
Consultation on The Landing Pathways to the Sea concept plan

File No.: CP2022/06520

Te take mō te pūrongo

Purpose of the report

1. To present feedback received on The Landing concept plan refresh project and to identify key service outcomes the local board would like to see incorporated within a 'refreshed' plan.

Whakarāpopototanga matua

Executive summary

2. Pathways to the Sea (2013) is the current guiding document for development at The Landing.
3. A refresh of Pathways to the Sea is included as an activity in the Ōrākei Local Board's 2020/2021 work programme (ID#1585 / resolution number OR/2020/76).
4. The need for this refresh is driven by growth demands from all incumbent stakeholders and a desire on the part of Auckland Council to make the site more accessible and inviting for all users.
5. Stakeholder engagement was undertaken in May 2021 followed by public consultation, which ran from 1 to 28 February 2022.
6. A very high level of community interest in the process has been evident, with 856 people inputting into the public consultation process (see Attachment A for consultation feedback).
7. The three draft concepts consulted on (see Attachment B) present degrees of change when compared to the 2013 Pathways to the Sea concept plan. The draft concepts address issues raised by stakeholders and deliver outcomes formalised by the local board at business meetings in April and August 2021.
8. There are multiple variations on the plan versions presented and design elements for the different concepts can be combined for the purpose of developing the optimal 'refresh' plan. While space is a constraining factor, none of the five proposed key service outcomes identified should be regarded as mutually exclusive.
9. The Landing is of high cultural and spiritual importance to Ngāti Whātua Ōrākei (NWO) and NWO has provided a submission on the concept proposals (Attachment C).
10. There is currently no budget allocated for delivery of any of the concept plan design elements presented for consultation. Some of these elements come at significant cost requiring both internal and external funding.
11. Expectation has been raised by the consultation process and there is reputational risk involved should outcomes identified through the plan refresh fail to be funded and delivered. Risk is also linked to any significant service level change at The Landing, such as removal of the hardstand services.
12. A reduction in the footprint of the hardstand (as shown in concept two) to enable additional service outcomes to be realised at The Landing will likely result in the need to review and change the operating model for the hardstand, potentially as part of an expressions of interest process.
13. This report seeks local board direction to identify the service outcomes they would like to see carried through to a 'refreshed' draft plan as part of the first planning stage of decision making on this project and agreement to progress an Expressions of Interest process to inform future decision making on haul out and hardstand services.

Ngā tūtohunga Recommendation/s

That the Ōrākei Local Board:

- a) consider the following key service outcomes for the refreshed Landing concept plan:
 - i) Multi-sport paddling centre
 - ii) Safe harbour
 - iii) Hardstand / boat yard
 - iv) Shared multipurpose open space
 - v) Storage building / storage area.
- b) request staff progress an Expressions of Interest process to inform decision making on haul-out and hardstand services at The Landing based on the following new operational outcomes:
 - i) hardstand footprint reduced by approximately. 30-40 per cent
 - ii) a commercial agreement that is run at no cost to council
 - iii) length of term to be 5 years with 2 further rights of renewal of 5 years each
 - iv) area licensed to the service provider
 - v) differential fees being applied that encourage short occupation for hull cleaning / basic boat maintenance and disincentivise longer occupation.

Horopaki Context

- 14. The Landing is a 3.2 hectare local park held in fee simple by Auckland Council for recreation purposes and is subject to the Local Government Act 2002.
- 15. The following local board objectives were established in 2021 to address current issues and anticipated future community needs at the site. These are a revision of the objectives set out in the 2013 concept plan:
 - a) Support opportunities to increase participation in water-based sport and recreation activities by maximising accessibility and public boat launching facilities.
 - b) Develop quality multipurpose park like open space that can accommodate events and passive recreation outcomes in order to increase the public's enjoyment of The Landing.
 - c) Accommodate the various clubs and users of the site in an efficient way that supports their future development and growth.
 - d) Enhance The Landing as a destination for marine-related activities such as sailing, paddling and waka culture.
 - e) Improve visual and physical connections into and through the site and create a clear connection eastward through to Ōkahu Bay beach.
 - f) Acknowledge the significance of Ōkahu Bay to Ngāti Whātua Ōrākei.

