Consultation on the draft Local Board Plans 2026

Written Feedback

Ōrākei Volume #1

23 June 2026 to 23 July 2026

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Have Your Say on the Draft Ōrākei Local Board Plan 2026

#153

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: Age Concern Auckland Japanese community

Local Board: Whau

Your feedback:

1. **How well do you think our draft Plan reflects the needs and aspirations of our community over the next three years?**

   Quite well

   Tell us why

   The draft Plan presents a positive and well-considered vision for the next three years. I hope, however, that the final Plan will continue to reflect the lived experiences and practical needs of local communities.

   For example, many older residents are still not confident using digital services, so it is important to maintain non-digital ways of accessing information and support. I also encourage the Council to consider providing language support for free seminars and information sessions delivered by professionals, so that people from culturally and linguistically diverse communities can benefit equally.

   Partnering with community organisations that already have trusted relationships with multilingual communities would make it easier for people to access information, ask questions, and seek ongoing support. This approach would strengthen community engagement and help ensure that no one is left behind.

2. **The draft local board plan focuses on five key outcome areas for our community. The draft plan includes proposals to meet the needs of our community for each of the outcome areas. In the draftplan, these proposals are made up of objectives and initiatives.**

   What do you think of the proposals for each of the key outcome areas?

Community	Support all
Natural environment	Support most
Built environment	Support most
Economy	Support most
Transport	Support most

   Tell us why

3. **Auckland Council's strategic framework identifies three considerations for all decisions and investments: Māori outcomes, climate outcomes and equity outcomes. These are woven throughout the plan.**

   How well have we captured these considerations?

Māori outcomes	Quite well
Climate outcomes	Quite well
Equitable outcomes	Quite well

   Tell us more

4. **Do you have any other feedback on the draft Ōrākei Local Board Plan 2026?**

   Age Concern Auckland run a monthly MeetUp in the Orakei area for older residents to help reduce social isolation and strengthen community connections.

   Many participants rely on driving because of age-related mobility challenges. The current two-hour parking limit around some community venues can make it difficult for them to attend our regular MeetUps, which usually last longer than two hours.

   We encourage the Local Board to consider more flexible parking arrangements or extended time limits for small, regular community gatherings that promote social connection and wellbeing for older residents.

Have Your Say on the Draft Ōrākei Local Board Plan 2026

#285

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. **How well do you think our draft Plan reflects the needs and aspirations of our community over the next three years?**

   Tell us why

2. **The draft local board plan focuses on five key outcome areas for our community. The draft plan includes proposals to meet the needs of our community for each of the outcome areas. In the draftplan, these proposals are made up of objectives and initiatives.**

   What do you think of the proposals for each of the key outcome areas?

Community	
Natural environment	
Built environment	
Economy	
Transport	

   Tell us why

3. **Auckland Council's strategic framework identifies three considerations for all decisions and investments: Māori outcomes, climate outcomes and equity outcomes. These are woven throughout the plan.**

   How well have we captured these considerations?

Māori outcomes	
Climate outcomes	
Equitable outcomes	

Tell us more

4. Do you have any other feedback on the draft Ōrākei Local Board Plan 2026?

AK Have your Say
Draft 2026 Waitematā Local Board Plan

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

Introduction

Aktive 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.

Aktive 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. Aktive partners with, and invests in, a range of organisations and projects that get more people active in Auckland.

Response to the draft 2026 Waitematā Local Board Plan

We have read the consultation documents and draft 2026 Waitematā Local Board Plan to help inform this submission. We firstly want to acknowledge the significant investment into our sector by Local Boards. We were pleased to be able to support this investment by recently providing funding towards the proposed Waitematā Local Board Sport and Active Recreation Facility Plan.

Community

We support the Objective *'Build a thriving cultural, social and recreational community through strong partnerships*' and the initiatives:

- *Investigate entering into long-term funding agreements so that our partners can have the security to deliver their programmes while retaining our ability to provide grants to smaller groups to deliver short-term positive outcomes.*
- *Investigate a sports partnership with the Ministry of Education to enable more public access to their sports facilities within the board area, with a particular focus on opportunities for women and girls to participate.*
- *Strengthen our relationship with Mana Whenua and iwi, and mataawaka to celebrate those partnerships and promote Māori culture and identity through events, placemaking, or narrative wayfinding.*

We support the Objective '*Every part of our community feels welcome, connected and supported*' and the initiatives:

- *Explore ways to deliver local programmes that benefit our older and physically less able communities.*
- *Continue to support youth wellbeing, ensuring that they have access to the services, spaces and community connections they need.*
- *Continue to encourage playful and playable elements in our public spaces through implementation of the Waitematā Play Plan.*

We support the Objective '*Arts, culture and events are celebrated and create vibrant places and spaces'* and with particular reference to the initiative:

- *make the most of our libraries, community centres and arts studios to deliver free and affordable programmes including play activities, to support wellbeing, resilience and community connections*.

We support the Objective '*We have a rich network of much-loved community spaces'* and the initiatives:

- *Ensure our community places and spaces are well maintained and looked after in a cost-effective way and are sustainable and resilient to the impacts of climate change.*
- *Assess our community leases to be more intentional in how groups are placed, creating a strong community lease network that meets the diverse needs of our community and utilises underused facilities.*

- *Increase access to parks and reserves through greenways connectivity, renewal works and park upgrades and look for opportunities within our park and facilities network to implement play activations.*
- *Reduce barriers for community groups wanting to use public spaces and facilities, e.g. simplifying searches, permits, fees, and booking processes, so more people can organise events and activations.*

We recognise that Local Boards are under financial pressure. However, we are cautious about the proposed initiative to review the building portfolio with a view to reducing the overall asset footprint. Asset disposals should only be considered where there is clear, robust evidence to support the decision, and only after all other options have been fully explored and exhausted.

Natural Environment

We support the Objective *'Maintain, restore and enhance our urban natural environment'* with particular reference to the initiative:

- *Continue to support local stream restoration and water quality improvement projects that boost biodiversity in Waitematā, enable swimmable beaches and reduce flood risk by increasing stream capacity and improving floodplain function.*

We support the Objective *'Champion more sustainable waste management options and community climate action'* with particular reference to the initiative:

- *Support community-led transport initiatives, such as bike hubs, cycle skills training and local bike groups to leverage investment in the CRL and other transport infrastructure such as cycleways*.

Built Environment

Aktive supports the Objective *'Continue to build a worldclass international city centre by enhancing the public realm, particularly around our train stations'* and the initiatives:

- *Enhance pedestrian connections, amenities, accessible play, seating and green spaces for residents living in high-density environments, including Te Tōangaroa and Victoria Quarter.*
- *Provide access to free or low-cost, non-corporate and safe third spaces that cater to young people and residents in high density areas.*

Aktive supports the Objective *'Art and other design elements enliven our spaces and bring our community together'* with particular reference to the initiatives:

- *Design and activate spaces for a wide range of users at different times of the day.*
- *Create more opportunities for play that can be used by everyone.*

We ask that the Local Board also consider the role that active recreation and sport can play in activating spaces and bringing the community together.

Transport

Aktive strongly supports the Objective '*Active modes are encouraged and enabled'* and the priorities:

- *Progress the Waitematā Greenways Plan and Local Active Modes Plan (LAMP) projects for west Waitematā and investigate beginning a LAMP for east Waitematā.*
- *Review the laneways approaches outlined in the Newmarket Plan, working with business and community stakeholders to identify ways to improve the urban realm and enable more active transport.*
- *Safer and more accessible transport and public spaces, including improved connections around Parnell Station, safer routes from CRL stations to universities, enhanced wayfinding and lighting.*
- *Review streets where slower speeds are appropriate and explore opportunities for low-traffic neighbourhoods and greater safety around schools*

In principle Aktive supports the priority to *'optimise the safe walking and cycling network by filling in the gaps, including Meola Road to Surrey Crescent'* but this should be undertaken in conjunction with the local community to ensure an optimal outcome.

We support the Objective '*Our streets are safe, functional, accessible and enjoyable to use'* and the priorities:

- *Support enjoyable, accessible movement becoming a core measure of transport success, with investment in design for footpaths, crossings, waiting areas and active travel routes that reflect the needs of an ageing population, people with disabilities, and city and town centres where walking and cycling are primary modes.*
- *Build climate resilience into transport corridors, with tree canopy and shade along walking and cycling routes to reduce urban heat, stormwater management integrated*

into street design, and infrastructure upgraded to withstand flooding and coastal inundation

Advocacy

Aktive supports the following Local Board's advocacy priorities:

- *Continued and targeted transport investment that prioritises public transport, walking, and cycling to reduce emissions, improve air quality, and deliver healthier, greener, and more people-focused streets and urban environments across Waitematā.*
- *Enhance amenity in the city centre to attract residents, including the provision of a primary school, more third spaces, play opportunities, and the use of empty shops and spaces.*

Overall Comments

Overall Aktive sees many positive outcomes from the draft Plan and welcomes the focus on play and active transport. However, we do not see any significant focus on active recreation and sport which we believe is a significant omission. While we acknowledge the Waitematā Local Board Sport and Recreation Facilities Plan is not yet drafted it will be adopted within this current trimester and we believe that it should be referenced within this Plan to ensure it remains a priority for the Local Board.

We further submit that consideration should be given to the impact that active recreation and sport can play in achieving the outcomes sought by the Local Board. Play, active recreation and sport can be instrumental in activating spaces, connecting people, enhancing youth wellbeing and facilitating a community that feels welcome, connected and supported. For that reason we respectfully request that the Local Board reflects this in the final version of the Plan.

We also note the initiative to investigate a sports partnership with the Ministry of Education to enable more public access to their sports facilities within the board area, with a particular focus on opportunities for women and girls to participate. Access to school facilities has been a particular focus for Aktive in recent years and is also the subject of work by Council staff. We would welcome an opportunity to work with the Local Board on this initiative, along with our partner Sport Auckland, to ensure an integrated approach.

Thank you for the opportunity to respond to the 2026 Local Board Plan consultation; this opportunity is greatly valued. Aktive 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 Ōrākei Local Board Plan 2026

#392

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

Local Board: Regional Organisation

Your feedback:

1. **How well do you think our draft Plan reflects the needs and aspirations of our community over the next three years?**

   Tell us why

2. **The draft local board plan focuses on five key outcome areas for our community. The draft plan includes proposals to meet the needs of our community for each of the outcome areas. In the draftplan, these proposals are made up of objectives and initiatives.**

   What do you think of the proposals for each of the key outcome areas?

Community	
Natural environment	
Built environment	
Economy	
Transport	

   Tell us why

3. **Auckland Council's strategic framework identifies three considerations for all decisions and investments: Māori outcomes, climate outcomes and equity outcomes. These are woven throughout the plan.**

   How well have we captured these considerations?

Māori outcomes	
Climate outcomes	
Equitable outcomes	

Tell us more

4. Do you have any other feedback on the draft Ōrākei Local Board Plan 2026?

See attached

creativenz
ARTS COUNCIL OF NEW ZEALAND TOI AOTEAROA

0800 CREATIVE
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Te Aro, Wellington
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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* research[1] 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 GDP[4] 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.

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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

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[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.

28. Please contact us if you have any questions or if you wish to discuss this submission further. The key contact person is:

[redacted]

[redacted]

Have Your Say on the Draft Ōrākei Local Board Plan 2026

#136

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 Netball Centre Inc.

Local Board: Ōrākei

Your feedback:

1. **How well do you think our draft Plan reflects the needs and aspirations of our community over the next three years?**

   Very well

   Tell us why

   Clear focus on outcome areas.

2. **The draft local board plan focuses on five key outcome areas for our community. The draft plan includes proposals to meet the needs of our community for each of the outcome areas. In the draftplan, these proposals are made up of objectives and initiatives.**

   What do you think of the proposals for each of the key outcome areas?

Community	Support all
Natural environment	Support all
Built environment	Support all
Economy	Support all
Transport	Support most

   Tell us why

3. **Auckland Council's strategic framework identifies three considerations for all decisions and investments: Māori outcomes, climate outcomes and equity outcomes. These are woven throughout the plan.**

How well have we captured these considerations?

Māori outcomes	Quite well
Climate outcomes	Quite well
Equitable outcomes	Quite well

Tell us more

4. Do you have any other feedback on the draft Ōrākei Local Board Plan 2026?

Please find attached from Auckland Netball Centre Inc

AUCKLAND NETBALL

7 Allison Ferguson Drive, St Johns
P O Box 18257, Glen Innes
Auckland
www.aucklandnetball.co.nz

21 July 2026

Submission on the Draft 2026 Orakei Local Board Plan

Auckland Netball appreciates the opportunity to make a submission on the Draft 2026 Orakei Local Board Plan. Auckland Netball Centre Inc is a non-profit incorporated society with charitable status that has multipurpose facilities at Ngahue Reserve, for Netball purposes and other community groups. Over 690,000 people visited the site last year.

We work with local schools and sports clubs and other community organisations to ensure that we provide opportunities that increase participation, well-being and provide a social connection.

Te hapori - Community
We strongly support the objective - Parks and community facilities are well cared for and maintained.

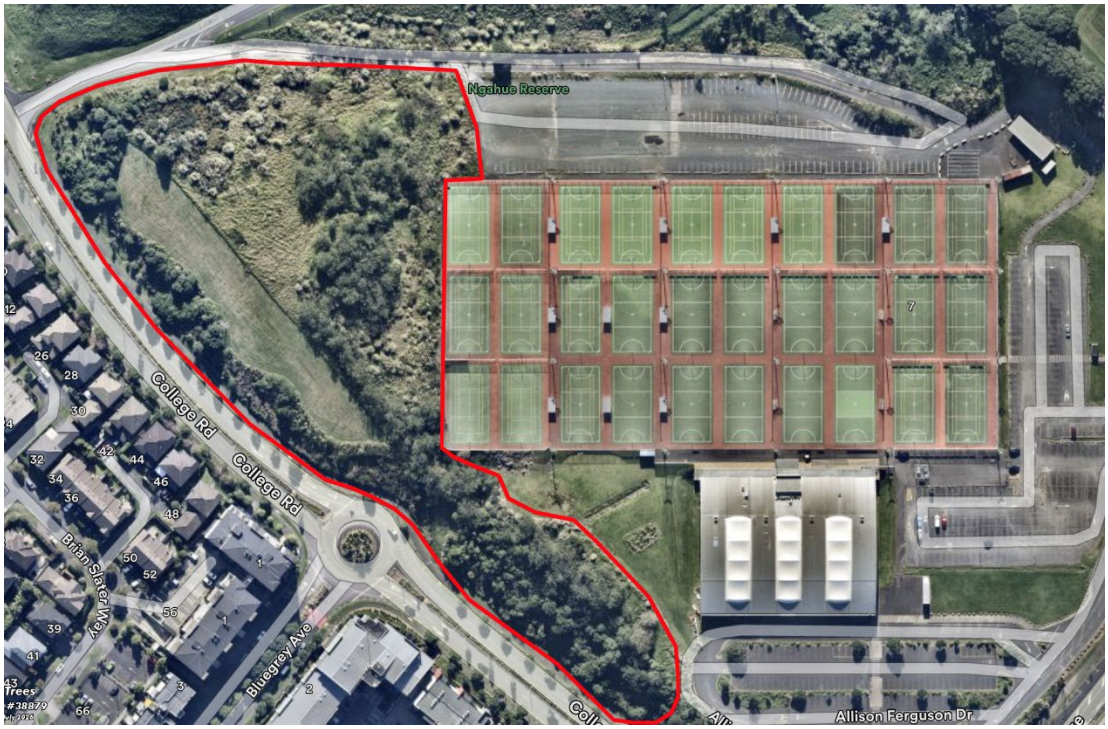
Auckland Netball Centre is a 20 million plus venue that is now in its 20th year on the St Johns site. This means that the asset is becoming harder to maintain in a pristine condition as the buildings age.

We thank the Local Board for their ongoing support and of our 3-year Sport and Recreation Operating Grant and ask for that consideration for this support to be continued in the 2027-2029 funding round.

Tūnuku -Transport
Auckland Netball supports all the objectives and initiatives under the Transport section.

We are noticing more people wanting to ride their e bikes to the centre and are currently looking at purposing lockable facilities for these riders.

Auckland Netball has a large area of land to the west that is reserved for future development. Currently this area is a burden to Auckland Netball to keep the wattles and toi toi under control in this large area as below. We ask that the Local Board assist us with this area and look at potential possibilities of turning this meanwhile into a large parking area that is close to the train station and Colin Maiden Park.



Thank you for the opportunity to feed into this plan.

[redacted]

Have Your Say on the Draft Ōrākei Local Board Plan 2026

#151

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: Ōrākei

Your feedback:

1. **How well do you think our draft Plan reflects the needs and aspirations of our community over the next three years?**

   Quite well

   Tell us why

   Refer to attached submission.

2. **The draft local board plan focuses on five key outcome areas for our community. The draft plan includes proposals to meet the needs of our community for each of the outcome areas. In the draftplan, these proposals are made up of objectives and initiatives.**

   What do you think of the proposals for each of the key outcome areas?

Community	Support most
Natural environment	Support most
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Transport	Support most

   Tell us why

   Refer to attached submission.

3. **Auckland Council's strategic framework identifies three considerations for all decisions and investments: Māori outcomes, climate outcomes and equity outcomes. These are woven throughout the plan.**

   How well have we captured these considerations?

Māori outcomes	Very well
Climate outcomes	Quite well
Equitable outcomes	Quite well

Tell us more

Refer to attached submission.

4. **Do you have any other feedback on the draft Ōrākei Local Board Plan 2026?**

Refer to attached submission.

BES - OLB LTP Submission

Feedback on Orakei Local Board Long Term Plan from Bike Eastern Suburbs

Thank you for the opportunity to give feedback on the OLB 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 far-sighted visionaries that have brought us the Tamaki Drive Cycle Path from the city centre to Ngapipi Road and 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 crisis with population growth not only in the Orakei Board area, but the neighbouring suburbs that use our streets as a transport corridor. Added to this, the inland container storage area sees 140+ container trucks an hour at peak times use Tamaki Drive, Ngapipi Rd, Kepa Rd and Kohimarama Rd to get to the storage facilities in Panmure despite passing two schools with a combined roll of around 2,600 students. The lack of safe cycling infrastructure around these schools means extensive periods of severe congestion as students are driven to school.

The same situation occurs along Remuera Rd with Kings School, and St Kentigern Girls and Shore Rd with St Kentigern Boys and Baradene. School buses help alleviate some traffic, but the lack of safe, connected cycleways means that for many, the option of independently getting to school by bike is only for the brave.

We appreciate and fully support the Orakei Local Board with their campaign to get the Gowing Drive link to the TAKTUKT shared path connected. This will enable hundreds of Selwyn College and St Thomas's School students to safely get to school and also provide a valuable access

point to the shared path for Meadowbank residents to the Meadowbank train station, Orakei Bay Village and Tamaki Drive.

We also have a vision that TAKTUKT, once fully open, will become a tourist attraction, allowing visitors to the city to hire a bike and explore the natural beauty and history of the area.
1. Information boards along the path could highlight the early history of the land including the volcanic activity that formed Orakei Basin, the Maori settlement of the area, the railway lines and the gates on Orakei Basin and the Pourewa valley forest.
2. Safe cycling lanes on St Heliers Bay Rd would let tourists ride a loop, taking in the local beaches and shops. The same lanes will encourage people in the neighbourhood to commute to the city or beyond via the Meadowbank train station or use a bicycle to go shopping.
3. A longer cycling loop could use the Taniwha Street cycle path to take in Riddell Rd and Achilles Point.
4. Continuing the Tamaki Drive cycle path from Ngapipi Rd to St Heliers must be a priority when considering any climate resilience work to this important corridor. The cycle counter at Parnell is currently averaging over 1200 movements a day with a peak of around 1,600 trips recorded. Cycling reduces congestion, pollution and parking demand.
5. Remuera Road should also be considered as a cycling priority, being a ridgeline, it is a great way to get to Newmarket or the upper end of the city, but is totally dominated by cars. Serious consideration needs to be given to removing all parking along this corridor.

Cycling also plays an important part of the climate resilience aims of the Board. Virtually emission free, requiring less land and cheaper to build infrastructure than roading, it is the quickest and cheapest way to reduce the load on our roading network. Not only that, in a disaster, when roads are washed out or blocked by slips or fallen trees, bicycles are recommended by Civil Defence as a means to evacuate without cluttering the roads with cars that may end up abandoned. Bike Eastern Suburbs is happy to work with Civil Defence exercises to work out how bikes could be used in an emergency.

Here is a more detailed response to your plans:

Natural Environment

Plan	Bike Eastern Suburbs Response
Support ‘Friends of’ and kaitiaki groups across the local board area that look after our parks and reserves.	Bike Eastern Suburb’s “Love Your Path” initiative can be rolled out to other interested groups.
Continue to provide environmental education opportunities so our tamariki (children) can learn about their natural environment and how to improve and protect it.	Sign boards about the plants and wildlife along Te Ara Ki Uta Ki Tai will help engage people with the natural taonga hidden in our neighbourhood.

Continue to deliver the Environmental Forum as a way to collaborate, develop and multiply ideas, relationships and innovation.	Fully support this.

Advocacy	
Secure the future of Tāmaki Drive as an essential access route as Auckland council considers how to manage coastal change over time.	Any changes to Tamaki Drive should include improvements to the existing cycling infrastructure. Long term plans should include a separated cycleway from Ngapipi Rd to St Heliers

Built Environment

Plan	Bike Eastern Suburbs Response
Encourage developers to prioritise sustainable design in their developments	Where possible, public access alleys between streets should be included in the design of large developments with more than one street frontage.. Secure bike parking should be included as an option if off-street parking requirements are made compulsory.
Invest in assets that provide opportunities for active play, sports and casual recreation for all ages and abilities	While the Active Apirana mountain bike trails will be in the Maungakeikei-Tamaki Local Board area, many of the users of it will be from the OLB area. Working with the MTLB on funding for the volunteers and for equipment that will help maintain it would be of great assistance. We support any initiatives to bring mountain bike trails to Churchill Park.

Economic Development

Plan	Bike Eastern Suburbs Response
Invest in town centres and villages so they are vibrant, attractive and cared for	More secure bike parking will attract families to make a visit to the shops and cafes as part of an outing.
Work with local community groups and business associations to celebrate the unique identities of our town centres to bring locals and visitors together.	We are happy to contribute where we can to offer valet parking for people who bike to local events.
Encourage resilient and sustainable business practices	Encourage businesses to install bike racks.

Advocacy

Proposal	Response
Encourage groups to organise events that use our unique assets and amenities.	Bike Eastern Suburbs organises events and rides. The opening of stage 4 of Te Ara Ki Uta Ki Tai is a great opportunity to do more events around this facility.
Attract major events to the local board area that bring in visitors.	Looking forward to having secure bike parking at Colin Maiden Park for people who want to ride or take the train and ride to the new cricket oval.

