website and is mentioned on the websites of members of its collective, but in our experience, the programme is not well known in New Zealand. More landlords need to know that they can place their houses into the Housing First pool and the tenancy and property will be managed, with the rental payments guaranteed ... We think the government and councils could help to publicise the programme more, such as in local board newsletters, on billboards and on buses.

“Members of CGFH have advocated since 2016 for the re-establishment in Auckland of a night shelter (ideally, a number of small to medium-sized night shelters), which most other cities in New Zealand have, and which existed in our city until 2012. For

people experiencing homelessness, a night shelter would provide a place to sleep and potentially somewhere to store their belongings.

“In addition to night shelters, we have advocated for (more) funding from both central and local government to provide activities for homeless people during the day, such as the programmes carried out at the Auckland City Mission, so that these people can be occupied, feel valued, gain confidence, contribute, and learn a skill. We acknowledge Heart of the City’s successful Street Guardians¹ initiative, which we understand is still operating, as “a positive approach to addressing begging in the city centre. It gives people who would otherwise be begging the opportunity to spend a day undertaking activities with community organisations, such as restoring wetlands to planting trees and cleaning beaches.

“We have also advocated to Auckland Council that lockers for homeless people (and others, such as travellers) be provided, in Auckland, perhaps at the central railway stations. This should mean that fewer items are left on the street and thus would facilitate people to become more actively involved in the community, to travel on public transport, and to seek work. It should also mean that people are more able to retain their important documents, essentials medications and personal belongings ... The new railway stations could be good places for lockers.

“We also think lockers for homeless people to store their gear would go some way to solving the problem of people leaving bedding and other items on the street. The new railway stations could be good places for lockers.”

Having read the Local Board draft plans, we would like to share the Waiheke Local Board’s advocacy (pg 22) with regard to underused Council buildings, that “Any available council property being considered for health facilities or affordable housing.” We would extend this to suggest that unused or underused Council buildings could be considered as night shelters for people experiencing homelessness.

We endorse the support and/or recognition of these local boards for those experiencing homelessness or at risk of becoming homeless, and/or advocating for kai sovereignty, as expressed in their draft plans, as follows.

Albert- Eden

Work with organisations, such as Auckland City Mission, Lifewise or Salvation Army, to provide support to people experiencing homelessness, including accommodation facilities, wrap-around services and kai (food) (pg 15).

More resources to address the growing need for mental health and emergency housing services in local areas (pg 16).

Aotea- Great Barrier

Support investigations and initiatives into local housing solutions for kaumātua, pensioners, papakāinga (settlement) and worker accommodation.

Devonport-Takapuna

Increased funding and resourcing for the council’s regional homelessness initiatives.

Howick

Develop a holistic approach to community resilience by integrating social wellbeing, economic resilience, disaster readiness, and sustainable food-growing initiatives.

Kaipātiki

Work with community organisations to support improved outcomes for our homeless.

Support community-led low carbon food initiatives that also promote kai (food) sovereignty (people and communities having control over their own food systems).

Māngere-Ōtāhuhu

Support community gardens, māra kai and other initiatives to improve food security at a local level.

A regional approach to solutions that address homelessness , rough sleeping and poor housing standards for the most vulnerable in our communities.

More resources to help build the resilience of our most vulnerable communities and better prepare them for emergencies and disasters.

Manurewa

Support initiatives that improve the health and wellbeing of our people in partnership with community organisations, including initiatives addressing homelessness.

Work with community partners who are working to reduce harm related to smoking, vaping, gambling, alcohol, drug use, solvent and inhalant abuse, and unhealthy diets.

Continue to fund a community broker role to deliver the Ngā Hapori Momoho Thriving Communities Strategy, connect the community with council departments and elected members and use external funding services.

Continue to support Auckland Teaching Gardens and fund other community food initiatives such as local food markets and community gardens.

Continue to fund locally led food sovereignty and initiate ways to strengthen community-led food systems in Manurewa.

Maungakiekie-Tāmaki

Investigate opportunities for community -led initiatives such as projects that help residents to grow their own food.

Otara-Papatoetoe

We need to work with government agencies, community groups, and social services to address the underlying causes of homelessness. Together we can make sure our policies and programmes focus on long-term community resilience and compassion for our communities of greatest need, including people experiencing homelessness.

Work with experts and community leaders on how to best help people experiencing homelessness.

Advocate for a meaningful, collaborative approach between Auckland Council and central government to address the underlying causes of homelessness, noting that policies like 'move-on orders' do not solve the problem.

Support māra kai and community garden initiatives – including through the Ōtara Kai Village, to continue to provide our communities with education and healthy options.

Papakura

Support placemaking, community-led activations, māra kai and food security initiatives that build resilience and local identity.

Upper Harbour

Advocate for shared agency solutions for issues such as community safety, homelessness and protecting our natural corridors that keep our public spaces safe and easy to access for the whole community.

Waiheke

Partner with health organisations to ensure mental health and disability support for tangata whaiora (a person seeking wellness) is accessible for all members of our community.

Any available council property being considered for health facilities or affordable housing.

Advocate for and use national policy changes (like National Environmental Standards for Detached Minor Residential Units) to lower the permitted standards for minor dwellings, making sure these are prioritised for long-term residential housing.

Support the vision of the Waiheke Food Charter, to work toward a sustainable local food system.

Waitākere Ranges

Investigate opportunities to promote kai sovereignty.

Waitematā

Waitematā ... works with communities and partners to support people experiencing homelessness.

As a local board, we recognise and respond to complex challenges such as homelessness, public safety perceptions, ageing infrastructure and pressure on limited open space.

Homelessness continues to be a complex and visible issue in parts of Waitematā and requires coordinated responses beyond the local board's direct control.

Support local and regional initiatives and organisations that address homelessness, particularly youth homelessness.

Support and strengthen our network of community gardens and food resilience initiatives that enable communities to grow, share, and access healthy, culturally appropriate kai, while building local capability and connected, sustainable neighbourhoods.

The delivery of affordable, public, and community housing in the city centre and inner suburbs that helps addresses homelessness, supports quality urban living, enables people to live close to jobs and services, and sustains long-term community wellbeing.

Improved access for people experiencing mental health, addiction, and social challenges through coordinated, place-based service delivery that enhances safety, inclusion, and wellbeing in the city centre.

Whau

Develop a low carbon, resilient, local food system that provides Whau residents access to fresh and healthy food.

Support our vulnerable people and rough sleepers through cross -agency partnerships and community programmes.

Increased Housing First placements in Auckland, with priority for high-need areas such as the Whau.