Transport

Plan	Bike Eastern Suburbs Response
Expand active transport and green networks (walking and cycling paths) by creating stronger walking and cycling links between parks, schools, town centres and connections across the local board area.	Bike Eastern Suburbs had a huge response to this when we asked our members. Key points were making St Heliers Bay Road safe for cycling for both locals and as part of a loop from the Te Ara Ki Uta Ki Tai shared path back to Tamaki Drive. Links from Line Road and Taniwha Street to West Tamaki Rd Roberta Ave, Crossfield St and Riddell Road were also suggested as these are already popular cycling routes. St Johns Rd & Remuera Rd to Newmarket was also listed as a priority along with the extension of Merton Rd West to Lunn Ave.
Continue the Remuera Road optimisation project to improve the safety and efficiency of roads in the area.	Remuera Rd is an important link to Newmarket as it follows the ridgeline all the way from Kohimarama. This road was made wide enough to have a tram service running to Meadowbank. Unfortunately it has been given over to car parking making cycling an option only for the brave or the very early risers.
Ensure that improvement projects consider the needs of all road users including drivers, cyclists and pedestrians.	One of the main reasons stopping people from cycling more around our neighbourhood is the gaps in the cycling network. Prioritising cars over the needs of pedestrians and cyclists means that cars become the default means of transport, adding to congestion.
Limit speed humps and raised pedestrian crossings to roads where there is clear evidence to support them	The sole point of speed bumps is to slow cars down at danger points. If they are not in place at pedestrian crossings, other speed reduction measures should be put in place such as clearly marked speed cameras.

Continue work to provide better crossings around schools, local shops and community facilities to improve safety and encourage walking, cycling and scootering within our area.	Widening the footpath from the top of Gowing Drive all the way to St Thomas's School and Selwyn College. Making it an official shared path will help many kids get to school safely by scooter or bike. Providing a cycleway along Crossfield Rd and Riddell Rd to Glendowie School connecting the Crossfield Reserve to the School and to the Glendowie and Roberta Reserves.
Support to improve spaces shared by pedestrians and cyclists to increase safety and efficiency.	We support the principles of "Share with care" using signage and pavement markings to remind users to be aware of others.
Improve signage, wayfinding and missing links that connect neighbourhoods to key transport infrastructure.	We would like to work with the board to come up with some "hero" routes that can give visitors easy to follow signage to navigate their way around the suburbs using Tamaki Drive and Te Ara Ki Uta Ki Tai as entry/exit points.

Advocacy

Plan	Bike Eastern Suburbs Response
Secure funding for the Meadowbank Kohimarama Connectivity Project (Gowing Drive connection)	We 100% support this.
Maximum speed limits for e-bikes, e-scooters and low-powered vehicles.	We think this is unworkable for the following reasons: 1. There is no current enforcement of the illegal high-powered e-motorbikes that have caused problems on our shared paths, footpaths and streets. This should be the number one priority. If there is no enforcement of current law, what is the point of creating a new law that won't be enforced either? 2. Current legislation limits the power of e-bikes and scooters to 300 Watts and many legal e-bikes are already speed limited to 32 km/h (20 mph). This sort of speed is relatively easily attained on a conventional bike (especially with a tailwind or downhill) so "safety" is not going to be improved by singling out e-bikes to a lower speed. E-motorbikes and high powered scooters on the other hand have motors rated in kilowatts and can exceed 80-100 km/h. The top of the line Surron e-motorbike peaks at 22,500 Watts.

Thank you for this opportunity to have input in the long term plan.

Bike Eastern Suburbs 21/07/2026

Have Your Say on the Draft Ōrākei 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: CG Waimarie Ltd

Local Board: Ōrākei

Your feedback:

1. **How well do you think our draft Plan reflects the needs and aspirations of our community over the next three years?**

   Quite well

   Tell us why

   The draft plan generally reflects the needs and aspirations of the Ōrākei community, particularly through its focus on safer transport, stronger walking and cycling connections, improved public spaces, resilient neighbourhoods and thriving local centres.

   We particularly support the objectives to expand active transport networks, improve spaces shared by pedestrians and cyclists, provide better connections between schools, parks and town centres, and address missing links in the existing transport network.

   However, the plan would be strengthened by identifying specific priority corridors where these objectives can be implemented. St Heliers Bay Road and Maskell Street are an important missing connection between Te Ara ki Uta ki Tai, surrounding schools, residential communities, St Heliers Village and the shared path adjoining Glover Park. We therefore request that this corridor be specifically recognised within the final plan and future work programmes.

2. **The draft local board plan focuses on five key outcome areas for our community. The draft plan includes proposals to meet the needs of our community for each of the outcome areas. In the draftplan, these proposals are made up of objectives and initiatives.**

   What do you think of the proposals for each of the key outcome areas?

Community	Support all
Natural environment	Support all
Built environment	Support all
Economy	Support all
Transport	Support most

   Tell us why

   Clarke Group supports the overall direction of the five outcome areas. The proposals recognise that successful communities require quality public spaces, environmental resilience, appropriate built development, successful local businesses and safe transport choices.

   We particularly support the transport proposals relating to walking, cycling, road safety, pedestrian facilities and connections between neighbourhoods, schools, parks and town centres.

   We have selected “Support most” for transport because the proposed objectives should be supported by more clearly identified delivery priorities. In particular, the final plan should recognise the St Heliers Bay Road–Maskell Street corridor as a missing active-transport connection and support Auckland Transport to investigate and deliver practical improvements.

   This connection would benefit existing residents, school children, commuters and visitors and would also support the continued growth of the area, including the Waimarie development near Riddell Road and Waimarie Street. A safe and connected route would reduce reliance on private vehicles and improve access to St Heliers Village, Glover Park and the wider Auckland cycling network.

3. **Auckland Council’s strategic framework identifies three considerations for all decisions and investments: Māori outcomes, climate outcomes and equity outcomes. These are woven throughout the plan.**

   How well have we captured these considerations?

Māori outcomes	Quite well
Climate outcomes	Quite well
Equitable outcomes	Quite well

Tell us more

The draft plan appropriately recognises Māori, climate and equitable outcomes as considerations that should be incorporated across all council decisions and investments.

These outcomes should also guide the delivery of transport projects. A safer walking and cycling network supports lower-emissions travel, provides more affordable transport choices and improves access for children, young people and people who cannot or prefer not to drive.

Planning for the St Heliers Bay Road–Maskell Street connection should include meaningful engagement with mana whenua and the local community, including consideration of cultural identity, accessibility, safety and appropriate wayfinding.

Delivering active-transport connections as an integrated network, rather than as isolated sections, will produce stronger climate and equitable outcomes and ensure the benefits are accessible to the wider community.

4. Do you have any other feedback on the draft Ōrākei Local Board Plan 2026?

Clarke Group supports the inclusion of active transport, cycling infrastructure and pedestrian safety within the final Ōrākei Local Board Plan 2026.

We request that the Local Board identify the St Heliers Bay Road–Maskell Street corridor as a priority active-transport connection and advocate to Auckland Transport for its investigation, design and staged implementation.

This corridor currently forms a missing link between Te Ara ki Uta ki Tai at the St Heliers Bay Road, St Johns Road and Kohimarama Road intersection and the existing shared pedestrian and cycling route adjoining Glover Park. A continuous connection would provide safer access for residents, school children, commuters and recreational cyclists and would link residential areas with schools, public transport, parks and local business centres.

In the short term, we request that the Local Board and Auckland Transport investigate:

appropriate pedestrian and cycling markings and “Share with Care” signage on suitable existing paths;

opportunities to widen or improve paths where existing berm and road-reserve space permits;

safer treatments at intersections and other points of conflict between cyclists, pedestrians and vehicles; and

a feasibility and concept-design study for a continuous connection between Te Ara ki Uta ki Tai and Glover Park.

In the longer term, we support the delivery of a safe, continuous and preferably separated cycling connection along St Heliers Bay Road and Maskell Street.

The proposal is particularly relevant as the surrounding area continues to grow. It would support existing neighbourhoods as well as new residents associated with developments such as Waimarie near Riddell Road and Waimarie Street. Providing transport infrastructure alongside residential growth will help manage additional travel demand and give residents a genuine alternative to using private vehicles.

The connection would also support the economic objectives of the plan by improving access to St Heliers Village, Ōrākei Village and other local destinations for recreational cyclists and visitors.

We request that the final plan include a clear commitment to investigate this corridor, identify potential funding pathways and advocate for its inclusion in Auckland Transport's future work programme.

Have Your Say on the Draft Ōrākei Local Board Plan 2026

#16

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. **How well do you think our draft Plan reflects the needs and aspirations of our community over the next three years?**

   Quite well

   Tell us why

2. **The draft local board plan focuses on five key outcome areas for our community. The draft plan includes proposals to meet the needs of our community for each of the outcome areas. In the draftplan, these proposals are made up of objectives and initiatives.**

   What do you think of the proposals for each of the key outcome areas?

Community	Do not support most
Natural environment	Do not support most
Built environment	Support most
Economy	Support all
Transport	Support most

   Tell us why

3. **Auckland Council's strategic framework identifies three considerations for all decisions and investments: Māori outcomes, climate outcomes and equity outcomes. These are woven throughout the plan.**

How well have we captured these considerations?

Māori outcomes	Very well
Climate outcomes	Quite well
Equitable outcomes	Very well

Tell us more

4. Do you have any other feedback on the draft Ōrākei Local Board Plan 2026?

I support the Ōrākei Local Board Plan 2026 focus on investing in quality community spaces and activities for connection, improving and protecting the natural environment for future generations, delivering a well-planned built environment that reflects community needs, supporting successful businesses and centres, and creating an easy, safe transport system for local and city connections.

However, with Auckland Council implementing a 7.9% rates increase for the average residential property in 2026/27 on top of previous rises and amid significant debt and cost pressures including CRL operations the board must exercise rigorous fiscal restraint and demonstrate prudent financial management under Local Government Act 2002 s.101. The plan contains many worthy aspirations across community, environment, built form, economic development, and transport. These must be ruthlessly prioritised, fully costed, and sequenced, with explicit identification of lower-priority activities for deferral, efficiency gains, scaling back, or alternative funding via partnerships, developer contributions, or reallocation. Do not assume additional rates or debt will follow automatically.

In particular, safeguard high-value core assets such as parks, reserves, sports and recreation facilities, and coastal areas that deliver strong, measurable returns on wellbeing, social cohesion, and environmental protection. In managing growth and intensification, ensure quality outcomes and infrastructure are achieved without disproportionate long-term cost burdens on existing ratepayers. Prioritise practical, multi-benefit actions (e.g., blue-green infrastructure where relevant) over spreading resources thinly.

Please set out clearly in the final adopted plan and Local Board Agreement the specific trade-offs, efficiency measures, and prioritisation framework that will be applied. This will enable credible advocacy to the Governing Body and deliver genuine value for money for Ōrākei ratepayers facing ongoing rates escalation. I urge the board to lead by example on fiscal discipline while protecting the things that matter most locally.

Have Your Say on the Draft Ōrākei Local Board Plan 2026

#394

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. **How well do you think our draft Plan reflects the needs and aspirations of our community over the next three years?**

   Tell us why

2. **The draft local board plan focuses on five key outcome areas for our community. The draft plan includes proposals to meet the needs of our community for each of the outcome areas. In the draftplan, these proposals are made up of objectives and initiatives.**

   What do you think of the proposals for each of the key outcome areas?

Community	
Natural environment	
Built environment	
Economy	
Transport	

   Tell us why

3. **Auckland Council's strategic framework identifies three considerations for all decisions and investments: Māori outcomes, climate outcomes and equity outcomes. These are woven throughout the plan.**

   How well have we captured these considerations?

Māori outcomes	
Climate outcomes	
Equitable outcomes	

Tell us more

4. Do you have any other feedback on the draft Ōrākei Local Board Plan 2026?

See attached

Submission of Civic Trust Auckland
Draft Local Board Plans – all



[redacted]

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 workshopping 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)
- Waitematā (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

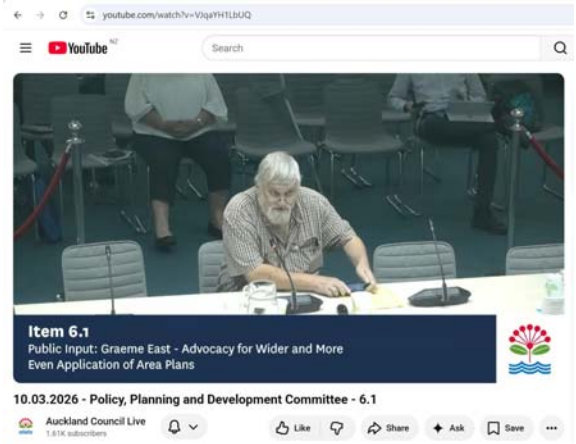
6. Local Board Chairs have told Graeme that having local plans has made a real difference to accommodating development in their ward, particularly as the urban environment intensifies.

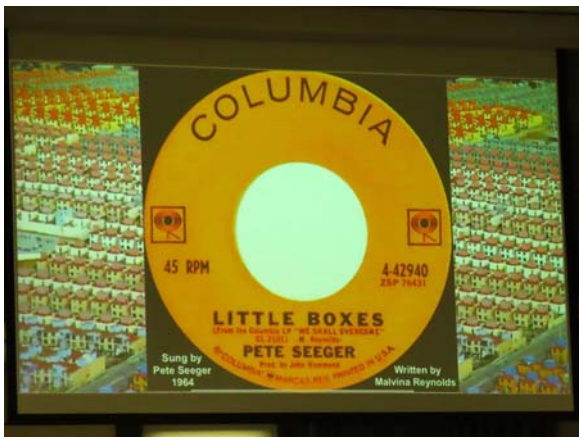
7. Graeme's request to the Policy and Planning Committee:

(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, Waititīko, 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 Waitītiko / 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 rōpū of Marutūāhu, Ngāti Whātua and Waiohua-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 / Rārangi Korero (Item 96). 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 obj*ective: "*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 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.

<u>Henderson-Massey</u>

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.

<u>Howick</u>

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 Ōhuiarangi / 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 Otuataua 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 ngahere (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 at 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.**

<u>Maungakiekie-Tāmaki</u>

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.

<u>Otara-Papatoetoe</u>

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).

<u>Puketāpapa</u>

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.**

<u>Rodney</u>

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.**

<u>Upper Harbour</u>

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.

<u>Waitākere Ranges</u>

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**

<u>Waitematā</u>

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

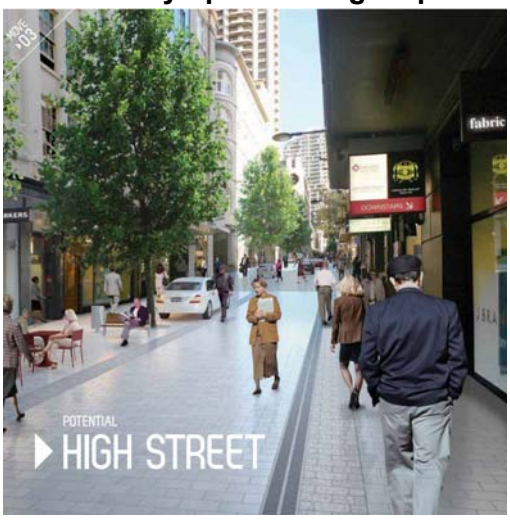
seems that no one is taking any responsibility for this, despite the increasing number of accidents and near accidents with e-scooters, the latter making walking in the city centre in particular an experience fraught with anxiety. Furthermore, adults don't seem to know or care that riding a bicycle on 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."*

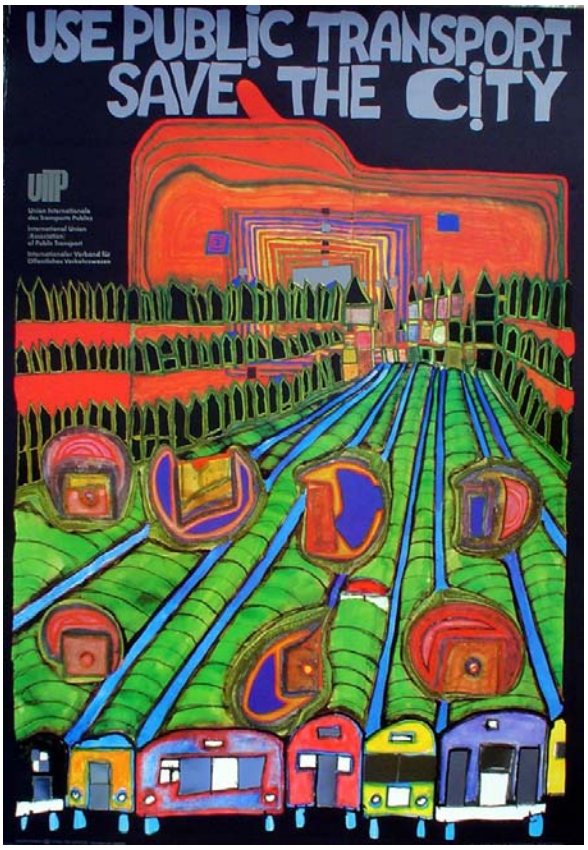
10. We support all of the Transport priorities on pages 24-25, particularly noting *"Encourage more public transport use and multi -modal travel through … provide bike infrastructure on trains and buses."* We note that 15 buses on the NX1 route now have space for bicycles, and that buses that travel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

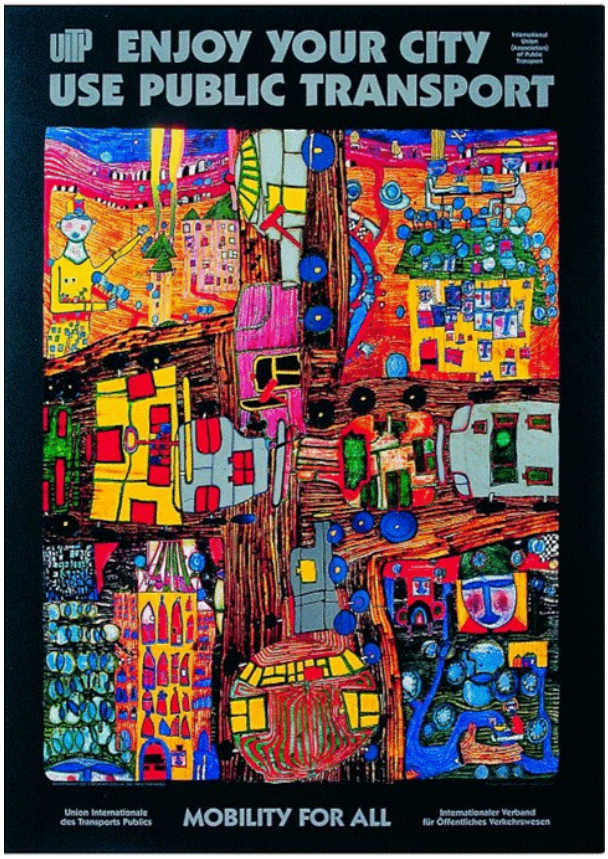
11. From our Annual Plan submission:

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 Ōrākei Local Board Plan 2026

#283

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: Communities Against Alcohol Harm

Local Board: Ōrākei

Your feedback:

1. **How well do you think our draft Plan reflects the needs and aspirations of our community over the next three years?**

   Tell us why

2. **The draft local board plan focuses on five key outcome areas for our community. The draft plan includes proposals to meet the needs of our community for each of the outcome areas. In the draftplan, these proposals are made up of objectives and initiatives.**

   What do you think of the proposals for each of the key outcome areas?

Community	
Natural environment	
Built environment	
Economy	
Transport	

   Tell us why

3. **Auckland Council's strategic framework identifies three considerations for all decisions and investments: Māori outcomes, climate outcomes and equity outcomes. These are woven throughout the plan.**

   How well have we captured these considerations?

Māori outcomes	
Climate outcomes	
Equitable outcomes	

Tell us more

4. Do you have any other feedback on the draft Ōrākei Local Board Plan 2026?

23 July 2026

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

Ōrākei Local Board Plan 2026

Introduction

Thank you for the opportunity to provide feedback on the draft Ōrākei 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 offer pro bono support to objectors. We also support local board members in your alcohol licensing role.

Feedback

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

In the Community focus area the local board acknowledges that *Ōrākei is fortunate to be the home of a strong and prosperous iwi in Ngāti Whātua Ōrākei, countless invaluable community volunteers and a diverse population who all deserve to be informed, included and secure*.

We know that residents experience alcohol-related harm such as noise, nuisance and anti-social behaviour. The location of pokies venues and off-licences near vulnerable areas in the community pose risks to well-being and safety of local residents, school students, and retirees, increasing risks of alcohol and gambling related harms.

CAAH therefore recommends that the Community focus area is strengthened to include a goal aimed at community safety and well-being. For example *Our communities are resilient and safe with strong connections to their neighbourhoods and each other.*

We would like to suggest the addition of a key initiative to support this goal: *Support community safety approaches including alcohol harm reduction programmes.*

CAAH welcomes the opportunity to partner with the Ōrākei Local Board to continue assisting people navigating complex alcohol licensing processes, working to reduce alcohol-related harm and improving community safety.

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

Ngā mihi,



Have Your Say on the Draft Ōrākei Local Board Plan 2026

#393

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. **How well do you think our draft Plan reflects the needs and aspirations of our community over the next three years?**

   Tell us why

2. **The draft local board plan focuses on five key outcome areas for our community. The draft plan includes proposals to meet the needs of our community for each of the outcome areas. In the draftplan, these proposals are made up of objectives and initiatives.**

   What do you think of the proposals for each of the key outcome areas?

Community	
Natural environment	
Built environment	
Economy	
Transport	

   Tell us why

3. **Auckland Council's strategic framework identifies three considerations for all decisions and investments: Māori outcomes, climate outcomes and equity outcomes. These are woven throughout the plan.**

   How well have we captured these considerations?

Māori outcomes	
Climate outcomes	
Equitable outcomes	

Tell us more

4. Do you have any other feedback on the draft Ōrākei Local Board Plan 2026?

See attached

Submission of Community Groups Feeding the Homeless

Draft Local Board Plans - all

[redacted]
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 Guardians[1] 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.

Have Your Say on the Draft Ōrākei Local Board Plan 2026

#164

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: Ellerslie Business Association Incorporated

Local Board: Ōrākei

Your feedback:

1. **How well do you think our draft Plan reflects the needs and aspirations of our community over the next three years?**

   Very well

   Tell us why

   The Ellerslie Business Association believes the draft plan reflects the needs and aspirations of our community very well. We are particularly supportive of the focus on vibrant town centres, business safety, well-planned growth, transport connectivity and the proposed redevelopment of the Ellerslie Town Square. The plan recognises both the opportunities and challenges associated with population growth and provides a positive framework for supporting thriving local businesses and connected communities.

   We believe there are opportunities to further strengthen the plan through greater recognition of the importance of activation, placemaking, connectivity and investment in rapidly growing centres such as Ellerslie, and we have outlined these in our attached submission.

2. **The draft local board plan focuses on five key outcome areas for our community. The draft plan includes proposals to meet the needs of our community for each of the outcome areas. In the draftplan, these proposals are made up of objectives and initiatives.**

   What do you think of the proposals for each of the key outcome areas?

Community	Support all
Natural environment	
Built environment	I don't know

Economy	Support all
Transport	Support all

Tell us why

The Ellerslie Business Association supports the overall direction of the draft plan across all five outcome areas. In particular, we support the focus on vibrant town centres, business safety, well-planned growth, transport connectivity, quality public spaces and the redevelopment of the Ellerslie Town Square.

We also recognise the important role that community wellbeing and environmental stewardship play in creating places where people want to live, work and visit. While some outcome areas are more directly relevant to our role as a business association, we are generally supportive of the proposed objectives and initiatives throughout the plan.

3. **Auckland Council's strategic framework identifies three considerations for all decisions and investments: Māori outcomes, climate outcomes and equity outcomes. These are woven throughout the plan.**

How well have we captured these considerations?

Māori outcomes	Quite well
Climate outcomes	Quite well
Equitable outcomes	Quite well

Tell us more

The Ellerslie Business Association considers these outcomes to be well represented throughout the draft plan.

While our primary focus is on matters relating to town centres, local economic development and village vitality, we recognise the importance of Māori outcomes, climate resilience and equitable access to opportunities and community services.

In particular, we welcome the Board's ongoing commitment to strengthening relationships with mana whenua and supporting Māori outcomes across the local board area. Ellerslie has opportunities to further celebrate and reflect Māori identity, history and storytelling through placemaking, public spaces, events and future town centre improvements. We support initiatives that help strengthen these connections and create a deeper sense of place and belonging within the village.

The draft plan appears to integrate these considerations across its objectives and initiatives in a balanced and appropriate way.

4. Do you have any other feedback on the draft Ōrākei Local Board Plan 2026?

The Ellerslie Business Association is broadly supportive of the Draft Ōrākei Local Board Plan 2026 and, in particular, welcomes the commitment to redevelop the Ellerslie Town Square as the lively heart of the town centre. We see this as a significant opportunity to strengthen village identity, community connection, activation, events and local economic activity.

As Ellerslie continues to experience significant residential and employment growth, we support investment in public spaces, activation, placemaking, beautification and town centre infrastructure that keeps pace with that growth while protecting the unique character of the village. We believe Ellerslie should continue to be recognised as an important centre for future investment, connectivity and community infrastructure.

Looking ahead, the opening of the City Rail Link presents opportunities through increased public transport usage and improved connectivity. We support initiatives that strengthen wayfinding, accessibility, business confidence, safety and visitor experience, alongside a balanced approach to transport access that includes public transport, active modes and appropriate parking provision.

The EBA has provided a detailed submission attachment outlining these matters in more detail and looks forward to continuing to work alongside the Ōrākei Local Board on future work programmes and investment priorities affecting Ellerslie Village.

Ellerslie Village
BUSINESS ASSOCIATION

Submission on the Draft Ōrākei Local Board Plan 2026

Submitted by Ellerslie Business Association Incorporated
July 2026

Executive Summary

The Ellerslie Business Association (EBA) strongly supports the Draft Ōrākei Local Board Plan 2026. We particularly support the proposed redevelopment of the Ellerslie Town Square, recognition of growth and intensification opportunities, investment in town centre vitality, and initiatives that improve connectivity, safety and business confidence. As Ellerslie continues to experience significant residential and employment growth, we encourage investment in placemaking, beautification, activation and infrastructure that keeps pace with that growth while protecting the village character that makes Ellerslie unique.

1. Support for the Draft Plan

The EBA welcomes the opportunity to provide feedback and is broadly supportive of the draft plan and its vision for vibrant town centres, thriving local businesses, quality public spaces, well-planned growth and safe, connected communities.

2. Town Square as the Heart of Ellerslie

The EBA strongly supports the commitment to redevelop the Ellerslie Town Square as the lively heart of the town centre. We see this as a transformational opportunity for Ellerslie. A flexible and well-designed Town Square will support regular community activations, local markets, performances and larger destination events such as the Ellerslie Fairy Festival. The Town Square should provide the infrastructure and flexibility needed to support a year-round programme of events and activities that encourage visitation, strengthen village vitality and support local businesses.

3. Growth and Village Vitality

Ellerslie is experiencing significant residential growth through both current and future development. As the population continues to increase, investment in village amenity, public spaces, activation, placemaking, beautification and town centre infrastructure must keep pace. Maintaining an attractive and distinctive village environment will be essential to preserving the character and sense of place that residents, businesses and visitors value. This investment may include town centre amenity enhancements, streetscape improvements, beautification initiatives and placemaking activities. As a significant growth area located at the intersection of multiple local board communities, Ellerslie should continue to be recognised as an important centre for investment, connectivity and community infrastructure.

4. Transport, Connectivity and Access

Looking ahead, the opening of the City Rail Link is expected to increase rail patronage and make train travel even more attractive. Ellerslie is well positioned to benefit from increased public transport usage and the additional residents, workers and visitors it can

bring into the village. Improved wayfinding and stronger connections between the station, Town Square, new residential developments such as “The Hill” and surrounding employment areas will help maximise these opportunities. A balanced approach supporting public transport, walking, cycling and appropriate parking provision remains important.

5. Safety and Business Confidence

While Ellerslie remains a welcoming village centre, businesses continue to experience an undercurrent of issues including shoplifting, rough sleeping and occasional anti-social behaviour. These matters do not define the village but can impact business confidence, staff wellbeing and visitor experience. The EBA supports initiatives that improve safety, lighting, visibility, passive surveillance and positive activation of public spaces.

6. Vision for Ellerslie

In five years’ time, success for Ellerslie Village would be a thriving and bustling town centre that retains the character, heart and soul that makes it unique. We see a village with more residents, more visitors and more activity, supported by strong local schools, clubs, community organisations and independent businesses. Growth should strengthen Ellerslie’s vitality without compromising the distinctive village identity that people value today.

Key Recommendations

- Prioritise delivery of the Ellerslie Town Square redevelopment.
- Design the Town Square as a flexible activation space that supports markets, performances, community events, destination festivals and year-round programming that encourages visitation and strengthens village vitality.
- Ensure investment in public spaces, placemaking, beautification, streetscape improvements and town centre infrastructure keeps pace with Ellerslie's continued residential and employment growth.
- Recognise Ellerslie as an important growth centre and continue to prioritise investment in connectivity, amenity and community infrastructure that supports both existing and future residents.
- Position Ellerslie to benefit from increased rail patronage following the opening of the City Rail Link.
- Improve wayfinding and pedestrian connections between the station, village centre, residential growth areas and surrounding employment centres.
- Support a balanced transport approach that includes public transport, active modes and appropriate parking provision to maintain accessibility for businesses, residents and visitors.

- Continue supporting initiatives that strengthen safety, business confidence and visitor experience, including improvements to lighting, visibility, passive surveillance and the positive activation of public spaces.

Closing Statement

The EBA looks forward to continuing to work alongside the Ōrākei Local Board, Auckland Council and partner organisations to ensure Ellerslie remains a thriving, welcoming and distinctive village centre for the benefit of residents, visitors and businesses alike.

Have Your Say on the Draft Ōrākei Local Board Plan 2026

#286

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: Forest & Bird

Local Board: Regional Organisation

Your feedback:

1. **How well do you think our draft Plan reflects the needs and aspirations of our community over the next three years?**

   Tell us why

2. **The draft local board plan focuses on five key outcome areas for our community. The draft plan includes proposals to meet the needs of our community for each of the outcome areas. In the draftplan, these proposals are made up of objectives and initiatives.**

   What do you think of the proposals for each of the key outcome areas?

Community	
Natural environment	
Built environment	
Economy	
Transport	

   Tell us why

3. **Auckland Council's strategic framework identifies three considerations for all decisions and investments: Māori outcomes, climate outcomes and equity outcomes. These are woven throughout the plan.**

   How well have we captured these considerations?

Māori outcomes	
Climate outcomes	
Equitable outcomes	

Tell us more

4. Do you have any other feedback on the draft Ōrākei Local Board Plan 2026?

To: Auckland Council
Resource Consents
Private Bag 92300
Auckland 1142

Forest & Bird
GIVING NATURE A VOICE
Royal Forest and Bird Protection Society of New Zealand Inc.

Submission on Ōrākei Local Board Plan

23 July 2026

➢ Emailed to: orakeilocalboard@aucklandcouncil.govt.nz

1. **Submitter details**

Royal Forest and Bird Protection Society of New Zealand Inc. (Forest & Bird)
Central Auckland Branch
[redacted]

2. **Trade competition declaration**

Forest & Bird would not gain an advantage in trade competition through this submission.

3. **Hearing options**

We may wish to be heard in support of this submission

Introduction

Forest & Bird is New Zealand's largest and longest-serving independent conservation organisation, with over 100,000 members and supporters. Its mission is to be a voice for nature, on land, in fresh water, and at sea, on behalf of its members and supporters. Volunteers in 44 branches throughout Aotearoa carry out community conservation projects and advocate for nature. Forest & Bird has seven branches and two nationally coordinated projects in the Auckland region alone.

In support of the society's objectives, it has been involved in resource management processes at the national, regional, and district level. It routinely submits on regional and district plan provisions, some resource consents and advocates in the Environment Court in relation to biodiversity, landscape and natural character. It is particularly committed to ensuring that the environmental bottom lines established in national policy statements, in order to give substance to the protective element of Part 2 of the Resource Management Act, are given effect to in regional and district plans and achieved through decisions on resource consents.

The Central Auckland branch covers the area from Mount Wellington, west to New Lynn, with its eastern and northern boundaries being the Hauraki Gulf and Waitematā Harbour. The branch carries out a range of activities, including but not limited to weed control, pest control, restorative planting, education events, content creation and environmental advocacy. Everyone involved in the branch is a volunteer, including the committee, trappers, and supporters.

Our Approach

This submission responds to the Ōrākei Local Board Plan 2026. Forest & Bird's Central Auckland Branch is also submitting separately on the draft plans of other local boards within our operating area - namely Albert-Eden, Puketāpapa, Waitematā and Maungakiekie-Tāmaki and comparison across boards has been valuable to our process.
We are structuring our submission to include Objectives, Key Initiatives, and Advocacy items, just as they appear in the draft Local Board Plan, along with commentary on some items and localised specifics. We have underlined new wording for objectives and initiatives and used strike-through to signal removal of some wording in our proposed modifications.

Te hapori / Community - Our people are at the heart of our vibrant and thriving community. The Ōrākei Local Board will invest in quality spaces and activities that enable community connection and enhancement.

We agree with all draft objectives and key initiatives under Community and would like to suggest the following additional key initiatives:

Objectives	**Key Initiatives**
Parks and community facilities are well cared for, ~~and~~ maintained and supports climate resilience	Invest in natural solutions that improve parks and public spaces, including native plantings, large shade trees, rain gardens, swales and daylighted streams, in local parks and open spaces, including wetlands or floodable areas in larger sites.

Our community knows how to get involved, is well informed and feels connected.	Improve public information about infrastructure maintenance schedules and fault-reporting processes, particularly for stormwater and flood-related infrastructure.
Council maintenance, projects and community investment decisions maximise net benefit to nature and climate resilience.	Consider and evaluate the environmental and climate impact of all local board projects, and improve climate impact statements in council reports to cover net emissions, biodiversity loss, impermeable surfaces and stormwater effects, and scarce resource use and recovery.

Advocacy

We support all the current advocacy points under Community and would like to suggest the following additional advocacy points:

- Adopt long-term (50 to 100 year) risk scenario planning for climate change impacts across all Council asset and infrastructure planning - to Governing Body.
- Use of non-potable water for irrigation of sports fields and recreation facilities across the local board area - to Watercare.
- Ensure an adequate level of renewals funding to keep existing community assets well maintained and adapted to be resilient to climate change - to Governing Body.
- Ongoing, multi-year, dedicated grant funding for community environmental and restoration groups, so they can plan and deliver programmes across multiple seasons rather than one funding cycle at a time - to Governing Body.

Commentary

We welcome the Board's focus on connected communities, community resilience and continuing partnerships with mana whenua. Our suggested additions build on this direction by recognising the role that healthy natural systems play in supporting resilient communities through nature-based solutions.

Auckland Council's Open Space, Sport and Recreation Strategy recognises that parks and open spaces can deliver multiple benefits for both people and nature. Well-designed, nature-rich spaces give people everyday opportunities to connect with nature, provide habitat for wildlife, strengthen community resilience to climate change, and contribute to healthier, more liveable neighbourhoods.

We encourage embedding environmental and climate considerations across community planning and investment, recognising that healthy natural systems are fundamental to resilient communities and should be considered across all areas of decision-making, not solely through environmental work programmes.

Te taiao māori / Natural Environment - We will improve and sustain a resilient and flourishing natural environment for future generations of Ōrākei.

We agree with all draft objectives and key initiatives under Natural Environment and would like to suggest the following additional objectives and key initiatives:

Objectives	**Key Initiatives**
Restore, protect and enhance our water quality and waterways.	Support ecological maintenance projects that protect and enhance identified potential inanga spawning sites through bank stabilisation, pest plant control, sediment control and pest animal control Work with Healthy Waters to provide education and support that ensures commercial and industrial sites upgrade their on-site stormwater management to prevent contamination at the source.
Strengthen the resilience of the community and environment.	Support community-led kai security initiatives, including community gardens and produce sharing and education on food growing, preparation and reducing food waste Provide grants to local groups for projects or actions which will have a positive impact on community resilience by maintaining or creating carbon sinks, or nature-based solutions, such as restoring wetlands, creating room for streams to flow naturally, protecting sand dunes and mangroves
Our forest, bush and wetland habitats continue to be enhanced for future generations	Support responsible cat ownership through desexing and containment encouragement, working with neighbouring Local Boards on control of feral and stray cats in areas of high biodiversity value. Ensure monitoring and compliance of dog access rules keep high-value conservation areas free of dogs while providing space for responsible pet ownership elsewhere.

Advocacy

We support all the current advocacy points under Natural Environment. We would like to suggest the following additional advocacy points:

- Increase regional funding for biodiversity, air, freshwater and coastal water quality monitoring across the local board area - to Governing Body.
- Involve local boards and community groups directly in the setting and monitoring of council-contracted ecological services - to Governing Body.
- Reinstate general tree protection legislation for urban trees - to Central Government.
- Provide dedicated funding for Making Space for Water and blue-green infrastructure projects in local parks - to Governing Body.
- Raise awareness of and advocate for dark sky areas and reduced light pollution for our indigenous shore and seabirds - to Governing Body.
- Stronger monitoring of activities that cause sediment runoff, and stronger penalties for those who knowingly cause harmful sedimentation - to Governing Body

Commentary

The draft plan provides a strong foundation for protecting and restoring the natural environment, recognising the importance of long-term restoration, integrated catchment management and partnerships with mana whenua, community groups and volunteers. The Board has a strong grasp of the pressures on the local environment and that water, wastewater and stormwater network limitations create challenges when servicing new development.

We support the advocacy item calling for work to address ageing water and wastewater infrastructure which has caused pollution issues for far too long. Stronger monitoring and penalties for sediment discharge and treating blue-green infrastructure as core infrastructure for managing stormwater in local parks, are also required to address the impacts of intensification in the area.

Healthy streams, wetlands and estuaries underpin biodiversity, reduce flood risk and improve the health of the wider catchment, yet they remain vulnerable to sediment, stormwater and other contaminants. Waiatarua Wetland provides a natural stormwater system and carbon sink for the area, and there is an opportunity to extend this into Koroha Reserve. Our Branch would like to signal interest in working directly with the Local Board, Watercare, Friends of Waiatarua and other interested parties to deliver this extension.

Te taiao kua hangaia / Built environment - The board envisions a dynamic and effective built environment that reflects the community it serves.

We agree with all draft objectives and key initiatives under Built Environment

Advocacy:

We support all the current advocacy points under Built Environment and would like to suggest the following additional advocacy point:

- Funding for construction and demolition waste compliance and education, and for the development of resource recovery and community recycling facilities - to Governing Body.
- Advocate that Auckland's planning rules require urban green space, particularly indigenous canopy trees and nature-based stormwater management such as swales and rain gardens, to be designed into all higher-density development - to Governing Body
- Increased funding to actively monitor and enforce compliance with green infrastructure and canopy requirements attached to resource consents, so that planting and green space required at the time of consent is not lost - to Governing Body
- Advocate that infrastructure capacity be confirmed before new housing and town centre development proceeds, and that intensification not be enabled within Significant Ecological Areas - to Governing Body & Central Government

Commentary

Every additional hectare of impervious surface in an already highly urbanised board area adds to the stormwater and flooding pressure the Board's own plan already names as a challenge. Tree canopy retention and permeable surfacing in new development are two of the more direct levers available to offset that pressure as growth continues and are most effective when required at the point of consent rather than added afterwards.

Te whanaketanga ā ōhanga / Economic development - The Ōrākei Local Board Area has prosperous businesses and economic centres that support thriving communities.

We agree with all draft objectives and key initiatives under Economic Development and would like to suggest the following additional objective and key initiative:

Objectives	**Key Initiatives**
Support sustainable local businesses.	Support projects that engage, advise, educate and assist local businesses and residents on how to minimise waste and build circular economy practices in local town centres.

Advocacy

We support all the current advocacy points under Economic Development. We would like to suggest the following additional advocacy points:

- Support the development and expansion of community recycling and resource recovery facilities serving the local board area - to Governing Body.
- Adopt local procurement policies that favour local and ecologically sustainable businesses - to Governing Body.

Commentary

Local town centres generate a steady stream of packaging and business waste that largely bypasses the Council's community recycling network built for households. Extending waste minimisation

support and circular economy practice to local businesses closes that gap and sits naturally alongside the Board's own work with Business Improvement Districts to keep town centres vibrant and cared for.

Tūnuku / Transport - Ōrākei needs a transport system that works well for everyone, making it easy and safe to get around the local board area and connect to other parts of Tāmaki Makaurau.

We agree with all draft priorities under Transport and would like to suggest the following additional objective and priority:

Objectives	**Priorities**
Responsible growth and management of alternative transport options	Prioritise native tree canopy along cycleway and shared path routes, and permeable surfacing on new or renewed parking areas.

Advocacy

We support all the current advocacy points under Transport. We would like to suggest the following additional advocacy points:

- Retain the Local Board Transport Capital Fund - to Governing Body, so the Board can keep delivering local walkway and cycleway connections with native planting components.
- Align all Auckland Transport projects in the local board area with the Transport Emissions Reduction Pathway - to Auckland Transport.
- Work proactively with new commercial developments that are significant trip generators to include safe public transport infrastructure such as bus stops - to Auckland Transport.

Commentary

The Board's continued investment in walking, cycling and greenway connections provides opportunities to improve environmental outcomes alongside safer and more accessible travel. Integrating native planting, tree canopy and nature-based stormwater management into transport projects can strengthen ecological connections, improve neighbourhood amenity and reduce runoff into local waterways.

Conclusion

This is a thoughtful and well-developed draft plan that already places considerable emphasis on climate resilience, environmental restoration and partnership with mana whenua. Our minor additions are intended to strengthen that direction to further integrate nature into the Board's vision for Ōrākei. Thank you for considering Forest & Bird's submission.
We would appreciate the opportunity to speak to this submission.

Have Your Say on the Draft Ōrākei Local Board Plan 2026

#93

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: Gardens4Health

Local Board: Regional Organisation

Your feedback:

1. **How well do you think our draft Plan reflects the needs and aspirations of our community over the next three years?**

   Quite well

   Tell us why

2. **The draft local board plan focuses on five key outcome areas for our community. The draft plan includes proposals to meet the needs of our community for each of the outcome areas. In the draftplan, these proposals are made up of objectives and initiatives.**

   What do you think of the proposals for each of the key outcome areas?

Community	Support all
Natural environment	Support all
Built environment	Support all
Economy	Support most
Transport	Support most

   Tell us why

3. **Auckland Council's strategic framework identifies three considerations for all decisions and investments: Māori outcomes, climate outcomes and equity outcomes. These are woven throughout the plan.**

How well have we captured these considerations?

Māori outcomes	Very well
Climate outcomes	Quite well
Equitable outcomes	Quite well

Tell us more

4. Do you have any other feedback on the draft Ōrākei Local Board Plan 2026?

Submission on 3 year local board plan for Ōrākei.

Tēna koe,

I am writing on behalf of Gardens4Health: a network that is connected to over 130 community food gardens across the Auckland isthmus. Our team works every day with communities dedicated to improving access to fresh, healthy kai in their neighborhoods, most of whom do so without receiving any payment. We have seen first hand the impact of negligent kai infrastructure in our communities and how this impacts everyone. We want our leaders to have a robust plan for food resilience that is grounded in the existing work of communities, and our Council to be active in addressing the rapid increase of food inequity that is impacting everyone. This work cannot be done by volunteers alone.

A strong local food system is about much more than food. It supports healthier people, strengthens community connections, builds resilience to economic and climate challenges, encourages local enterprise, and contributes to thriving neighbourhoods. Investing in local food initiatives can help deliver many of the outcomes the Local Board is already seeking to achieve, including improved health and wellbeing, stronger communities, environmental sustainability and greater local resilience.

Across Ōrākei, community organisations, schools, mana whenua, growers, volunteers and local businesses are already making an important contribution to improving access to healthy food. However, increasing pressures on household budgets, climate uncertainty, population growth and rising demand for food support demonstrate the need for stronger local coordination and continued investment.

I believe the Ōrākei Local Board has an important opportunity to strengthen its existing commitments by recognising food as a strategic priority and working alongside communities to build a healthier, more resilient and more equitable local food system.
The actions below are practical, evidence-informed steps that can be implemented over the next one to three years to improve access to healthy food, strengthen community resilience, and support the long-term wellbeing of everyone who lives, works and learns in Ōrākei.

How these actions support your existing commitments

These recommendations align closely with the outcomes and aspirations of both the Local Board Plan and the Auckland Plan 2050. Together, they would contribute to healthier communities, stronger neighbourhoods, environmental sustainability, climate resilience, local economic participation and greater social connectedness.
By strengthening the local food system, the Local Board can help create lasting benefits that extend well beyond food itself, improving quality of life while supporting communities to become more resilient, self-reliant and better prepared for future challenges.

Recommended Actions

1. Understand the local food system

➜ Commit to a local food system wānanga involving Local Board members, mana whenua, community organisations and other key stakeholders.

➜ Map existing food-related services, programmes, community assets, growing spaces, food providers and local champions across the Local Board area. Identify existing strengths, gaps and opportunities, and explore how current resources and investment could be better aligned to maximise impact, collaboration and equity.

➜ Develop a shared understanding of the local food system will help inform future investment and strengthen collaboration across the community.

2. Strengthen community partnerships

➜ Actively engage with the organisations, volunteers and community leaders already working to improve local food access and wellbeing.

➜ Visit community gardens, food hubs, māra kai, food rescue organisations, cooking and nutrition programmes, schools and local initiatives. Listen to the experiences of those working on the ground and build ongoing relationships that support genuine collaboration and shared decision-making.

➜ Promote existing initiatives through Local Board communication channels to increase community awareness, participation and support.

3. Invest in local food initiatives

➜ Increase support for proven community-led food initiatives through funding, programming and longer-term partnerships. This could include supporting community gardens and māra kai, strengthening local food hubs, providing dedicated funding for key coordination roles, improving access to small grants, streamlining Council processes, and providing greater certainty through longer-term lease arrangements where appropriate.

➜ Build the capability and sustainability of successful community initiatives, which represents a practical investment in the long-term resilience of the Local Board area.

4. Create healthier food environments

➜ Support initiatives that enable access to nourishing food and drink for everyone. This may include expanding access to drinking water, supporting culturally appropriate food initiatives, encouraging healthier food options at community events and Council facilities, celebrating businesses that provide healthy choices, and supporting community organisations to offer nutritious food through their programmes.

➜ Although Local Boards have limited influence over commercial food marketing, they can play an important leadership role by creating environments that encourage healthier choices and promote community wellbeing.

5. Celebrate and grow local food leadership

➜ Champion the stories, people and initiatives that are already strengthening the local food system.

➜ Share local successes through community events, digital communications and neighbourhood networks. Increase public awareness of local food initiatives and encourage greater participation across the community.

➜ Work alongside community organisations, mana whenua, schools, growers, businesses and residents to develop a shared vision for a resilient local food system that is better prepared for future economic, environmental and social challenges.

I believe the Ōrākei Local Board has an opportunity to become a leader in creating a healthier, more resilient and more connected community through practical investment in its local food system.

Supporting better access to good, nutritious and affordable food is not simply a response to current challenges. It is an investment in healthier people, stronger communities, greater resilience, local economic development and a more sustainable future.

By working alongside local communities and building on the strengths that already exist, the Local Board can help create lasting benefits for current and future generations while delivering on its vision for a thriving Ōrākei.

Thank you for your consideration and for your ongoing commitment to the wellbeing of the Ōrākei community.

[redacted]

Have Your Say on the Draft Ōrākei Local Board Plan 2026

#38

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: Grey Power, Cycle Action, Mens shed

Local Board: Ōrākei

Your feedback:

1. **How well do you think our draft Plan reflects the needs and aspirations of our community over the next three years?**

   Very well

   Tell us why

   There are many areas.where i.agree with the aims and plans of the ltp and i congratulate the board for its practical vision.

2. **The draft local board plan focuses on five key outcome areas for our community. The draft plan includes proposals to meet the needs of our community for each of the outcome areas. In the draftplan, these proposals are made up of objectives and initiatives.**

   What do you think of the proposals for each of the key outcome areas?

Community	Support all
Natural environment	Support all
Built environment	Support all
Economy	Support all
Transport	Support all

   Tell us why

   I support growing relationships with local iwi.

   I support climate change measures and emphasize that this is our most urgent take

I support Ngaa Hapori Momoho

I agree with honoring mana motuhake

I agree with the development of Colin Maiden Park including provision for secure cycle parking

I support plans for the natural environment

3. Auckland Council's strategic framework identifies three considerations for all decisions and investments: Māori outcomes, climate outcomes and equity outcomes. These are woven throughout the plan.

How well have we captured these considerations?

Māori outcomes	Very well
Climate outcomes	Quite well
Equitable outcomes	Quite well

Tell us more

As I've said, climate change threatens all, it's worsening and won't go away. I. Would like to see more focus in this area, which impacts on so much else. Everything we do must be coloured by its brush

4. Do you have any other feedback on the draft Ōrākei Local Board Plan 2026?

Town centres are about people, not cars. I don't support increasing parking in any of them, but educate people to use public transport,whi ch is very good in the rohe,and to use other methods of mobility such as cycles,scooters walkers. There needs to be extra cycle parking in the town centres and you'll find that the numbers of visitors increase and they have money to spend.

I can understand the wish to limit bike and scooter speeds but so difficult to enforce. I suggest council staff hold dialogue with all the cycle/sports shops in the district, thereby ensuring that they know to sell and supply machines with set speed limits. There will always be the rogue riders where perhaps enforcement might work.

I know that speed humps and raised pedestrian crossings are irritating to motorists, but the evidence is that they save harm and lives amongst

the walking/cycling communities.

Last but not least, could we have a traffic-free Tamaki drive day once a year(not counting the Round the Bays event)preferably in summer on a weekend. I'm sure it would be well supported!

Have Your Say on the Draft Ōrākei Local Board Plan 2026

#80

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: Hauraki Spirts Club

Local Board: Ōrākei

Your feedback:

1. **How well do you think our draft Plan reflects the needs and aspirations of our community over the next three years?**

   Tell us why

2. **The draft local board plan focuses on five key outcome areas for our community. The draft plan includes proposals to meet the needs of our community for each of the outcome areas. In the draftplan, these proposals are made up of objectives and initiatives.**

   What do you think of the proposals for each of the key outcome areas?

Community	
Natural environment	
Built environment	
Economy	
Transport	

   Tell us why

3. **Auckland Council's strategic framework identifies three considerations for all decisions and investments: Māori outcomes, climate outcomes and equity outcomes. These are woven throughout the plan.**

   How well have we captured these considerations?

Māori outcomes	
Climate outcomes	
Equitable outcomes	

Tell us more

4. Do you have any other feedback on the draft Ōrākei Local Board Plan 2026?

Submission on the Ōrākei Local Board Plan 2026

I support many of the aspirations contained within the Draft Ōrākei Local Board Plan 2026.

It speaks of equitable outcomes, thriving communities, public participation, belonging, cultural heritage, environmental stewardship and improving access to the Waitematā Harbour. These are values that I wholeheartedly support.

However, I am deeply concerned by what the Plan does not address.

The Plan commits to equitable outcomes, recognising that different communities require different approaches to participate fully in community life. It adopts the principles of

Ngā Hapori Momoho | Thriving Communities Strategy 2022–2032 is Auckland Council's regional strategy for a fairer and more sustainable Tāmaki Makaurau where every Aucklander should have the opportunity to belong, participate and flourish.

It also commits to:

• implementing The Landing Concept Plan as part of the Pathways to the Sea vision;

• supporting public access to the Waitematā Harbour;

• supporting marine operations, club activities, events and personal recreation at The Landing.

These commitments are significant.

Yet the Plan is silent on how introducing paid parking at Ōkahu Landing aligns with any of these objectives.

For many Aucklanders, parking is not a convenience—it is the practical means by which they access the harbour. Every additional financial barrier affects participation.

People learning about Ōkahu Bay and the Waitematā.

Organisations saving lives through water safety programmes.

Children learning to paddle waka ama.

Young people sailing for the first time.

Whānau gathering on the shoreline.

Older people who are no longer able to walk long distances.

Volunteers who dedicate countless hours to community organisations.

People living through an ongoing cost-of-living crisis who simply want to spend time beside the moana without another expense.

Public access is only truly equitable when it is genuinely accessible.

The Board's own Plan acknowledges that some communities face structural barriers to participation. Introducing an additional financial barrier to accessing one of Tāmaki Makaurau's most treasured public spaces appears inconsistent with that commitment.

The Landing has never been simply a car park.

It is a gateway.

A gateway to the Waitematā Harbour.

A gateway to culture and history.

A gateway to education.

A gateway to recreation.

A gateway to connection.

A gateway to health and wellbeing.

For generations, people have come to Ōkahu to paddle, swim, sail, fish, volunteer, reconnect with whānau and experience the restorative qualities of the moana. These experiences contribute immeasurably to physical health, mental wellbeing and community connection.

The Board's own Plan recognises the importance of creating thriving communities where people belong and can participate.

I respectfully ask the Board to explain how introducing paid parking at Ōkahu Landing advances those objectives.

If the Local Board is committed to equitable outcomes, public participation and improving access to the Waitematā Harbour, then its decisions should clearly demonstrate those commitments in practice.

Plans should not simply articulate values.

They should give effect to them.

I ask the Ōrākei Local Board to ensure that its final Plan and subsequent decisions remain faithful to the principles it has set for itself, so that future generations inherit not only a beautiful harbour, but one that remains welcoming, accessible and open to all.

A pathway to the sea should never become a barrier to reaching it.

Have Your Say on the Draft Ōrākei Local Board Plan 2026

#282

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: Healthy Auckland Together

Local Board: Regional Organisation

Your feedback:

1. **How well do you think our draft Plan reflects the needs and aspirations of our community over the next three years?**

   Tell us why

2. **The draft local board plan focuses on five key outcome areas for our community. The draft plan includes proposals to meet the needs of our community for each of the outcome areas. In the draftplan, these proposals are made up of objectives and initiatives.**

   What do you think of the proposals for each of the key outcome areas?

Community	
Natural environment	
Built environment	
Economy	
Transport	

   Tell us why

3. **Auckland Council's strategic framework identifies three considerations for all decisions and investments: Māori outcomes, climate outcomes and equity outcomes. These are woven throughout the plan.**

   How well have we captured these considerations?

Māori outcomes	
Climate outcomes	
Equitable outcomes	

Tell us more

4. Do you have any other feedback on the draft Ōrākei Local Board Plan 2026?

Healthy Auckland Together submission on the Ōrākei Draft Local Board Plan 2026

Thank you for the opportunity for Healthy Auckland Together (HAT) to provide a submission on the Ōrākei draft Local Board Plan 2026.

Ngā mihi,

[redacted]

About Healthy Auckland Together

Healthy Auckland Together is committed to improving Tāmaki Makaurau so that it is an environment where all people can live full and healthy lives. By working collaboratively, we want to make it easier for everyone to be active, eat better and live longer lives. Healthy Auckland Together is a coalition of more than 30 partners representing local government, mana whenua, health agencies, non-government organisations, academia and consumer interest groups.

Creating a healthy city

Aucklanders deserve to live in communities that support all ages and all abilities to have freedom and build connections within their neighbourhoods. How our cities and neighbourhoods are designed, built and managed has a significant impact on the health and wellbeing of the people who live, work and learn in these areas.

However, increasing cost pressures on households, petrol and diesel vehicles dominating our streets, inequitable access to quality green space, and urban intensification without community-friendly design have led to a city with high demand for food support, decreased rates of active travel amongst children and diminishing outdoor play. These changes demonstrate the need for stronger local coordination and continued investment to improve the wellbeing of our communities.

Ōrākei has a key role in the community and street spaces that enable good lives for all people. Enabling access to nourishing food, providing more opportunities to play and creating safe and healthy street environments will contribute to outcomes identified in the Auckland Plan 2050.

Mana Whenua

Engagement with Mana whenua is critical for improving outcomes for Māori. When iwi and Māori are involved in decision making around the built and natural environments, tamariki and whānau are supported to connect with local whenua, waterways, histories, mātauranga and cultural practices. Involvement in transport design and decisions, required under the Local Government (Auckland Council) Act 2009, supports Māori identity being reflected in the transport network.

Local Food Systems

A strong local food system is about more than food. It strengthens community connections, builds resilience to economic and climate challenges, encourages local enterprise, and contributes to thriving neighbourhoods. Working alongside communities and investing in healthy local food initiatives can help deliver many of the outcomes the Local Board is already seeking, including improved health and wellbeing, stronger communities, environmental sustainability and greater local resilience.

Outdoor Play

Engaging in outdoor play is a fundamental right of children in Aotearoa New Zealand and is an important contributor to physical, mental, social, emotional, and cultural wellbeing across the life course. When children engage in outdoor play they experience better physical health through increased strength, bone health, cardiovascular and metabolic health; better mental health through stress reduction, emotional resilience and improved confidence, creativity, curiosity, and problem-solving; and greater social wellbeing through connections with other, belonging and intergenerational relationships.

Healthy Transport

The transport system has a significant impact on the health and wellbeing of everyone, wherever they live. How we get about has positive impacts, adults and children who travel actively, whether

they scoot, cycle or walk are protected against cardiovascular diseases, breast cancer, colorectal cancer and diabetes; improve learning and social connectedness in children and supports overall mental wellbeing. In contrast, reliance on petrol and diesel vehicles has led to increasing air pollution from vehicle emissions, causing damage to our cardiovascular and immune systems, leading to asthma, hospitalisations and deaths in communities; and ever-increasing vehicle sizes pose greater safety risks to our most vulnerable road users.

Recommendations

Through cleaner air, safer streets, more opportunities for play and access to nourishing local food, Ōrākei can be a place where communities live longer, healthier lives. To support these outcomes for your communities, Healthy Auckland Together suggests the following recommendations.

Community

The Ōrākei plan is to be commended for including actions on strengthening the opportunities for communities to celebrate inclusion, cultural heritage, events, sports and recreation in parks and town centres.

We **support** the local board's objective for **"**communities have great local options for indoor and outdoor play, sport and recreation" and that "parks and community facilities are well cared for and maintained." Play spaces can be anywhere, not just playgrounds and can be supported by community initiatives and natural spaces.

We noticed there was an **absence** of food systems mentioned in the plan.

The draft Local Board plan could be strengthened to enable opportunities for play, improve accessibility and increase access to nourishing food.

To improve outcomes for your communities, we **recommend** that

- An objective is added to "Adopt a healthy local food strategy plan with implementation embedded in workplans." More information about developing a local food strategy can be found in Appendix 2.
- Wording is included that gives effect the local board's 2025 Play plan, if they have one.
- Strengthen wording to "Develops play spaces in high use areas and also widens play opportunities for children, youth and seniors across the local board area through activations and supporting community-led initiatives."

Natural Environment

The Ōrākei plan does well for including extensive actions to care for, protect and restore the natural environment in Ōrākei Local Board. The natural environment is interconnected with the health and wellbeing of communities. A strong natural environment supports mental wellbeing and mitigates the impact of air pollution and high temperatures on our most vulnerable.

We **support** your objectives as outlined in the plan.

Built Environment

The built environments within the Ōrākei local board area are key places for people to learn, work and play, and good access to supportive and welcoming public spaces contributes to the health and wellbeing of communities. Safe and well-designed town centres facilitate play and improve access for pedestrians.

We **support** the priority to invest in assets that provide opportunities for active play, sports and casual recreation for all ages and abilities. Opportunities for active play can be unintentionally designed out or displaced by the way urban environments are planned, so an explicit focus on active play within the built environment is welcomed.

To improve outcomes for your communities, we **recommend** that:

- Strengthen priority for developers to include design which enables social connection and play spaces - "Encourage developers to prioritise sustainable design and design which meets social and play needs for families in the developments."

Transport

The overall implementation of Ōrākei Local Board's new responsibilities in transport is a positive approach to enabling good health through increased safety and active travel.

Improving equity in transport is crucial for a healthier community and requires addressing wider systematic issues including unsafe driving behaviour, congestion, personal safety issues and prioritising environments that support children's independent mobility. Understanding the social stigma experienced by youth while cycling and using public transport is also relevant to improving uptake of healthy behaviours. The involvement of Māori, Pacific and disabled communities when developing actions is integral to good equity outcomes.

We **support** your objectives to improve safety, strengthen public transport and manage responsible growth, as they address the safety, accessibility and promotion of active and public transport.

We **oppose** your priority to "limit speed humps and raised pedestrian crossings to roads where there is clear evidence to support them." We believe the wording of this priority does not account for the accessibility needs of disabled people and parents using prams and should be adjusted accordingly.

To improve outcomes for your communities, we **recommend** that:

- Wording is changed to support accessibility by providing speed humps and raised pedestrian crossings on roads where there is a need,
- Wording is strengthened to incorporate safe speeds in school catchments, town centres and around marae,
- A priority is added to advocate for a time of use charging scheme that is equitable and raises funds that are used to improve public and active transport,
- An objective is added to engage with Mana Whenua and Māori to embed Māori identity, partnership and kaitiakitanga

Conclusion

Thank you for you providing the opportunity to comment on the Ōrākei Draft Local Board Plan 2026.

Appendix 1 Tabled Recommendations

Community			
Objective	**Priority**	**Stance**	**Recommendation**
-	-	Addition	Add an objective to "Adopt a healthy local food strategy plan with implementation embedded in workplans." More information about developing a local food strategy can be found in Appendix 2.
1		Addition	Wording is included that gives effect the local board's 2025 Play plan, if they have one.
2	1	Strengthen	Strengthen wording to "Develop play spaces in high use areas and also widen play opportunities for children, youth and seniors across the local board area through activations and supporting community-led initiatives."
Built Environment			
Objective	**Priority**	**Stance**	**Recommendation**
1	3	Strengthen	Strengthen priority to include design which enables social connection and play spaces "Encourage developers to prioritise sustainable design and design which meets social and play needs for families in the developments."
Transport			
Objective	**Priority**	**Stance**	**Recommendation**
3	3	Oppose	Change wording to "Increase accessibility by providing speed humps and raised pedestrian crossings on roads where there is a need"
4	3	Strengthen	Change wording to "Improve safety and efficiency in school catchments, town centres around marae and other spaces shared by pedestrians and cyclists through safe speeds and other traffic calming measures.
2	-	Addition	Add a priority to "advocate for a time of use charging scheme that is equitable and raises funds that are used to improve public and active transport"
-	-	Addition	Add an objective to "engage with Mana Whenua and Māori to embed Māori identity, partnership and kaitiakitanga in Ōrākei's transport network."

Appendix 2 Developing a healthy local food strategy

1. Understand the local food system

Commit to a local food system wānanga involving Local Board members, mana whenua, community organisations and other key stakeholders.

Map existing food-related services, programmes, community assets, growing spaces, food providers and local champions across the Local Board area. Identify existing strengths, gaps and opportunities, and explore how current resources and investment could be better aligned to maximise impact, collaboration and equity.

Developing a shared understanding of the local food system will help inform future investment and strengthen collaboration across the community.

2. Strengthen community partnerships

Actively engage with the organisations, volunteers and community leaders already working to improve local food access and wellbeing.

Visit community gardens, food hubs, māra kai, food rescue organisations, cooking and nutrition programmes, schools and local initiatives. Listen to the experiences of those working on the ground and build ongoing relationships that support genuine collaboration and shared decision-making.

Promote existing initiatives through Local Board communication channels to increase community awareness, participation and support.

3. Invest in local food initiatives

Increase support for proven community-led food initiatives through funding, programming and longer-term partnerships.

This could include supporting community gardens and māra kai, strengthening local food hubs, providing dedicated funding for key coordination roles, improving access to small grants, streamlining Council processes, and providing greater certainty through longer-term lease arrangements where appropriate.

Building the capability and sustainability of successful community initiatives represents a practical investment in the long-term resilience of the Local Board area.

4. Create healthier food environments

Support initiatives that enable access to nourishing food and drink for everyone.

This may include expanding access to drinking water, supporting culturally appropriate food initiatives, encouraging healthier food options at community events and Council facilities,

celebrating businesses that provide healthy choices, and supporting community organisations to offer nutritious food through their programmes.

Although Local Boards have limited influence over commercial food marketing, they can play an important leadership role by creating environments that encourage healthier choices and promote community wellbeing.

5. Celebrate and grow local food leadership

Champion the stories, people and initiatives that are already strengthening the local food system.

Share local successes through community events, digital communications and neighbourhood networks. Increase public awareness of local food initiatives and encourage greater participation across the community.

Work alongside community organisations, mana whenua, schools, growers, businesses and residents to develop a shared vision for a resilient local food system that is better prepared for future economic, environmental and social challenges.

Have Your Say on the Draft Ōrākei Local Board Plan 2026

#148

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: Meadowbank St Johns Residents Association

Local Board: Ōrākei

Your feedback:

1. **How well do you think our draft Plan reflects the needs and aspirations of our community over the next three years?**

   Not very well

   Tell us why

   see attachment

2. **The draft local board plan focuses on five key outcome areas for our community. The draft plan includes proposals to meet the needs of our community for each of the outcome areas. In the draftplan, these proposals are made up of objectives and initiatives.**

   What do you think of the proposals for each of the key outcome areas?

Community	Support most
Natural environment	Support most
Built environment	Support most
Economy	Support most
Transport	Support most

   Tell us why

   see attached

3. **Auckland Council's strategic framework identifies three considerations for all decisions and investments: Māori outcomes, climate outcomes and equity outcomes. These are woven throughout the plan.**

   How well have we captured these considerations?

Māori outcomes	Quite well
Climate outcomes	Quite well
Equitable outcomes	Quite well

   Tell us more

   see attached

4. **Do you have any other feedback on the draft Ōrākei Local Board Plan 2026?**

   see attached document for the Meadowbank St Johns Residents Association full submission.

Submission on the Draft Ōrākei Local Board Plan 2026

Meadowbank and St Johns Residents Association

The Meadowbank and St Johns Residents Association welcomes the opportunity to provide feedback on the draft Ōrākei Local Board Plan 2026.

Overall, we support the direction of the draft plan and its focus on connected communities, environmental stewardship, quality urban development, and thriving local centres. However, we believe the final plan should be more ambitious in articulating a vision for Meadowbank and taking advantage of the significant opportunities created by Auckland's investment in rapid transit and the continued growth of the area.

A stronger vision for Meadowbank

Meadowbank is experiencing significant change and growth. The opening of the City Rail Link places Meadowbank Station within even easier reach of the city centre and the wider Auckland rail network, enhancing the area's attractiveness as a place to live, work and visit.

The Local Board Plan should be bolder in recognising Meadowbank as one of the area's key growth centres – being served by both the railway line and a frequent transit corridor - and articulate a clear vision for Meadowbank as a well-connected, vibrant and sustainable urban village. This should include:

- strengthening Meadowbank Town Centre as a focal point for the community;
- encouraging high-quality housing and appropriate intensification close to public transport;
- improving public spaces and streetscape quality;
- enhancing walking and cycling connections to key destinations such as the train station, Town Centre and local schools; and
- supporting local businesses to benefit from increased accessibility and population growth.

The plan currently acknowledges the importance of local centres, but it could do more to set out a compelling long-term vision for Meadowbank's future and the role it can play within the wider Ōrākei Local Board area.

Creating a stronger sense of place in Meadowbank

As Meadowbank grows, there is an increasing need to create a stronger identity and sense of place.

While Meadowbank benefits from excellent transport connections, too often the town centre functions primarily as somewhere people pass through on their way elsewhere rather than somewhere they choose to spend time. The Local Board should champion a vision that transforms Meadowbank Town Centre into a genuine community destination and focal point for local life.

This means creating a town centre that is welcoming, attractive and vibrant — a place where residents meet friends, support local businesses, attend events, access community services, and spend time in quality public spaces. As the population grows, Meadowbank deserves more than a collection of shops and busy roads; it should have a recognisable civic heart that reflects local identity and fosters community connection.

This could include:

- public realm improvements, with more attractive spaces and more footpaths, throughout the Town Centre;
- enhanced landscaping, native planting and streetscape upgrades;
- public art and place-making projects that reflect local stories and cultural heritage;
- better links between the mall and the rest of the Town Centre;
- stronger pedestrian connections between the Town Centre, train station, local schools and reserves; and
- activation of public spaces through community events and activities.

Achieving this vision will require a people-focused approach to the town centre, including improved pedestrian amenity, better public spaces, and safer traffic speeds that support local businesses and encourage people to spend time in the area rather than simply pass through it. We note that whenever the Association has surveyed local residents and business owners on these points over the years, they have been strongly supported.

Meadowbank Community Centre – time to move from aspiration to delivery

The draft plan should be stronger in its commitment to delivering community facilities for Meadowbank.

For many years, local residents have advocated for a dedicated community centre that can serve the growing Meadowbank and St Johns population. Despite repeated discussion and investigation, progress has stalled while the area's population continues to increase.

The Association supports the Local Board Plan confirming the need to complete the Meadowbank community centre but believes there should be a time commitment to progressing the project within the life of the plan. At a minimum, the Board should:

- identify delivery of a community facility as a strategic priority;
- work with Auckland Council and other partners to resolve barriers to delivery;
- investigate funding opportunities and partnership models; and
- establish a clear pathway and timeline for progressing the project.

A growing community requires civic infrastructure as well as transport and housing. A community centre would provide an important hub for recreation, learning, community development and social connection and would contribute significantly to Meadowbank's sense of place and community wellbeing.

Support for the Gowing Drive connection

The Association strongly supports the commitment to the Gowing Drive connection.

This project has the potential to significantly improve local connectivity and accessibility and remains an important piece of infrastructure for the eastern part of the local board area. Its delivery should continue to be actively pursued and advocated for at the earliest opportunity.

Housing growth and quality urban development

We support the Plan's emphasis on ensuring new residential development is of a high quality, with strong design, sustainability and amenity standards.

However, the Plan should more explicitly recognise the need for greater housing choice in Meadowbank and St Johns. Well-designed townhouses, terrace housing and apartments in appropriate locations can support a diverse community, enable residents to age in place, and provide housing opportunities for young people and families close to jobs, services and public transport.

Growth should be accompanied by investment in public spaces, community facilities and transport infrastructure to ensure development contributes positively to neighbourhood character and community wellbeing.

Recognising Māori values and cultural heritage

We would like to see stronger recognition of how Māori values and mātauranga Māori can inform environmental restoration, place-making and community development across the local board area.

The plan could place greater emphasis on celebrating the cultural significance of places such as the Pourewa Valley and Ōkahu Bay and supporting partnerships with mana whenua in ecological restoration, storytelling and public space design. These initiatives strengthen community understanding and benefit all residents and visitors.

Climate action, biodiversity and resilience

We support the draft Plan's strong emphasis on biodiversity, ecological restoration and native planting, building on the positive environmental leadership demonstrated by the Local Board in recent years.

We encourage the Board to strengthen its commitment to climate action by:

- supporting greater mode shift to public transport, walking and cycling;
- advocating for transport policies that improve safety and encourage active travel;
- continuing investment in urban ngahere and native planting; and
- strengthening the role of Pourewa Valley as a key ecological and climate resilience corridor.

The Pourewa Valley in particular has the potential to deliver multiple benefits through improved biodiversity, water quality, flood resilience, recreation and access to nature, while also contributing to wider climate adaptation objectives.

Safer streets and transport choice

The Association encourages the Local Board to continue advocating for safer speeds on local streets and in and around Meadowbank Town Centre.

The Meadowbank and St Johns Residents Association has consistently supported lower speeds in areas where people walk, cycle, access public transport and travel to school. We have advocated for the retention of 30km/h speed limits in residential neighbourhoods and around schools because they make it safer and more attractive for people of all ages to move around their community. Local community surveys undertaken by the Association have demonstrated strong support for retaining safer speeds in Meadowbank, reflecting residents' desire for safer, more liveable streets.

The Local Board Plan should include a commitment to advocate for the reinstatement and retention of safer speeds where evidence demonstrates safety benefits, particularly around schools, neighbourhood centres, public transport connections, and key walking and cycling routes. Safer speeds are not only a road safety measure; they help support mode shift, encourage active transport, enhance public amenity, and contribute to creating a more successful town centre that feels like a place to be rather than simply a place to drive through.

Conclusion

The Meadowbank and St Johns Residents Association generally supports the draft Ōrākei Local Board Plan 2026. We encourage the Board to strengthen the final plan by:

1. Adopting a more ambitious vision for Meadowbank as a thriving, rail-connected town centre that is a destination in its own right, not merely a transport corridor or place people pass through.
2. Prioritising the revitalisation and place-making of Meadowbank Town Centre.
3. Reaffirming and progressing the long-awaited Meadowbank Community Centre project.
4. Supporting housing growth that is accompanied by quality urban design and community infrastructure.
5. Strengthening environmental, climate resilience and Māori outcomes across the local board area.

Most importantly, the final plan should recognise that Meadowbank is one of the fastest-changing parts of the Ōrākei Local Board area and deserves a bold vision, strong community infrastructure, and active investment to ensure it remains a "thriving and vibrant" place to live, work and connect.

Have Your Say on the Draft Ōrākei Local Board Plan 2026

#209

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: National Public Health Service – Northern Region

Local Board: Regional Organisation

Your feedback:

1. **How well do you think our draft Plan reflects the needs and aspirations of our community over the next three years?**

   Tell us why

2. **The draft local board plan focuses on five key outcome areas for our community. The draft plan includes proposals to meet the needs of our community for each of the outcome areas. In the draftplan, these proposals are made up of objectives and initiatives.**

   What do you think of the proposals for each of the key outcome areas?

Community	Support most
Natural environment	
Built environment	
Economy	
Transport	

   Tell us why

   See attached

3. **Auckland Council's strategic framework identifies three considerations for all decisions and investments: Māori outcomes, climate outcomes and equity outcomes. These are woven throughout the plan.**

How well have we captured these considerations?

Māori outcomes	
Climate outcomes	
Equitable outcomes	

Tell us more

4. Do you have any other feedback on the draft Ōrākei Local Board Plan 2026?

See attached file

23 July 2026

Auckland Council

akhaveyoursay@aucklandcouncil.govt.nz

Local Board Plans 2026

Thank you for the opportunity for the National Public Health Service – Northern Region, Health New Zealand I Te Whatu Ora, to provide technical advice on Auckland Council's Local Board Plans 2026.

The primary contact point for this submission is:

[redacted]

1. Introduction and overview

This technical advice is provided on behalf of the National Public Health Service - Northern Region (**NPHS-NR**), Health New Zealand | Te Whatu Ora. NPHS-NR has statutory responsibilities to improve, promote and protect the health and wellbeing of people and communities under the Healthy Futures (Pae Ora) Act 2022,[1] and local authorities have duties to improve, promote and protect public health under the Health Act 1956. The Local Board Plans 2026 (**the Plans**) will influence the conditions in which people live, learn, work, travel and connect across Tāmaki Makaurau. For that reason, NPHS-NR welcomes the opportunity to provide advice that supports healthy, safe, resilient and equitable local communities.

Our overarching and plan-specific feedback relates to four of the five focus areas in the Plans and reflects NPHS-NR's priorities for community health:

- Safe, accessible and active transport.
- Reducing alcohol, tobacco and vaping harm.
- Food security and nutrition.
- Improving air quality and heat resilience.
- Equitable and inclusive communities.

Across all Focus Areas in the Plans, NPHS-NR recommends that Local Boards uphold initiatives and objectives that contribute to equitable health outcomes and focus on those with the greatest need. This includes prioritising actions that benefit Māori, Pacific peoples, disabled people, children and young people, older people, migrant communities and communities experiencing higher deprivation.

[1] s3a Health NZ is mandated to 'protect, promote and improve the health of all New Zealanders'
s13(c) Health NZ is to 'promote health and prevent… ill health, including by collaborating with other agencies and organisations'
s14(1)(k) Health NZ is to 'collaborate with other agencies and organisations… to address the wider determinants of health'

It also includes working in ways that uphold Te Tiriti o Waitangi, support meaningful engagement with mana whenua and mataawaka, and enable communities to shape local solutions. Areas where this is particularly relevant in a health context have been highlighted in the body of our advice.

Where NPHS-NR has not made a specific comment on a focus area, objective or priority within a Local Board Plan, this should be read as general support for the direction of that content. **Appendix 1** summarises the specific amendments NPHS-NR recommends for individual Local Board Plans. Recommendations about harmful commodities in Part Two: General Comments should also be taken as suggested amendments to all Plans.

2. General comments

NPHS-NR values the role Local Boards play in supporting community wellbeing and local action on the wider determinants of health.

In the Northern Region (Auckland and Northland), around 15% of adults reported hazardous drinking in 2024/25, a slight increase from 13% in the previous year.[2] An estimated 7% of adults in the region smoke tobacco daily, trending upwards slightly over the last three years.[3] Daily vaping is more common, with 10% of adults in the region reporting daily vape use - almost double the rate observed in 2020/2021 (6%).[4]

Physical activity and food security indicators also highlight areas where local action can support better health outcomes. Only 40% of adult Aucklanders are sufficiently physically active, and only 38% of children use active transport to and from school, an important proxy for physical activity.[5] For fruit and vegetable intake, only 4% and 6% of Auckland adults meet the guidelines, respectively, while 15% of children are missing breakfast more than 3 times during the week.[6]

NPHS-NR encourages the inclusion of clear objectives and initiatives in Local Board Plans to reduce harm from alcohol, tobacco and vaping products; improve active and public transport options; and increase access to nourishing food environments.

[2] 2024/25 NZ Health Survey. https://minhealthnz.shinyapps.io/nz-health-survey-2024-25-annual-data-explorer/_w_9a4a831f8ccc4040a80cc15c9d98d87f/#!/explore-topics
[3] 2024/25 NZ Health Survey. https://minhealthnz.shinyapps.io/nz-health-survey-2024-25-annual-data-explorer/_w_9a4a831f8ccc4040a80cc15c9d98d87f/#!/explore-topics
[4] 2024/25 NZ Health Survey. https://minhealthnz.shinyapps.io/nz-health-survey-2024-25-annual-data-explorer/_w_9a4a831f8ccc4040a80cc15c9d98d87f/#!/explore-topics
[5] NZ Healthy Survey Data. https://www.health.govt.nz/publications/regional-data-release-new-zealand-health-survey
[6] See 6

The following suggested objectives and initiatives are intended to be practical options that sit within Local Board influence, partnership and advocacy roles. Suggested objectives and initiatives include:

Support community-led aspirations to reduce harm from alcohol, tobacco and vaping products. For example:

- Providing clear mechanisms for communities to raise concerns about alcohol harm, and ensuring those concerns can inform alcohol licensing processes and any future review of Auckland Council's Local Alcohol Policy.
- Supporting community members to navigate the process of applying for an alcohol ban area.
- Seeking feedback on community concerns about public areas that should be smokefree or vapefree.
- Collaborating with local community organisations and partners with shared goals to reduce harm.
- Engaging with public health organisations, including NPHS-NR, to share information, strengthen local evidence and support community-led harm reduction initiatives.

Support community participation in decisions about how alcohol is sold and supplied locally. For example:

- Objecting to alcohol licence applications of concern and supporting community members or groups if they wish to object through this process. This process can also involve recommending stronger conditions on licences that can mitigate alcohol harm.
- Reflecting community preferences in any future review of Auckland Council's Local Alcohol Policy (LAP).

Promote safe, inclusive and healthy public spaces. For example:

- Prioritising provision of public events that are free from alcohol, tobacco and vapes.
- Ensuring signage is clear and visible in public smoke-free and vape-free designated areas.
- Reporting non-compliance of tobacco, vape or alcohol retailers through relevant channels.
- Raising community awareness of available mechanisms to make complaints about non-compliance. In the case of tobacco and vape retailers, this includes our smoking and vaping complaints toolkit.
- Support community provision of healthy food and drink, including urban agriculture, community gardens and well-located public drinking fountains.
- Support and invest in a comprehensive approach to play opportunities, including formal play infrastructure and initiatives that integrate play into public spaces and community settings, enabling participation by people of all ages, abilities, and cultural backgrounds.
- Improving road safety through evidence-informed measures such as lower speeds in high-pedestrian areas and on local roads, raised crossings, safer school travel environments, and other measures that support active transport and accessible local streets.
    - NPHS-NR strongly endorses the holistic framing used in Papakura's Plan under Focus Areas Three (Built Environment) and Five (Transport). This framing takes a determinants-of-health-based approach, and as a result NPHS-NR supports the use of this language across all other Plans.

3. Local Board Plans: Individual Technical Advice

Alongside this overarching advice, NPHS-NR provides targeted feedback for seven Local Boards: Henderson-Massey, Waitematā, Māngere-Ōtāhuhu, Ōtara-Papatoetoe, Manurewa, Papakura and Whau. These Local Boards were prioritised based on the higher numbers of alcohol, tobacco, and vape retailers in their areas, as well as the proportion of priority populations within Local Board Areas, including Māori and Pacific communities.

3.1 Henderson-Massey

NPHS-NR supports the plan from the Henderson-Massey Local Board. In particular, NPHS-NR supports:

- Focus Area One: Community

NPHS-NR supports objectives associated with community aspirations to reduce harm from alcohol, tobacco and vapes. Smoking data in the Henderson-Massey Local Board area reflects the efforts being made to decrease smoking-related harm, with 8% of adults smoking regularly in 2023, down from 15% in the Census five years prior.[7] We particularly endorse the initiative to support community safety approaches, specifically including alcohol harm reduction, and encourage the strengthening of this by collaborating with local community organisations and partners with shared goals to reduce harm.

- Focus Area Three: Built Environment

[7] Tobacco Control Data Repository. https://www.tcdata.org.nz/new-zealand-census/cigarette-smoking-behaviour-prevalence-maps-2013-2018-2023/?name=Territorial+Authority+and+Auckland+local+board&x=-369170&y=1749118&zoom=10.

Objectives one, two and three support accessibility to active and public transport, which can contribute to improved physical activity, mental wellbeing, social connection and access to local services.[8]

NPHS-NR supports, in part, objective three of Focus Area Five: Transport. We recommend that road-calming measures, raised crossings and lower speed environments be explicitly referenced, as these measures can reduce injury risk and improve safety for people walking, cycling, using mobility aids or accessing schools and community facilities.

3.2 Māngere-Ōtāhuhu

NPHS-NR supports the Plan from the Māngere-Ōtāhuhu Local Board. In particular, NPHS-NR supports objective three of Focus Area Two: Natural Environment. NPHS-NR also supports initiative five, objective three from Focus Area One: Community as this contributes to local food security and equitable access to nutritious foods. These measures can directly support improved health outcomes for local communities.

NPHS-NR supports in part:

- Focus Area One: Community

In the Māngere-Ōtāhuhu Local Board area, 14% of adults smoked regularly in 2023, down from 20% in the Census five years prior.[9] We acknowledge the opportunity noted around having a culturally diverse range of active and established community groups that provide a strong platform for community-led transformation. NPHS-NR encourages the Local Board to support community participation in decisions about how alcohol, tobacco and vaping products are

[8] Sergio A. Useche, Francisco J. Llamazares, Cristina Marin (2024) Good for the planet… and for you too? Comparing five travel and health-related outcomes among active, motorized, and public transport commuters. Journal of Transport & Health, Volume 38, 101893.
[9] See 7.

sold, supplied and experienced in local neighbourhoods, including through local advocacy, community engagement and collaboration with public health partners.

- Focus Area Two: Natural Environment

NPHS-NR supports in part objective three and recommends that it explicitly include urban ngahere (forests) planting along road corridors and in high-heat areas. This would support efforts to improve air quality, reduce urban heat and strengthen wider health and wellbeing co-benefits.[10]

- Focus Area Five: Transport

NPHS-NR supports in part objectives one, two, and three. Road calming measures, raised crossings and lower speed limits are effective ways to improve safety and lower the risk of injury in local streets. As a result, NPHS-NR recommends that these measures be included as part of these objectives.

3.3 Manurewa

NPHS-NR supports the plan from the Manurewa Local Board. In particular, NPHS-NR supports:

- Focus Area One: Community

NPHS-NR supports the initiative focused on upstream measures to reduce harm related to smoking, vaping, alcohol and other community harms. In the Manurewa Local Board area, 12% of adults smoked regularly in 2023, down from 19% in the Census five years prior.[11] NPHS-NR strongly endorses the objectives and key initiatives to work with community partners to reduce harm and identify

[10] Iungman T, Caballe SV, Segura-Barrero R, Cirach M, et al,. Co-benefits of nature-based solutions: A health impact assessment of the Barcelon Green Corridor (*Eixos Verds)* plan. (2025). Environment International. 196: 109313
[11] See 7.

opportunities to increase community safety. NPHS-NR values the Manurewa Local Board's role in supporting community participation in decisions about how alcohol is sold and supplied locally. NPHS-NR also supports the objective to ensure community facilities are welcoming, accessible and designed so that everyone can use them.

- Focus Area Two: Natural Environment

NPHS-NR supports objective three, initiative one, as this measure mitigates the negative health impact of poor air quality and helps to improve heat resilience in the local area. NPHS-NR also supports objective four, as this objective contributes to positive health impacts associated with food security and access to nutritious foods.

- Focus Area Five: Transport

NPHS-NR supports objectives one to three as they contribute to increased opportunities for active travel, improved access to public transport, reduced transport barriers and broader health benefits associated with physical activity, social connection and access to essential services.

NPHS-NR supports in part initiative two, objective one of Focus Area Three: Built Environment. We recommend that people walking, cycling, using mobility aids and accessing public transport are explicitly reflected as part of encouraging people to stop, spend time and participate in community spaces.

3.4 Ōtara-Papatoetoe

NPHS-NR supports the Plan from the Ōtara-Papatoetoe Local Board. In particular, NPHS-NR supports:

- Focus Area Two: Natural Environment

NPHS-NR supports objectives two and four (initiative one) in particular, as these priorities contribute to food security, education, and equitable access to nutritious foods locally. NPHS-NR also supports initiative two in objective four as it supports the ongoing efforts to mitigate negative health outcomes associated with poor air quality, as well as improving local heat resilience.

- Focus Area Five: Transport

NPHS-NR supports objectives one, two, three and five.

NPHS-NR supports in part initiative one, objective two of Focus Area Five. We recommend that road-calming measures, raised crossings and lower speed environments are explicitly included to improve safety for people walking, cycling, using mobility aids and accessing schools, services and public spaces.

NPHS-NR opposes in part the current framing of objective four of Focus Area Five because it may privilege general private vehicle access rather than the specific accessibility needs of people who have limited or no practical transport alternatives, particularly disabled people and their whānau. NPHS-NR recommends reframing the objective to focus on transport accessibility for disabled people, older people, whānau with mobility or access needs, and others who may need to use private motor vehicles. Suggested wording: "Provide safe and accessible transport options for people who need to use private motor vehicles, while continuing to support active, public and low-emissions transport choices."

We commend the initiative in Focus Area One: Community, and support the Ōtara-Papatoetoe Local Board to continue engaging with alcohol licensing and local alcohol policy (LAP) processes and encourage supporting community participation in how alcohol is sold and supplied in the local area. NPHS-NR opposes, in part, the initiative, as there is not currently a process through which the Local Board can oppose new vape shops. However, we encourage the use and promotion of the smoking and vaping complaints toolkit to report retailers that are non-compliant with legislation.

3.5 Papakura

NPHS-NR supports the Plan from the Papakura Local Board. In particular, NPHS-NR supports:

- Focus Area One: Community

NPHS-NR strongly endorses the initiative to support community safety approaches, including alcohol harm reduction, and encourages the Local Board to strengthen this by collaborating with local community organisations and partners with shared harm reduction goals. In the Papakura Local Board area, 9% of adults smoked regularly in 2023, down from 18% in the Census five years prior.[12] NPHS-NR also encourages initiatives that support community aspirations to reduce harm from alcohol, tobacco and vaping products.

NPHS-NR also supports initiative two, objective two within Focus Area One, as it contributes to food security and local access to nutritious food.

- Focus Area Two: Natural Environment

NPHS-NR supports objective three within Focus Area Two. This objective will help improve local environmental conditions by mitigating the impacts of poor air

[12] See 7.

quality, supporting urban cooling and strengthening community resilience to increasing temperatures associated with climate change.

- Focus Area Three: Built Environment and Focus Area Five: Transport

NPHS-NR supports the Built Environment objectives in the Papakura Local Board Plan. We particularly note the Plan's positive approach to transport, including pedestrian safety and shaded areas. These measures can support active transport, improve local amenity and contribute to better air quality and heat resilience. NPHS-NR recommends that similar wording be considered for the transport and built environment sections of other Local Board Plans where appropriate.

3.6 Waitematā

NPHS-NR supports the Plan from the Waitematā Local Board. In particular, NPHS-NR supports:

- Focus Area One: Community

NPHS-NR supports initiative eight, objective two as it contributes to priorities related to food security and access to nutritious food. NPHS-NR also supports priorities related to minimising alcohol and tobacco related harm, including vaping. In the Waitematā Local Board area, 4% of adults smoked regularly in 2023, down from 9% in the Census five years prior.[13] We encourage the Waitematā Local Board to continue supporting initiatives that are focused on further decreasing local smoking prevalence.

- Focus Area Two: Natural Environment

NPHS-NR supports initiatives two and three within objective one, as these initiatives mitigate the negative health outcomes associated with poor air quality

[13] See 7.

and improves local heat resilience. NPHS-NR also supports initiative five, objective three, as it contributes to food security and local access to nutritious foods. NPHS-NR particularly supports initiative three of objective three, as it helps build community connection around active transport and can strengthen the population health benefits associated with walking, cycling and other active modes.

- Focus Area Three: Built Environment

NPHS-NR supports objectives one (all initiatives) and two (initiatives three, four and six) as they support the improvement of active transport and mitigate the negative health impact of poor air quality, respectively.

- Focus Area Five: Transport

NPHS-NR supports objectives one to five. These objectives support safer and more accessible transport options, encourage physical activity through active transport, improve access to employment, education and services, and contribute to reduced exposure to transport-related air pollution, which mitigates the negative health impacts associated with poor air quality.

There are no specific suggested amendments for Waitematā Local Board, other than the general comments in Part Two of this submission.

3.7 Whau

NPHS-NR supports the Plan from the Whau Local Board. In particular, NPHS-NR supports:

- Focus Area One: Community

NPHS-NR strongly supports the objective to collaborate with local community organisations, businesses and partners such as New Zealand Police to build safe local spaces. This objective could be strengthened by adding an initiative to

engage with public health organisations, including NPHS-NR, to share information, strengthen local evidence and support harm reduction initiatives. NPHS-NR also supports initiative three, objective one, as it contributes to healthy food environments and equitable access to nutritious food. NPHS-NR further supports initiative three, objective six, as it contributes to efforts to reduce the health impacts of poor air quality and urban heat.

- Focus Area Three: Built Environment

NPHS-NR also supports initiative two, objective one of Focus Area Three: Built Environment, as it contributes to reducing exposure to poor air quality and urban heat.

- Focus Area Five: Transport

NPHS-NR supports objectives one and three within the Whau Plan.

NPHS-NR supports in part objective two of Focus Area Five. We recommend including effective strategies such as lower speed environments, raised crossings and other road safety measures, particularly around schools and community facilities. These measures would support safer, more liveable streets and contribute to health and wellbeing objectives in Focus Area One: Community.

4. Conclusion

Thank you for the opportunity to provide technical advice on Auckland Council's Local Board Plans 2026. NPHS-NR values its ongoing relationship with Auckland Council and Local Boards, and welcomes continued engagement on actions that support healthy, safe, resilient and equitable communities across Tāmaki Makaurau

Appendix 1: Overview of Suggested Amendments to Local Board Plans

Table 1: Henderson-Massey

Focus Area	Stance	Detail
One	Support in part	Include support in the plan for community-led aspirations to reduce harm from alcohol, tobacco and vaping products. Include support in the plan for community participation in decisions about how alcohol is sold and supplied locally.
Five	Support in part	Objective three should explicitly include road-calming measures, raised crossings and lower speed environments to improve local street safety, particularly for children, pedestrians, cyclists and people using mobility aids

Table 2: Māngere-Ōtāhuhu

Focus Area	Stance	Detail
One	Support in part	Objective two should include ways that the Local Board can support community participation in decisions about how alcohol is sold and supplied locally. Include support in the plan for community-led aspirations to reduce harm from alcohol, tobacco and vaping products.
Two	Support in part	Objective three should include urban ngahere (forests) planting along road corridors and high-heat areas to support improved air quality, heat resilience and wider health co-benefits.
Five	Support in part	Objectives one to three should include road-calming measures, raised crossings and lower speed environments to improve road safety locally.

Table 3: Manurewa

Focus Area	Stance	Detail
One	Support in part	Include support in the plan for community-led aspirations to reduce harm from alcohol, tobacco and vaping products. Include support in the plan for community participation in decisions about how alcohol is sold and supplied locally.
Three	Support in part	Objective one should explicitly include people walking, cycling, using mobility aids and accessing public transport as part of encouraging people to stop, spend time and participate in community spaces.

Table 4: Ōtara-Papatoetoe

Focus Area	Stance	Detail
One	Oppose in part	NPHS-NR opposes in part the initiative that seeks to oppose new vape shops, despite our support for harmful commodity reduction in communities. There is not currently a process through which the Local Board can oppose new vape shops. Instead, we encourage the use and promotion of the smoking and vaping complaints toolkit to report retailers that are non-compliant with legislation, and to include in the plan initiatives associated with community participation and engaging in future regulatory opportunities.
Five	Support in part	Objective two should include road calming measures, raised crossings and lower speed limits to effectively improve road safety locally.
	Oppose in part	Objective four should be reframed to focus on transport accessibility for disabled people, older people, whānau with mobility or access needs, and others who may need to use private motor vehicles, while continuing to support active, public and low-emissions transport choices.

		Suggested wording: "Provide safe and accessible transport options for people who need to use private motor vehicles, while continuing to support active, public and low-emissions transport choices."

Table 5: Papakura

Focus Area	Stance	Detail
One	Support in part	Include support in the plan for community-led aspirations to reduce harm from alcohol, tobacco and vaping products. Include support in the plan for community participation in decisions about how alcohol is sold and supplied locally.
Three	Support in part	Objectives one and three should include lower speed environments, raised crossings and other road safety measures to improve local street safety, particularly around schools and community facilities.

Table 6: Whau

Focus Area	Stance	Detail
One	Support in part	Include support in the plan for community-led aspirations to reduce harm from alcohol, tobacco and vaping products. Include support in the plan for community participation in decisions about how alcohol is sold and supplied locally.
Five	Support in part	Objective two should include lower speed environments, raised crossings and other road safety measures to improve local street safety, particularly around schools and community facilities.

Have Your Say on the Draft Ōrākei Local Board Plan 2026

#389

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: Ngāti Whātua Ōrākei

Local Board: Regional Organisation

Your feedback:

1. **How well do you think our draft Plan reflects the needs and aspirations of our community over the next three years?**

   Tell us why

   See attached

2. **The draft local board plan focuses on five key outcome areas for our community. The draft plan includes proposals to meet the needs of our community for each of the outcome areas. In the draftplan, these proposals are made up of objectives and initiatives.**

   What do you think of the proposals for each of the key outcome areas?

Community	
Natural environment	
Built environment	
Economy	
Transport	

   Tell us why

   See attached

3. **Auckland Council's strategic framework identifies three considerations for all decisions and investments: Māori outcomes, climate outcomes and equity outcomes. These are woven throughout the plan.**

How well have we captured these considerations?

Māori outcomes	
Climate outcomes	
Equitable outcomes	

Tell us more

See attached

4. Do you have any other feedback on the draft Ōrākei Local Board Plan 2026?

See attached

Ngāti Whātua Ōrākei
Level 1
8 Māhuhu Crescent
Auckland 1010

Ngāti Whātua Ōrākei Submission

Draft Ōrākei Local Board Plan 2026

Ngāti Whātua Ōrākei welcomes the opportunity to provide feedback on the Draft Ōrākei Local Board Plan 2026.

The Ōrākei Local Board area sits within **Te Kahu Tōpuni o Tuperiri,** encompassing significant ancestral landscapes, waterways, wāhi tapu and places of enduring cultural significance for Ngāti Whātua Ōrākei as tangata whenua. We acknowledge the Local Board's longstanding commitment to strengthening its Mana ki te Mana relationship with Ngāti Whātua Ōrākei and appreciate the prominence given throughout the Draft Plan to Māori outcomes, Te Tiriti o Waitangi and the important role of Ngāti Whātua Ōrākei in shaping the future of the Ōrākei Local Board area and its communities.

We have structured our feedback using the Tāmaki Ora Māori Outcomes Framework, recognising that it was adopted by Auckland Council to guide Māori outcomes and provides a useful structure for considering opportunities to strengthen the final Local Board Plan. Our comments focus on those outcome areas where we believe we can make the greatest strategic contribution.

Ngāti Whātua Ōrākei welcomes the overall direction of the Draft Ōrākei Local Board Plan. We particularly acknowledge the recognition of Ōrākei Marae, Takaparawhau, the Ngāti Whātua Ōrākei Reserves Board, Pokanoa/The Landing, and the Local Board's ongoing commitment to supporting the aspirations of Ngāti Whātua Ōrākei across the Local Board area.

Iwi Ora – Iwi Wellbeing

Ngāti Whātua Ōrākei welcomes the Local Board's longstanding commitment to Mana ki te Mana relationships and the positive recognition of the iwi throughout the Draft Plan. We particularly support the Local Board's commitment to continuing its support for the Ngāti Whātua Ōrākei Reserves Board, the aspirations of Ngāti Whātua Ōrākei within the local board area, and ongoing engagement with us as tangata whenua.

We also acknowledge the strengthened relationship between the Chair of Ngāti Whātua Ōrākei and the Ōrākei Local Board Chair, recognising the value of strong governance-level relationships in building trust, shared understanding and effective collaboration.

Building on this strong foundation, the Local Board has an opportunity to continue demonstrating leadership through early engagement on strategic priorities, annual work programmes and advocacy initiatives. Continuing to work together from the earliest stages of planning and decision-making will ensure this continues to evolve beyond consultation towards the shared delivery of outcomes for the benefit of both Ngāti Whātua Ōrākei and the wider community.

Te Taiao Ora – Environmental Wellbeing

Ngāti Whātua Ōrākei strongly supports the Local Board's commitment to restoring and protecting the natural environment and acknowledges the emphasis placed on improving water quality, restoring biodiversity and strengthening climate resilience.

We particularly welcome the continued support for Ko Te Pūkākī – Ngāti Whātua Ōrākei Ecological Restoration Project, its commitment to restoring whenua, awa and taonga species, and the Local Board's recognition of the role of Ngāti Whātua Ōrākei as kaitiaki of the environment.

The Local Board's continued investment in Local Environmental Management provides an important opportunity to deliver these aspirations. Ngāti Whātua Ōrākei encourages the Local Board to continue prioritising investment in ecological restoration, pest management, water quality improvement, climate adaptation and nature-based solutions that give practical effect to the climate aspirations of Ngāti Whātua Ōrākei. Continuing to integrate mātauranga Māori into environmental planning and restoration will strengthen the ability of Ngāti Whātua Ōrākei to exercise kaitiakitanga while delivering enduring environmental outcomes for future generations.

Tuakiri Ora – Cultural Identity Wellbeing

Ngāti Whātua Ōrākei commends the Local Board's recognition of the area's rich cultural heritage, including the acknowledgement of Takaparawhau, Pokanoa/The Landing, and the significance of the 50th anniversary of the occupation of Bastion Point in 2027.

The Draft Plan provides a strong foundation for celebrating the identity of Ngāti Whātua Ōrākei. Building on this commitment, the Local Board has an opportunity to continue restoring ancestral place names, strengthening cultural interpretation and embedding Ngāti Whātua Ōrākei narratives

through the naming, interpretation and design of parks, reserves, streets, public spaces and community facilities.

Ngāti Whātua Ōrākei also encourages the Local Board to formally recognise Tuku Whenua on 18 September, commemorating the decision of Apihai Te Kawau in 1840 to allocate 3,000 acres to the Crown for the establishment of Auckland City. Recognising this significant milestone would acknowledge the foundational contribution of Ngāti Whātua Ōrākei to Tāmaki Makaurau and strengthen public understanding of our shared history.

Delivering these aspirations will require continued investment through Community Services programmes and ongoing advocacy for cultural initiatives delivered in partnership with Ngāti Whātua Ōrākei, ensuring these stories remain visible, meaningful and enduring across the Local Board area.

Huatau Ora – Future Wellbeing

Ngāti Whātua Ōrākei supports the Local Board's commitment to climate resilience, responsible growth and long-term planning.

As the Ōrākei Local Board area continues to evolve, the Local Board is well placed to demonstrate leadership by ensuring future investment strengthens environmental resilience, cultural identity and community wellbeing while reflecting the aspirations of Ngāti Whātua Ōrākei.

Continuing to plan alongside Ngāti Whātua Ōrākei from the earliest stages of major projects, renewal programmes and capital investment will support better decision-making and deliver places that are resilient, culturally responsive and reflective of the unique identity of this whenua.

Hapori Ora – Whānau and Community Wellbeing

Ngāti Whātua Ōrākei welcomes the Local Board's commitment to supporting thriving communities through investment in community facilities, recreation, volunteering, emergency preparedness and local partnerships.

We particularly support the recognition of Ōrākei Marae as an important community asset that strengthens resilience, emergency preparedness and community wellbeing.

Building on these commitments, there is an opportunity to create additional opportunities for Ngāti Whātua Ōrākei to lead community initiatives that

strengthen cultural understanding, celebrate local identity and bring communities together. Continuing to invest in community partnerships that recognise the leadership of tangata whenua will strengthen connected, resilient and inclusive communities across the Local Board area.

Whai Rawa Ora – Economic Wellbeing

Ngāti Whātua Ōrākei welcomes the Local Board's commitment to supporting local economic opportunities and acknowledges its commitment to working alongside the iwi to support economic development.

For Ngāti Whātua Ōrākei, economic wellbeing extends beyond business growth. It includes creating opportunities that strengthen the long-term social, cultural and economic wellbeing of the iwi through meaningful partnerships, employment and training pathways, procurement opportunities, cultural tourism and initiatives that advance iwi aspirations.

While direct Local Board investment in economic development is limited, the Board's advocacy role provides an important opportunity to influence wider Auckland Council investment. Ngāti Whātua Ōrākei encourages the Local Board to continue advocating for initiatives that support iwi aspirations, strengthen employment pathways, expand procurement opportunities and explore co-investment where appropriate to deliver enduring benefits for both Ngāti Whātua Ōrākei and the wider community.

Marae Ora – Marae Wellbeing

Ngāti Whātua Ōrākei commends the recognition of Ōrākei Marae within the Draft Plan and appreciates the Local Board's ongoing commitment to supporting the aspirations of the iwi.

Ōrākei Marae continues to demonstrate its importance not only as the cultural heart of Ngāti Whātua Ōrākei, but also as a strategic community asset supporting cultural leadership, community wellbeing, emergency preparedness, education and community resilience.

Continuing to recognise Ōrākei Marae within future community investment, partnership and resilience planning will ensure it continues to fulfil this important role for both Ngāti Whātua Ōrākei and the wider Ōrākei community.

Hei whakakapinga – Summary

Ngāti Whātua Ōrākei supports the overall Draft Ōrākei Local Board Plan and welcomes the Local Board's longstanding commitment to Mana ki te Mana partnership, cultural leadership and environmental stewardship.

This submission recognises the strong foundation that already exists between the Ōrākei Local Board and Ngāti Whātua Ōrākei and encourages the Local Board to continue demonstrating leadership through early engagement, shared decision-making and ongoing investment in cultural identity, climate resilience, community wellbeing and environmental restoration.

We strongly encourage the Local Board to continue championing initiatives that celebrate the unique history and identity of this place, including recognition of Takaparawhau, Pokanoa, Tuku Whenua, Ōrākei marae, and the enduring role of Ngāti Whātua Ōrākei in shaping Tāmaki Makaurau.

The Ōrākei Local Board can continue to demonstrate what enduring collaboration between local government and tangata whenua can achieve for the benefit of both the local community and Tāmaki Makaurau.

Have Your Say on the Draft Ōrākei Local Board Plan 2026

#11

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: Orakei Community Association

Local Board: Ōrākei

Your feedback:

1. **How well do you think our draft Plan reflects the needs and aspirations of our community over the next three years?**

   Quite well

   Tell us why

   I feel that. a lot of the initiatives are great - but not enough people in the community know about them. We need better and more relevant marketing and advertising. Maybe part of the budget should be allocated to making sure the great community additions reach the community they're intended for.

2. **The draft local board plan focuses on five key outcome areas for our community. The draft plan includes proposals to meet the needs of our community for each of the outcome areas. In the draftplan, these proposals are made up of objectives and initiatives.**

   What do you think of the proposals for each of the key outcome areas?

Community	Support all
Natural environment	Support all
Built environment	Support most
Economy	Support most
Transport	Support most

   Tell us why

The first two are relatively absolute in terms of place & time - no-one should expect more than is humanly possible. The next three are nuanced in terms of interpretation and delivery. They're more subjective than objective. Do people like a rate rise - no. Irrespective of the fact it's needed to maintain growth and infrastructure. I love the 76 bus, but public safety is always an issue - yes, drivers need to be protected ... but so do potential stabbing victims.

3. **Auckland Council's strategic framework identifies three considerations for all decisions and investments: Māori outcomes, climate outcomes and equity outcomes. These are woven throughout the plan.**

   How well have we captured these considerations?

Māori outcomes	Very well
Climate outcomes	Quite well
Equitable outcomes	Quite well

   Tell us more

   Again, looking at this objectively, it's impossible to please all the people all of the time ... so this is positive.

4. **Do you have any other feedback on the draft Ōrākei Local Board Plan 2026?**

   As Chair of the Orakei Community Association I try to represent the communities's opinion over my own. So I think the overall plan reflects this coverage of opinion and support. That said, there is heat over paid parking for The Landing ... and the possibility this could spread to other community areas within the OLB scope.

Have Your Say on the Draft Ōrākei Local Board Plan 2026

#67

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: Orakei Water Sports

Local Board: Ōrākei

Your feedback:

1. **How well do you think our draft Plan reflects the needs and aspirations of our community over the next three years?**

   I don't know

   Tell us why

2. **The draft local board plan focuses on five key outcome areas for our community. The draft plan includes proposals to meet the needs of our community for each of the outcome areas. In the draftplan, these proposals are made up of objectives and initiatives.**

   What do you think of the proposals for each of the key outcome areas?

Community	
Natural environment	
Built environment	
Economy	
Transport	

   Tell us why

3. **Auckland Council's strategic framework identifies three considerations for all decisions and investments: Māori outcomes, climate outcomes and equity outcomes. These are woven throughout the plan.**

How well have we captured these considerations?

Māori outcomes	
Climate outcomes	
Equitable outcomes	

Tell us more

4. Do you have any other feedback on the draft Ōrākei Local Board Plan 2026?

Ōrākei Water Sports supports many of the aspirations contained within the Draft Ōrākei Local Board Plan 2026.

The Plan speaks of equitable outcomes, thriving communities, public participation, belonging, cultural heritage, environmental stewardship and improving access to the Waitematā Harbour. These are values that align closely with our purpose and the work we undertake every day.

As an organisation that has called Ōkahu Landing home for more than 25 years, we see firsthand the importance of ensuring the harbour remains genuinely accessible to the community.

However, we are deeply concerned by what the Plan does not address.

The Plan commits to equitable outcomes, recognising that different communities require different approaches to participate fully in community life. It embraces the principles of Ngā Hapori Momoho | Thriving Communities Strategy 2022–2032, which seeks to create a Tāmaki Makaurau where every Aucklander has the opportunity to belong, participate and flourish.

It also commits to:

implementing The Landing Concept Plan as part of the Pathways to the Sea vision;

improving public access to the Waitematā Harbour; and

supporting marine operations, club activities, events and personal recreation at The Landing.

These commitments are welcomed.

However, the Plan does not explain how introducing paid parking at Ōkahu Landing supports these objectives.

For many of our members, participants, volunteers and visitors, parking is not a convenience—it is an essential part of accessing the harbour. Waka, kayaks, paddleboards, sailing equipment and safety gear cannot realistically be transported over long distances. Many of our members are families with young children, older participants, volunteers and people travelling from across Auckland to take part in community-based water sports.

Introducing paid parking creates an additional financial barrier to participation. While the cost of parking may appear modest in isolation, it becomes significant for families attending training several times each week, volunteers who generously give their time, and community organisations working hard to keep participation affordable during an ongoing cost-of-living crisis.

Every additional cost has the potential to reduce participation.

That outcome sits uneasily alongside the Board's stated commitment to equitable access, thriving communities and encouraging Aucklanders to connect with the Waitematā Harbour.

Ōkahu Landing is much more than a parking area.

It is the gateway through which thousands of Aucklanders access the harbour each year.

It enables children to learn waka ama, sailing and paddle sports.

It supports water safety education.

It allows community organisations to operate.

It provides opportunities for recreation, physical activity, cultural connection and environmental stewardship.

It is where whānau gather, lifelong friendships are formed and volunteers strengthen our communities.

These are precisely the kinds of outcomes the Draft Local Board Plan seeks to encourage.

For more than 25 years, Ōrākei Water Sports has been part of this community. We have introduced generations of Aucklanders to the Waitematā Harbour, fostered healthy and active lifestyles, supported volunteers, developed young people, and provided an inclusive place where people of all ages, backgrounds and abilities can connect with the moana.

Our success has always depended on the accessibility of Ōkahu Landing.

We respectfully ask the Board to explain how introducing paid parking advances its commitments to equitable outcomes, public participation and improving access to the Waitematā Harbour.

We also ask the Board to carefully consider the cumulative impact that additional access costs will have on community organisations, volunteers and the thousands of Aucklanders who rely on Ōkahu Landing to participate in healthy, inclusive and culturally significant activities.

If the Board is committed to the principles set out in its own Plan, those principles should be reflected not only in words, but in the practical decisions that shape access to our harbour.

The decisions made today will shape who can access the Waitematā tomorrow.

We ask that the final Ōrākei Local Board Plan remains faithful to its vision of equitable access, thriving communities and meaningful public participation by ensuring that access to Ōkahu Landing remains welcoming and affordable for everyone.

A pathway to the sea should never become a barrier to reaching it.

Have Your Say on the Draft Ōrākei Local Board Plan 2026

#284

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: Outboard Boating Club

Local Board: Ōrākei

Your feedback:

1. **How well do you think our draft Plan reflects the needs and aspirations of our community over the next three years?**

   Tell us why

2. **The draft local board plan focuses on five key outcome areas for our community. The draft plan includes proposals to meet the needs of our community for each of the outcome areas. In the draftplan, these proposals are made up of objectives and initiatives.**

   What do you think of the proposals for each of the key outcome areas?

Community	
Natural environment	
Built environment	
Economy	
Transport	

   Tell us why

3. **Auckland Council's strategic framework identifies three considerations for all decisions and investments: Māori outcomes, climate outcomes and equity outcomes. These are woven throughout the plan.**

   How well have we captured these considerations?

Māori outcomes	
Climate outcomes	
Equitable outcomes	

Tell us more

4. Do you have any other feedback on the draft Ōrākei Local Board Plan 2026?

To the Ōrākei Local Board, July 2026

Submission on the Ōrākei Draft Local Board Plan 2026

The Outboard Boating Club (OBC) appreciates the opportunity to provide feedback on the Ōrākei Draft Local Board Plan 2026.

For many decades, the OBC has maintained strong connections within the Ōrākei community and throughout the Hauraki Gulf. Our members are passionate about boating, fishing, conservation and protecting the marine environment for future generations. We value the work of the many community organisations, iwi, charities and volunteers who dedicate countless hours to restoring our waterways, coastal ecosystems and Gulf islands. Where possible, the Club is proud to support these efforts through practical assistance, fundraising and advocacy.

The OBC has followed with great interest the ongoing discussions regarding the future of The Landing and the surrounding public spaces at Ōkahu Bay. Our members strongly supported the former hardstand facility and regarded it as valuable marine infrastructure serving recreational boaties, marine businesses and the wider public.

We wish to emphasise that The Landing, Ōkahu Bay, the public boat ramps, floating pontoons, trailer parking, rigging areas and associated marine facilities are not simply local amenities. Together they form one of Auckland's most significant public gateways to the Hauraki Gulf and are an essential part of the region's recreational and marine infrastructure.

The ability to access the sea safely, conveniently and affordably is fundamental to New Zealand's identity. It enables families to spend time together, supports recreational fishing and water sports, provides opportunities for education and environmental stewardship, and strengthens the connection between Aucklanders and the Hauraki Gulf. These opportunities should remain available to everyone, regardless of age, background or financial means.

The Club believes the principles of intergenerational equity should underpin future planning for The Landing. Decisions made today should ensure that future generations inherit the same—or better—opportunities to enjoy and care for the marine environment. Once public marine infrastructure is lost, it is rarely replaced. Protecting these assets now is an investment in the future social, recreational and environmental wellbeing of Auckland.

We also encourage the Board to recognise the wider economic and community value of marine recreation. Public launching facilities support thousands of recreational boaties, fishers, sailing clubs, paddlers and community organisations. They contribute to local businesses, marine services, tourism and events while promoting healthy

outdoor lifestyles and fostering a deeper appreciation of Auckland's unique coastal environment.

Finally, the Club believes The Landing is an important component of the resilience of Auckland's boating infrastructure. As Auckland's population grows and demand for access to the Hauraki Gulf increases, retaining multiple well-maintained public launching facilities becomes increasingly important. A resilient network of marine access points reduces congestion, improves public safety, provides alternatives during maintenance or emergency events, and ensures Aucklanders continue to have reliable access to the water.

The Outboard Boating Club respectfully asks the Ōrākei Local Board to ensure that future planning for The Landing:

- Protects and enhances free public access to the Okahu Bay facilities.
- Retains and improves the existing marine infrastructure, including launching ramps, pontoons, trailer parking, rigging areas and associated facilities.
- Recognises marine access as essential public infrastructure that delivers recreational, environmental, cultural and economic benefits.
- Plans for the long-term resilience of Auckland's public boating infrastructure to meet the needs of future generations.

The Outboard Boating Club thanks the Ōrākei Local Board for considering this submission. We look forward to continuing to work collaboratively with the Board and other stakeholders to ensure The Landing remains a vibrant, accessible and resilient public gateway to the Hauraki Gulf for generations to come.

The Outboard Boating Club of Auckland

Have Your Say on the Draft Ōrākei Local Board Plan 2026

#130

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: Quality Events Limited

Local Board: Ōrākei

Your feedback:

1. **How well do you think our draft Plan reflects the needs and aspirations of our community over the next three years?**

   Quite well

   Tell us why

   I support most of the priorities outlined in the draft plan. The focus on community wellbeing, environmental protection, and improving transport is important, as is planning for future growth. I would encourage the Local Board to ensure investment is balanced across maintaining existing parks, sports facilities, and community spaces while also improving transport connections and supporting local businesses. Delivering projects efficiently and ensuring value for ratepayers should remain a key consideration.

2. **The draft local board plan focuses on five key outcome areas for our community. The draft plan includes proposals to meet the needs of our community for each of the outcome areas. In the draftplan, these proposals are made up of objectives and initiatives.**

   What do you think of the proposals for each of the key outcome areas?

Community	Support most
Natural environment	Support most
Built environment	Support most
Economy	Support most
Transport	Support most

Tell us why

TouchRugby.co.nz supports the overall direction of the draft Orakei Local Board Plan and encourages the Board to continue investing in community sport and active recreation. Touch rugby provides affordable, social and inclusive opportunities for people of all ages and abilities to stay active, connect with others and improve their physical and mental wellbeing.

We encourage the Local Board to prioritise maintaining and improving sports fields, artificial turf facilities, lighting and supporting infrastructure to ensure they can meet growing community demand. Reliable access to quality playing surfaces is essential, particularly during winter when natural grass fields are often unavailable.

We also encourage continued support for community organisations that deliver participation programmes, competitions and events. By working alongside local sporting organisations, the Board can help increase participation, strengthen community connections and ensure more Aucklanders have opportunities to be active close to home.

Investing in community sport is an investment in healthier, safer and more connected neighbourhoods, and we look forward to continuing to work with the Orakei Local Board to achieve these outcomes.

3. Auckland Council's strategic framework identifies three considerations for all decisions and investments: Māori outcomes, climate outcomes and equity outcomes. These are woven throughout the plan.

How well have we captured these considerations?

Māori outcomes	Quite well
Climate outcomes	Quite well
Equitable outcomes	Quite well

Tell us more

4. Do you have any other feedback on the draft Ōrākei Local Board Plan 2026?

Have Your Say on the Draft Ōrākei Local Board Plan 2026

#88

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: Royal Akarana Yacht Club

Local Board: Ōrākei

Your feedback:

1. **How well do you think our draft Plan reflects the needs and aspirations of our community over the next three years?**

   Quite well

   Tell us why

2. **The draft local board plan focuses on five key outcome areas for our community. The draft plan includes proposals to meet the needs of our community for each of the outcome areas. In the draftplan, these proposals are made up of objectives and initiatives.**

   What do you think of the proposals for each of the key outcome areas?

Community	Support most
Natural environment	Support most
Built environment	Support most
Economy	Support most
Transport	Support most

   Tell us why

3. **Auckland Council's strategic framework identifies three considerations for all decisions and investments: Māori outcomes, climate outcomes and equity outcomes. These are woven throughout the plan.**

How well have we captured these considerations?

Māori outcomes	
Climate outcomes	
Equitable outcomes	

Tell us more

4. Do you have any other feedback on the draft Ōrākei Local Board Plan 2026?

On page 14, under the Community section "Make it easier and better for people to access and enjoy the waterfront and marine areas" and also "Support implementation of the refreshed Sport and Active Recreation

Facility Plan 2026 including identifying growing and under-represented

sectors of sport" and "Support access to and provision of recreation centres."

Paid parking at The Landing does not support these three aims. The Landing is a marine sport hub and restricting access via paid parking does the opposite of promoting these aims. We need paid parking taken off the agenda for good.

Have Your Say on the Draft Ōrākei Local Board Plan 2026

#150

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: Sport Auckland

Local Board: Ōrākei

Your feedback:

1. **How well do you think our draft Plan reflects the needs and aspirations of our community over the next three years?**

   Very well

   Tell us why

2. **The draft local board plan focuses on five key outcome areas for our community. The draft plan includes proposals to meet the needs of our community for each of the outcome areas. In the draftplan, these proposals are made up of objectives and initiatives.**

   What do you think of the proposals for each of the key outcome areas?

Community	
Natural environment	
Built environment	
Economy	
Transport	

   Tell us why

3. **Auckland Council's strategic framework identifies three considerations for all decisions and investments: Māori outcomes, climate outcomes and equity outcomes. These are woven throughout the plan.**

How well have we captured these considerations?

Māori outcomes	
Climate outcomes	
Equitable outcomes	

Tell us more

4. Do you have any other feedback on the draft Ōrākei Local Board Plan 2026?

Please find attached our submission to the draft Orakei Local Board Plan 2026

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www.sportauckland.co.nz

Inspiring Our Communities To Live Healthy And Active Lifestyles

Submission on the Draft Ōrākei Local Board Plan 2026

Sport Auckland appreciates the opportunity to make a submission on the Draft Ōrākei Local Board Plan 2026.

Sport Auckland is a charitable trust that works closely with our Local Boards, Auckland Council, Aktive, sports organisations and community partners across Tāmaki Makaurau. Our vision is **Active Lives, Connected Communities, Healthier Brighter Futures**. Our purpose is to empower and connect communities to engage in sport and physical activity.

We see strong alignment between Sport Auckland's strategic direction and the Local Board's priorities and advocacy initiatives. We commend the Board's targeted investment, partnerships and initiatives that support communities facing the greatest challenges, while strengthening belonging, participation and wellbeing for all who call Ōrākei home. We would welcome opportunities to work alongside the Board, local sports clubs, schools and community organisations to deliver projects and programmes that increase participation, wellbeing and social connection.

Sport Auckland's guiding principles focus on equity, strengthening the sport and physical activity sector, partnering with local communities, and embracing diverse ways of being active. These principles strongly align with the priorities outlined in the Draft Local Board Plan, and we welcome any relevant opportunities to partner with the Local Board to help achieve the outcomes in your plan.

We offer the following comments on specific objectives.

Te hapori - Community

Sport Auckland strongly supports the objective - *Enable community partners to provide positive outcomes for our residents.*" Under this objective we strongly support the initiatives:

- Ensure that community centres and halls are high quality to provide the best value to community, for example by investing in Meadowbank Community Centre or Tāmaki Ex-Services Hall.
- Provide both financial and mentoring support to mana whenua and community groups whose work aligns with local board objectives.
- Create lasting benefits for the community by providing increased support for our volunteer groups.

We strongly support the objective - *Communities have great local options for indoor and outdoor play, sport and recreation.* Of note we support these initiatives under this objective being: -

- Make it easier and better for people to access and enjoy the waterfront and marine areas.
- Champion the development of the Glendowie Sports Hub in consultation with the local community.

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- Provide more and improved community-use sports fields.
- Support implementation of the refreshed Sport and Active Recreation Facility Plan 2026 including identifying growing and under-represented sectors of sport Support access to and provision of recreation centres.
- Continue supporting the operation of the Ellerslie Leisure Centre.

Sport Auckland supported and advocated for the creation of the Glendowie Sports Hub and funded the Hub's legal costs during the setup of their Constitution. Sport Auckland also advocated for and assisted Glendowie Bowling club to connect with funders to lay their new artificial turf on A Green. Sport Auckland helped the GBC with their application to the Auckland Council Sport and Recreation Facilities Investment Fund (SRFIF), on behalf of the Sports Hub, which saw a successful application of $150,000.00 to assist with the next stage of development of the Sports Hub. We will continue to advocate for and support further development of the Sports Hub, in consultation with the Local Board, Auckland Council and the wider community.

We strongly support the objective - *Parks and community facilities are well cared for and maintained.* Under this objective we support the initiatives:

- Develop play spaces that are well-used and reflect community demand such as at Saint Heliers Bay Beach Reserve and Kupe North Reserve.
- Invest in improved accessibility, connection and shared spaces at Colin Maiden Park such as with cycle paths and better sports amenity.
- Further implement The Landing Concept Plan 2024 as part of the Pathways to the Sea Plan 2020.
- Support public access to the Waitematā Harbour, marine operations, club activities, events and personal recreation at The Landing.
- Ensure that community facilities provide opportunities for all user-groups including seniors, older youths and people with disabilities.
- Begin to implement the updated Ōrākei Urban Ngāhere Action Plan 2027.
- Continue improvements to the Stonefields Heritage Walkway Trail.

We strongly support the objective *Our community knows how to get involved, is well informed and feels connected*. Under this objective we support the initiatives:

- Create and continue connections with communities who are heard from less including diverse language groups, youth and Pasifika.
- Use digital signage and other new ways to improve community awareness of council and local board activities.
- Build community connections that emphasise belonging, friendliness and shared neighbourhood life.

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- Update the Local Board Emergency Readiness and Response Plan and enable local groups to support their communities in times of emergency alongside Auckland Emergency Management.
- Strengthen community groups and marae to support emergency readiness and to improve resilience to the effects of climate change.

We strongly support the objective *Strong and productive mana whenua and mātāwaka relationships*. Under that objective Sport Auckland supports the following initiatives:

- Honour Mana Motuhake (self-determination, autonomy and independence) by supporting Māori-led solutions.
- Continue to support the statutory co-governance arrangement between Ngāti Whātua Ōrākei and Auckland Council through the Ngāti Whātua Ōrākei Reserves Board.
- Support Ngāti Whātua Ōrākei with their goals and aspirations in the local area.
- Continue participation and engagement with the Tūpuna Maunga Authority with special regard to Ohinerau Mount Hobson.

Sport Auckland strongly supports the advocacy of the Local Board for

- Support Barfoot & Thompson Stadium to continue as a community use facility.
- Continue investment into ageing assets and infrastructure.
- Encourage the progression of the Ngāti Whātua Hauora Centre.
- Ensure timely delivery of the high-performance and community cricket precinct at Colin Maiden Park

We supported and advocated for Ngāti Whātua Ōrākei's application to SRFIF for their Hauora Centre and will continue to advocate for this initiative. We also would recommend advocating for Stage 2 development and asset maintenance of the Auckland Netball Centre in St Johns.

Te taiao kua hangaia - Built environment

Sport Auckland strongly supports the objective *Develop new community assets to meet the needs of our changing and growing population.* Under that objective Sport Auckland supports the following initiatives:

- Redevelop Meadowbank Community Centre.
- Invest in assets that provide opportunities for active play, sports and casual recreation for all ages and abilities.
- Progress the development of Liston Park to provide additional community use sports fields.

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- Implement proposals set out in The Landing Concept Plan 2024.

Sport Auckland strongly supports the objective *Open spaces and community facilities meet the needs of the growing population* and the initiative to review the local board's lease portfolio to ensure that leased sites are providing the best value to community and identify what might be missing.

We also would promote that play can and should happen everywhere, not just in playgrounds and would recommend that the Ōrākei local Board develops play spaces that are well-used and reflect community demand. It would be great if the Local Board, in consultation with the Governing Body, adopted a specfic Play plan similar to the Devonport-Takapuna and the Puketāpapa Local Boards.

Tūnuku -Transport

Sport Auckland strongly supports all the objectives and initiatives under the Transport section. Sport Auckland identifies tamariki and rangatahi as key active transport users – and we advocate for having safe, playful routes to school. In addition to the initiatives outlined in the plan, our Neighbourhood Play Systems work shows proactive investment in safe school routes benefits whole communities and we recommend prioritising pedestrian safety near schools.

We would like to thank you again for the opportunity to provide feedback on the Draft Ōrākei Local Board Plan 2026. We appreciate the Board's continued commitment to supporting active, connected and thriving communities.

[redacted]

Have Your Say on the Draft Ōrākei Local Board Plan 2026

#94

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: St Heliers and Glendowie Residents Association

Local Board: Ōrākei

Your feedback:

1. **How well do you think our draft Plan reflects the needs and aspirations of our community over the next three years?**

   Tell us why

2. **The draft local board plan focuses on five key outcome areas for our community. The draft plan includes proposals to meet the needs of our community for each of the outcome areas. In the draftplan, these proposals are made up of objectives and initiatives.**

   What do you think of the proposals for each of the key outcome areas?

Community	
Natural environment	
Built environment	
Economy	
Transport	

   Tell us why

3. **Auckland Council's strategic framework identifies three considerations for all decisions and investments: Māori outcomes, climate outcomes and equity outcomes. These are woven throughout the plan.**

   How well have we captured these considerations?

Māori outcomes	
Climate outcomes	
Equitable outcomes	

Tell us more

4. Do you have any other feedback on the draft Ōrākei Local Board Plan 2026?

Refer to attached submission

Have Your Say

Feedback on the Draft Ōrākei Local Board Plan 2026

ST HELIERS & GLENDOWIE
RESIDENTS ASSOCIATION

Organisation	St Heliers and Glendowie Residents Association (SHGRA)
Postal Address	PO Box 132056, Sylvia Park, Auckland 1644
[redacted]	
Feedback on	Draft Ōrākei Local Board Plan 2026 (public consultation)

1. INTRODUCTION

The St Heliers & Glendowie Residents Association (SHGRA) welcomes the opportunity to provide feedback on the Draft Ōrākei Local Board Plan 2026.

SHGRA is a long-standing volunteer organisation representing the residents of St Heliers and Glendowie. We are committed to promoting healthy, resilient and well-planned neighbourhoods, with a particular focus on improving water quality, advocating for resilient infrastructure, enhancing coastal resilience, protecting and enhancing open spaces, and preserving the area's natural and heritage character.

Overall, SHGRA supports the direction of the draft plan and welcomes the Local Board's continued emphasis on climate resilience, environmental protection and addressing infrastructure pressures. We particularly support the recognition of water quality, coastal adaptation and sustainable growth as key priorities for the Ōrākei area.

Our submission focuses on strengthening the plan by ensuring that its priorities are supported by clear commitments, appropriate funding and measurable outcomes. We believe this will help deliver meaningful improvements for our communities and ensure the plan moves beyond aspiration to implementation.

Our feedback is organised around the following key themes:

- **Natural environment** – recognising and protecting significant ecological areas, improving water quality, managing asbestos contamination, strengthening stormwater resilience, and enhancing coastal and estuary ecosystems.
- **Infrastructure and resilience** – ensuring stormwater, wastewater and transport infrastructure keeps pace with residential growth, recognising Dingle Dell's critical stormwater function, and improving resilience to climate change and coastal hazards.

- **Community wellbeing** – improving public access to real-time water quality information through digital signage and supporting informed community decision-making.
- **Transport and accessibility** – improving active transport connections, enhancing road safety, advocating for safer shared-path use, and supporting higher-quality road resurfacing that delivers better long-term environmental and community outcomes.

SHGRA appreciates the opportunity to contribute to the development of the Draft Ōrākei Local Board Plan and looks forward to continuing to work constructively with the Local Board on these important issues

2. NATURAL ENVIRONMENT

2.1 Three-Year Goal – Restore, protect and enhance our water quality and waterways (pg 17).

Current objective:
"Prioritise improving the health of stormwater networks and overland flow paths such as at Dingle Dell and Waiatarua Reserve."

SHGRA Recommendation:

The SHGRA recommends that the following advocacy action be added to this section of **Page 19** the Draft Ōrākei Local Board Plan:

Additional advocacy action:
Advocate for increased education and awareness initiatives to prevent construction-related contaminants from entering the stormwater network, particularly as urban intensification continues across the Ōrākei Local Board area.

Reason for the recommendation

As the Ōrākei Local Board area continues to grow and intensify, there will be an increasing number of new homes, redevelopment projects and renovations. While this growth is expected, it also increases the potential for construction-related contaminants—including paints, solvents, concrete wash water, sediment and other building materials—to enter roadside stormwater drains and ultimately discharge into local streams, estuaries and the eastern bays coastline.

The SHGRA considers that preventing pollution at its source is an important component of protecting and enhancing the long-term health of our waterways and coastal marine environment. Education is one of the most effective and cost-efficient tools available to reduce avoidable contamination before it reaches the stormwater network.

Accordingly, the SHGRA encourages the Ōrākei Local Board to advocate for targeted education and awareness initiatives for homeowners, builders, contractors and tradespeople on best-practice stormwater management and the correct handling and disposal of construction materials and hazardous substances. This could include educational campaigns, practical guidance for

building and renovation projects, and clearer messaging that stormwater drains discharge directly to local streams, estuaries and beaches, rather than the wastewater network.

A proactive education programme will help reduce avoidable pollution, improve water quality, and support the long-term environmental health and resilience of the eastern bays coastline and its interconnected catchments.

2.2 Section: "What the OLB plan to deliver in the next 3 years to make this happen"

The SHGRA recommends that the following wording on **page 18** be amended:

Current wording:

"Make progress on restoring the long-term health of our coastline and beaches at Karaka Bay, Tāmaki Beach and all the eastern bays and their inland catchments."

Recommended wording:

"Make progress on restoring the long-term health of the eastern bays coastline—including Ōkahu Bay, Mission Bay, Kohimarama Beach, St Heliers Bay and Karaka Bay—by improving water quality across the beaches, streams, estuaries and their interconnected inland catchments."

Reason for the change:

The SHGRA considers this wording to be clearer and more representative of the Ōrākei Local Board area's coastline. Referring to the major eastern bays individually recognises that water quality and ecological health are shared issues across the entire coastline, rather than being limited to a small number of locations.

The amended wording also better reflects the interconnected nature of beaches, streams, estuaries and inland catchments, acknowledging that improving coastal water quality requires a whole-of-catchment approach. In addition, replacing the reference to "Tāmaki Beach" with the commonly recognised eastern bays improves clarity for the community and better reflects the geography of the local board area.

2.3 Recognition of Dingle Dell as a Significant Natural Area

SHGRA requests that **Dingle Dell** be included in the statement on **page 16** of the Draft Ōrākei Local Board Plan, which currently reads:

"The local board is committed to improving the state of our remaining natural spaces. Ōrākei has several significant ecological areas including Pourewa Valley, Tāhuna Tōrea, Waiatarua Wetland, Kepa Bush and Kohimarama Valley Forest."

Dingle Dell is a significant natural reserve containing mature indigenous forest, including an important population of mature kauri, which provides valuable habitat for native wildlife and contributes to biodiversity within the local board area.

Recognising Dingle Dell alongside the other significant ecological areas would better reflect its environmental, recreational and ecological importance and support its continued protection and restoration.

2.4 Water quality – St Heliers Beach

SHGRA supports the plan's objective to "restore, protect and enhance our water quality and waterways" and its stated commitment to reducing the frequency of 'do not swim' advisories. However, the plan's language on this point remains general, while the underlying problem is specific and well documented.

St Heliers Beach experiences recurring wastewater overflows and black-flag Safeswim warnings triggered by even modest rainfall, reflecting stormwater and wastewater networks operating at or beyond capacity. Watercare has confirmed that the Central Interceptor does not extend to, and will not service, the Eastern Bays, and no major network upgrade is currently **funded specifically** for this catchment.

SHGRA seeks:
That the Local Board Plan include a specific, named commitment to advocate to Watercare and the Governing Body for a funded wastewater and stormwater upgrade programme for the St Heliers Beach catchment, and that progress against 'do not swim' advisory frequency be reported against annually as a measurable outcome, not only referenced as a general aspiration.

3. COMMUNITY

3.1 Digital Water Quality Signage at St Heliers Beach

SHGRA supports the Draft Ōrākei Local Board Plan's commitment to using digital technology and other innovative approaches to improve community awareness and access to information.

To support this objective, SHGRA recommends that the Local Board advocate for the installation of digital water quality signage at key access points to St Heliers Beach.

St Heliers Beach is regularly subject to SafeSwim water quality alerts following rainfall and wastewater overflows. While these alerts are available online, many residents and visitors are unaware of the SafeSwim website or do not check current water quality before entering the water.

Real-time digital signage would provide clear and accessible information at the point of use, enabling beach users to make informed decisions about swimming and other recreational water activities. This would improve public health awareness, increase the visibility of SafeSwim

advisories, and support the Local Board's objective of using digital technology to better inform and engage the community.

SHGRA recommends that the Ōrākei Local Board advocate for the installation of real-time digital SafeSwim water quality signage at key access points to St Heliers Beach

4. BUILT ENVIRONMENT

4.1 Built environment – infrastructure funding tied to intensification

SHGRA supports the plan's advocacy item seeking "a new financial approach that requires development which increases density to contribute locally to facilities, open spaces and community services." This aligns directly with concerns SHGRA has raised through its submission on Plan Change 120 (Housing Intensification and Resilience), where stormwater, wastewater, and transport networks in St Heliers and Glendowie are already operating at or beyond capacity, with no funded upgrade programme in place.

This is already evident on the ground. Sierra Street in Glendowie has experienced significant intensification despite its narrow road width, which constrains vehicle movement, on-street parking, and emergency access. Flooding continues to occur in the Crossfield Road area in Glendowie; bottom of Roberta Avenue, Glendowie; bottom of Dingle Dell, St Heliers and the Bay Road area in St Heliers, both during moderate rainfall, demonstrating that stormwater capacity in these catchments is already exceeded before any further development is enabled.

SHGRA considers that the Local Board Plan and the Council's planning framework more broadly should be internally consistent: enabling further residential intensification while infrastructure funding advocacy remains only aspirational creates a material risk of committing residents to growth the network cannot support.

SHGRA seeks:
That the Local Board Plan strengthen this advocacy item by explicitly linking it to known infrastructure-constrained catchments in St Heliers and Glendowie — including the St Heliers Beach catchment, Dingle Dell, the Glendowie Stream / Roberta Avenue catchment, the Sierra Street area, and the Crossfield Road and Bay Road flooding areas — and that the Board commit to advocating against further intensification in these specific catchments until funded upgrades are confirmed.

4.2 Dingle Dell should be recognised and funded as a major stormwater asset

The draft plan refers to Dingle Dell only in passing, as one of several sites where the local board intends to "prioritise improving the health of stormwater networks and overland flow paths." SHGRA considers this framing significantly understates the function the reserve actually performs.

Dingle Dell is not simply a green space that incidentally intersects with stormwater infrastructure — it operates as a primary stormwater attenuation area and overland flow path for a substantial residential catchment across St Heliers. The evidence that this catchment is already under strain is direct and recent: on 5 June 2025, overland flow from the reserve failed to cope with rainfall, causing flooding at the bottom of Dingle Dell near 22 Dingle Dell Road, while the same event triggered a stormwater-induced slip further up the reserve, forcing Council to install an emergency bund on the reserve's only usable flat park space. That both the upper and lower parts of the reserve failed during a single rain event confirms that current management of this asset is reactive rather than planned, and that capacity is being exceeded across the full length of the catchment under existing conditions — before accounting for further intensification or more severe rainfall events.

SHGRA's position is that this level of risk warrants a change in funding priority, not a change in the reserve's legal status. Dingle Dell should be formally recognised and funded as a major stormwater asset for the purposes of capital works and infrastructure investment — on the same footing as other critical stormwater infrastructure — rather than treated as amenity land that happens to perform a drainage function.

This distinction is not semantic: it determines whether the reserve receives capital investment proportionate to the infrastructure risk it is carrying, or continues to be managed on an ad hoc, incident-driven basis. This recognition must be clearly confined to funding and capital works prioritisation, and must not extend to any change in Dingle Dell's classification, status, or management purpose under the Reserves Act 1977. Council manages a number of reserves that perform a dual stormwater and open space function without any change to their reserve classification, and SHGRA expects Dingle Dell to be treated on the same basis — with its native flora, fauna, and ecological values protected and managed under its existing reserve status, not diminished by its recognition as a stormwater asset.

SHGRA seeks:
That the Local Board Plan explicitly recognise Dingle Dell Reserve as a major stormwater asset for funding and capital works purposes, and commit to funding it accordingly. This should include a catchment-level hydrological assessment covering both the upper reserve (slip risk) and lower reserve (overland flow and flooding that has occurred), restoration of overland flow paths and waterway capacity, and a scheduled — not reactive — maintenance and monitoring regime, delivered in partnership with Healthy Waters and reflected in the plan's capital expenditure priorities under the Natural Environment section. This recognition must not result in any change to the reserve's classification, status, or management purpose under the Reserves Act 1977, nor any reduction in protections for the reserve's native flora and fauna.

6.

5. NATURAL ENVIRONMENT

5.1 Natural environment – Tāhuna Tōrea, Glendowie Stream, and estuary ecology

SHGRA supports the plan's commitment to protect Tāhuna Tōrea and to continue the Ōrākei to Tāhuna Tōrea Shoreline Adaptation Plan. Tāhuna Tōrea Nature Reserve and the surrounding estuary margin support significant bird life and seagrass habitat, and water quality in this part of the estuary is directly affected by upstream stormwater performance in Glendowie, including the Glendowie Stream catchment.

SHGRA notes that estuary and foreshore ecology in this area — including fish and bird populations — is a live community interest, and that any local board initiatives affecting population management or habitat in this area should be evidence-led and developed in consultation with residents and relevant community groups, consistent with the plan's own stated commitment to evidence-based decision making.

5.2 Coastal resilience and Tāmaki Drive

SHGRA supports the advocacy item to "secure the future of Tāmaki Drive as an essential access route as Auckland Council considers how to manage coastal change over time." Tāmaki Drive is an arterial route serving St Heliers and Glendowie, and its vulnerability to coastal erosion, inundation, and storm damage has direct implications for emergency access, public transport reliability, and daily connectivity for both suburbs.

SHGRA also supports the objective to implement the Ōrākei to Tāhuna Tōrea Shoreline Adaptation Plan, and considers this work should be explicitly linked to the Tāmaki Drive advocacy item, given the shared coastal hazard context.

SHGRA seeks:
That the plan strengthen the Tāmaki Drive advocacy item with a clearer timeframe and funding pathway, and that it be cross-referenced with the Ōrākei to Tāhuna Tōrea Shoreline Adaptation Plan so that coastal resilience work along this stretch of coastline is planned as an integrated programme rather than as separate, disconnected initiatives.

5.3 Asbestos contamination at Roberta Reserve foreshore, Glendowie Bay

SHGRA notes that the draft plan does not currently reference the ongoing historical asbestos-containing material (ACM) contamination issue at the Glendowie Bay / Roberta Reserve foreshore. This is a known and unresolved environmental and public health issue, arising from historical fill material within the foreshore embankment and progressively exposed through ongoing coastal gabion wall deterioration and cliff erosion.

The risk is not static: exposure of friable ACM fluctuates with erosion events and seasonal conditions, with drier summer months increasing the likelihood of material becoming loose, airborne, or accessible at ground level.

This is not a remote or infrequently used site. The Glendowie Bay / Roberta Reserve foreshore is regularly used by preschool and primary school groups participating in local environmental education programmes, the Tāmaki Estuary Protection Society, and other community and school groups taking part in annual beach clean-up events. It is also frequented by members of the public who visit to explore the coastal environment, learn about the estuary ecosystem, and participate in community shoreline clean-up activities.

Many of these activities involve direct contact with the foreshore, embankment, and surrounding sediments—the very areas where the potential for asbestos-containing material (ACM) exposure is greatest.



Photo taken: Glendowie Bay foreshore, 13 April 2025

Given the frequency and nature of this use, SHGRA considers it essential that the risk is clearly and visibly communicated, so that schools, community groups, and individual visitors are able to make their own informed decisions about how they manage their exposure to the area, rather than relying on awareness passed informally between community members.

SHGRA seeks:
That the Local Board Plan include explicit reference to the Roberta Reserve foreshore ACM issue under the Natural Environment section, with a commitment to implement a management plan consistent with Tonkin & Taylor's recommendations. This should include a funded and scheduled sampling and remediation programme, alongside an ongoing public awareness programme — such as clear on-site signage and up-to-date information on Council's website — so that community groups, schools, and other users of the reserve can make their own informed assessment of risk, until such time that the ACM is no longer discovered.

6. Built Environment

6.1 Maintaining Public Infrastructure and Assets

SHGRA supports continued investment in new infrastructure but considers that greater emphasis should also be placed on the **ongoing maintenance, renewal and protection of existing public infrastructure, parks, reserves and community assets**.

Well-maintained public assets are essential to creating safe, attractive, accessible and resilient neighbourhoods. The Association encourages the Ōrākei Local Board to continue advocating for proactive maintenance programmes, regular monitoring of asset condition, and stronger oversight of contractors undertaking maintenance, vegetation management and reinstatement works on behalf of Auckland Council and Auckland Transport.

Particular attention should be given to:

- **Routine clearing and maintenance of road gutters, stormwater channels, drains and overland flow paths** to maintain effective drainage and reduce the risk of localised flooding.
- **Timely repair and renewal of footpaths**, particularly within the St Heliers Village centre and other areas of high pedestrian activity, to improve accessibility, safety and amenity.
- **Proactive maintenance of parks and reserves**, including tracks, drainage infrastructure, vegetation, waterways and other public assets, to ensure these spaces remain safe, accessible and environmentally healthy.
- **Ongoing maintenance of Dingle Dell**, including appropriate management of its tracks, drainage, stormwater infrastructure, waterways and vegetation. Given the reserve's important ecological, recreational and stormwater functions, SHGRA considers that regular monitoring and proactive maintenance are necessary to protect the reserve and reduce the risk of deterioration, erosion, slips, drainage issues and damage during significant rainfall events.
- **Improved monitoring of utility operators and contractors** to ensure footpaths, berms, roads, reserves and other public assets are reinstated to an appropriate standard following excavation, maintenance or infrastructure works.

Maintaining existing infrastructure, parks and reserves is often more cost-effective than allowing assets to deteriorate to the point where significant remediation, renewal or replacement is required. A stronger focus on preventative and routine maintenance will help protect existing public investment, improve neighbourhood amenity and resilience, and deliver better long-term outcomes for the community.

SHGRA seeks that the Ōrākei Local Board advocate for:

- Increased priority and funding to be given to the maintenance, renewal and protection of existing public infrastructure, parks, reserves and community assets.
- Improved monitoring and quality assurance of contractors undertaking maintenance and reinstatement works on behalf of Auckland Council, Auckland Transport and utility providers.

- Timely and proactive maintenance of road gutters, stormwater infrastructure, overland flow paths and footpaths, with particular attention to areas of high pedestrian activity such as St Heliers Village.
- Appropriate levels of routine and preventative maintenance within local parks and reserves, including tracks, drainage systems, waterways, vegetation and associated infrastructure.
- Dingle Dell to receive ongoing proactive monitoring and maintenance, particularly in relation to drainage, stormwater and overland flow paths, tracks, waterways, vegetation, erosion and slope stability, recognising the reserve's important ecological, recreational and stormwater functions.

7. ECONOMIC DEVELOPMENT

7.1 Navigable and Effective Town Centres

SHGRA supports the Draft Ōrākei Local Board Plan's objective to create well-designed town centres that meet a range of transport needs while improving traffic flow.

The Plan refers to supporting "a one-way system through Saint Heliers." SHGRA understands that this advocacy relates specifically to a proposed one-way traffic system within Turua Street to improve bus movements, reduce traffic conflicts and enhance safety. We recommend that the Plan be amended to clearly identify **Turua Street** rather than referring generally to "a one-way system through Saint Heliers", as this provides greater clarity for the community.

SHGRA also emphasises that any future transport or streetscape improvements should maintain the economic vitality of the St Heliers village centre. This includes ensuring convenient access for residents and visitors, recognising the important role that appropriately managed short-term on-street parking plays in supporting local businesses, and carefully considering the potential economic impacts of introducing metered parking, particularly where it may discourage visitors or reduce the competitiveness of the village centre compared with other suburban shopping areas.

SHGRA seeks:

- That the Draft Ōrākei Local Board Plan be amended to clarify that the proposed one-way system relates specifically to Turua Street.
- That future transport improvements within St Heliers Village maintain accessibility for all users, support the economic vitality of the town centre, retain appropriate short-term parking, and carefully assess the potential impacts of introducing metered parking on local businesses and visitors.

8. TRANSPORT

8.1 Active transport and cycle connectivity

SHGRA supports the plan's commitment to completing Te Ara ki Uta ki Tai — the Glen Innes to Tāmaki Drive shared path — and to expanding active transport and green networks across the local board area.

8.2 Speed Limits for E-Bikes and E-Scooters on Shared Paths

The SHGRA asks the Ōrākei Local Board to advocate to Auckland Transport and Waka Kotahi NZ Transport Agency for an enforceable speed limit for e-bikes and e-scooters on shared paths in our area.

Unlike most comparable countries, New Zealand regulates these devices by motor power (300W) rather than speed, so there is no numeric limit on shared paths - riders are simply expected to ride "carefully and considerately." By contrast, the EU, UK and Australia cap e-bike assistance at 25 km/h, Japan at 24 km/h, and New South Wales and Victoria have introduced a default 20 km/h shared-path limit for e-scooters, with lower signposted limits near aged care facilities, schools and playgrounds.

ACC data supports the case for local action. E-bike-related ACC claims have risen five-fold in five years, with the 60–74 age group recording the highest crash rates of any age bracket. E-scooter claims are also climbing sharply. Waka Kotahi's own safety review found that at 20 km/h or above, collisions are likely to cause severe injury to both rider and pedestrian, with pedestrian injuries more likely to be fatal.

Given the significant and growing number of older residents in St Heliers and Glendowie (and within the Ōrākei Local Board Area) who rely on shared paths for daily walking and mobility, we ask the OLB to:

SHGRA seeks:

- Advocate for a signposted shared-path speed limit (in the order of 15–20 km/h), consistent with the NSW/Victoria in Australia approach.
- Request that Auckland Transport prioritise shared paths near reserves, schools and retirement villages for lower default speeds and signage.
- Support this as an evidence-based response to rising ACC injury data as e-bike and e-scooter (and other electric modes of transport) use grows locally.

8.3 Road Safety and Transport – St Heliers Bay Road (Apirana Avenue to West Tāmaki Road)

SHGRA requests that the Ōrākei Local Board advocate to Auckland Transport to investigate road safety and transport improvements along St Heliers Bay Road between the Apirana Avenue and West Tāmaki Road intersections.

Figure 1 identifies the section of road that is the subject of this recommendation.



Figure 1: *St Heliers Bay Road between the Apirana Avenue and West Tāmaki Road intersections. Source: Google Maps (17 July 2026) and site photograph (10 September 2025).*

St Heliers Bay Road is an important arterial route providing access to the suburbs of St Heliers and Glendowie. It accommodates significant volumes of commuter, freight, service, public transport and local traffic, while also serving pedestrians, cyclists and people using scooters. As the surrounding area continues to grow and more residents choose active modes of transport, ensuring this corridor operates safely for all users is increasingly important.

A review of Auckland Transport's Local Board Crash Data Dashboard (GIS) identifies three reported crashes within this section of the corridor, including two crashes involving cyclists (2021) and one vehicle crash (2022), as illustrated in Figure 2.

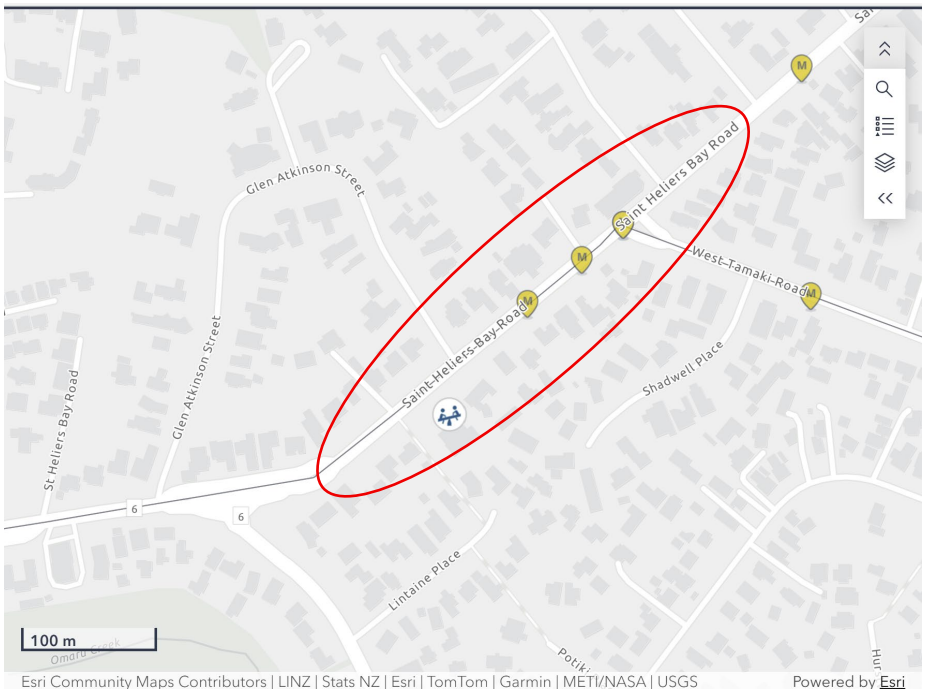
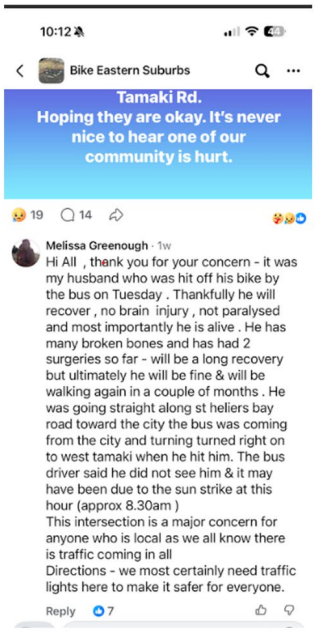


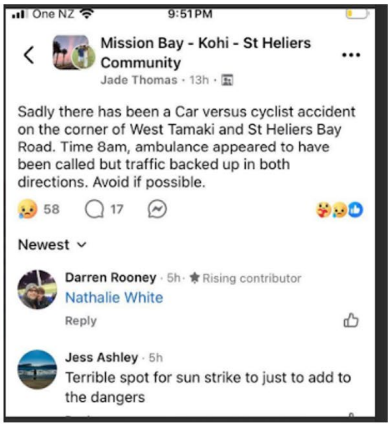
Figure 2: *Reported crashes on St Heliers Bay Road between the West Tāmaki Road and Apirana Avenue intersections. Source: Auckland Transport Local Board Crash Data Dashboard (GIS).*

In addition to the officially recorded crashes, local community reports indicate that further cyclist-related incidents have occurred at, or near, the West Tāmaki Road intersection during 2026, including a collision between a bus and a cyclist in May 2026 and a separate vehicle-cyclist collision in April 2026.

While SHGRA acknowledges these reports are not official crash records, they may indicate safety issues that are not fully reflected in the Crash Analysis System (CAS).



Source: Facebook screenshot, 'Bike Eastern Suburbs' Page, May 2026



Source: Facebook screenshot, 'Mission Bay -Kohi- St Heliers' Page, April 2026

This is particularly relevant because Waka Kotahi NZ Transport Agency has previously acknowledged that cyclist crashes are significantly under-reported within the national Crash Analysis System. Many cycling incidents are not recorded because Police do not attend, injured cyclists seek treatment directly through hospitals or urgent care facilities, ACC injury claims are not linked to CAS, or crashes are simply never reported. Consequently, reliance on CAS data alone may not always provide a complete picture of cycling safety.

SHGRA acknowledges that official crash data forms the primary evidence base for road safety assessments. However, recurring community reports and local observations may highlight emerging issues that are not yet fully reflected in the available data and can assist in identifying locations that warrant further investigation.

SHGRA also notes that the angle parking serving the small commercial area near the West Tāmaki Road intersection requires vehicles to reverse directly into a heavily trafficked arterial road. Combined with vehicles turning right into West Tāmaki Road, this can interrupt traffic flow, contribute to congestion and create potential conflicts between motorists, cyclists and pedestrians.

Given the strategic function of this corridor, SHGRA considers there is an opportunity to improve safety while maintaining the important arterial role of St Heliers Bay Road. Appropriate improvements would enhance safety for all users, encourage greater uptake of active transport, reduce conflicts between different transport modes, and strengthen one of the principal transport links serving the communities of St Heliers and Glendowie.

SHGRA requests that the Ōrākei Local Board advocate to Auckland Transport to investigate:

- Interim safety measures — such as pavement and road markings, signage and speed management — for pedestrians, cyclists, scooter users and motorists on this section of St Heliers Bay Road.
- Undertake, during the current three-year Local Board Plan term where practicable, an investigation, feasibility assessment and concept design for a continuous, separated active transport link through this section, in response to the road safety issues identified. If this cannot be achieved within the current term, advocate for the project to be prioritised and included in Auckland Transport's forward work programme. Any investigation should maintain the road's arterial traffic function while recognising the importance of supporting the economic viability of the local commercial area and it’s associated on-street parking.
- Report the findings of the investigation back to the Ōrākei Local Board, together with any recommended short, medium and long-term safety improvements.

8.4 Opposition to continued use of chipseal on residential streets

SHGRA supports the Draft Ōrākei Local Board Plan's existing advocacy to seek opportunities to increase the use of asphalt instead of chipseal when resurfacing roads. We recommend this advocacy be strengthened by encouraging Auckland Transport to prioritise asphalt, and emerging low-impact asphalt technologies, where they are technically, environmentally and economically appropriate, particularly on established urban residential streets such as those in St Heliers and Glendowie.

While chipseal has traditionally been the preferred resurfacing treatment because of its lower upfront cost, residents have consistently raised concerns about its suitability for urban residential environments. Loose aggregate can reduce safety for motorists, cyclists, scooter riders and users of mobility devices, while also contributing to sediment entering the stormwater network during rainfall. Residents also experience increased road noise, dust and loose stones, together with more frequent maintenance interventions.

When whole-of-life costs, safety, environmental outcomes and neighbourhood amenity are considered, asphalt can provide a more appropriate resurfacing solution for many urban residential roads.

SHGRA also welcomes Auckland Transport's investigation of innovative asphalt technologies, including asphalt mixes incorporating recycled tyre polymers and other sustainable materials. These technologies have the potential to improve pavement durability, reduce waste, lower emissions and support a more circular economy while delivering better long-term value.

SHGRA seeks:

- That the Ōrākei Local Board continue and strengthen its advocacy for increased use of asphalt on urban residential roads where appropriate.
- That the Local Board encourage Auckland Transport to continue investigating and, where proven effective, implement innovative and sustainable asphalt technologies as part of future road resurfacing programmes.

8.5 Improve Road Safety and Transport Infrastructure

The SHGRA supports the Draft Ōrākei Local Board Plan's commitment to improving road safety and transport infrastructure, including initiatives that make it safer for children and the wider community to travel throughout the Ōrākei Local Board area.

Road safety improvements should be evidence-based and proportionate to the level of risk identified. Given the significant cost, long-term implications and network impacts of transport infrastructure, investment decisions should be informed by robust crash data, risk assessments, value for money and whole-of-life costs, together with consideration of the broader impacts on all road users and the transport network.

SHGRA considers that all pedestrian crossing infrastructure—whether raised or at-grade—should only be installed where there is clear evidence of a genuine and ongoing safety need, supported by crash history or other robust safety assessments, and where it has been demonstrated to be the most appropriate and cost-effective engineering response. This is particularly relevant for crossings installed near schools, where consideration should be given to whether permanent infrastructure remains appropriate outside school operating hours and continues to provide a net benefit to the wider transport network. Alternative measures, including improved signage, school travel planning, parking management, speed management, signalised or timed crossings, and targeted engineering treatments, should also be evaluated where they can achieve comparable safety outcomes.

Where raised pedestrian crossings are proposed, SHGRA encourages the Local Board to advocate for Auckland Transport to consider their wider environmental and operational effects as part of the decision-making process. Raised crossings can increase vehicle braking and acceleration, particularly for buses and heavy vehicles, which may contribute to higher fuel consumption, vehicle emissions, traffic noise and ongoing maintenance costs. These factors should be balanced alongside the anticipated safety benefits as part of a comprehensive whole-of-life assessment.

Finally, SHGRA encourages Auckland Transport to ensure that the design of all pedestrian crossings and associated infrastructure provides safe and accessible outcomes for all users. This includes reviewing the performance of tactile paving and other surface treatments to minimise slip risks for pedestrians, cyclists and users of mobility devices, particularly during wet weather.

SHGRA seeks that the Ōrākei Local Board advocate for:

- An evidence-based, risk-based approach to road safety investment, with projects prioritised on the basis of robust crash data, demonstrated safety need, value for money and whole-of-life costs.
- Pedestrian crossings, whether raised or at-grade, to be installed only where crash data and risk assessments demonstrate a clear and significant safety need, and where they have been shown to be the most appropriate and cost-effective engineering solution.
- Auckland Transport to assess whether permanent pedestrian crossing infrastructure, particularly in school environments, remains appropriate outside school operating hours and to consider operational measures where these may better match periods of actual demand.
- Auckland Transport to assess the environmental, transport network and economic impacts of raised pedestrian crossings, including potential effects on vehicle emissions, noise, traffic operations, maintenance requirements and whole-of-life costs.
- Auckland Transport to evaluate a range of engineering, education and traffic management measures before progressing permanent pedestrian crossing infrastructure.

- The design of pedestrian crossings and associated infrastructure to provide safe and accessible outcomes for all users, including pedestrians, cyclists and users of mobility devices.

16.

9. CONCLUSION

SHGRA thanks the Ōrākei Local Board for the opportunity to comment on the draft Local Board Plan 2026, and looks forward to continued engagement as the plan is finalised and implemented. SHGRA requests that this feedback be considered alongside its related submission on Plan Change 120, given the shared infrastructure and environmental themes across both documents.