Consultation process

- 16. Consultation for the project has been broken down into stakeholder engagement (phase one) and public consultation (phase two).
- 17. Stakeholder engagement, carried out in May 2021, included meetings and a co-design workshop with the groups currently operating out of The Landing.
- 18. The engagement identified the following key themes:

-
- a) strong support for multi-sport paddling centre
 - b) recognise the cultural, spiritual and environmental importance of The Landing at Pokanōa to Ngāti Whātua Ōrākei
 - c) increase storage capacity for all users
 - d) create an events / gathering space and lift activation potential of site
 - e) improve access and safety throughout the site for all users.
19. Phase two was intended to be carried out in August 2021 and was deferred to February 2022 because of COVID-19 restrictions.
 20. The level of interest in the plan refresh has been extremely high, with 856 pieces of feedback received (Attachment A). Several written submissions were also provided by individuals and organisations (Attachment C).
 21. In the lead up to this consultation, Auckland Council was approached by a private operator interested in running an electric ferry service from the southwest corner of The Landing to, and from, Kennedy Point on Waiheke Island. The service would have the capacity to carry a maximum of 35 vehicles and up to 150 passengers or cyclists.
 22. The implications of running such a service out of The Landing are not fully understood and primarily for this reason, neither the survey questions, nor the draft concepts, referenced or detailed a ferry service. The proposal was simply referred to in general consultation information and people were directed to the project proposer for further information regarding the service.
 23. A Landowner Approval application has since been received on the proposal and further community input may be sought on this project.
 24. Additionally, the proposal will need to go through a Resource Consent process.

Concepts presented for consultation

25. Three draft concept options were consulted on and reflected degrees of change from the 2013 concept plan, ranging from small to large.
26. **Concept one** was based largely on the 2013 Pathways to the Sea plan with minor additional change relating to the dinghy ramp (number 5 in the concept plan key), realignment of the secure dinghy storage lockers (number 21) and increasing the size of a public deck space (number 12) in front of the multi-sport paddling centre. The multi-sport paddling centre represents the main undelivered design element taken from the 2013 plan.
27. **Concept two** provides similar outcomes to concept one but with a reduced footprint for the commercial boat yard (hardstand) that allows for a public space (#24) at the top of the boat ramp for pedestrian promenade, marine based events, boat set up, club gatherings, have-a-go days, training and water safety sessions. It also delivers a widened and more inviting shared pathway access across the top of the ramp and improved sightlines from Ōkahu Bay on one side through to Hobson Bay on the other. An additional boat storage area is also provided (#20).
28. **Concept three** represents transformational change through removal of the hardstand (commercial boat yard) and the creation of, along with the multi-sport paddling centre which features in all three concepts, the following design elements:
 - a) central park-like space (#16) for recreational activities including major events
 - b) multi-use, two-storey building (#9) to accommodate the various clubs (including Auckland Canoe Club and Fergs Kayaks), plus potential new users
 - c) raised treetop canopy boardwalk (#1) extending over the new two-storey building
 - d) a 'safe harbour' (#3) that provides a protected, all abilities launching environment.

Tātaritanga me ngā tohutohu

Analysis and advice

High-level consultation findings

29. Table one shows how the 856 survey respondents supported the three concepts.

Table one: Concept plan survey results / * 12 respondents did not state a preferred option

Survey results for concepts 1, 2 and 3	<u>Supported</u>
Concept 1 – 2013 concept plan with minor changes	238
Concept 2 – Rationalisation	102
Concept 3 – Transformation	469
None of the above	35

30. Table two shows the number of respondents that identified concept three as their preferred design and prioritised the key design elements presented in that concept.

Table two: Concept three design theme priorities

Concept 3 priority preferences	
Central Park Like Space	292
Safe Harbour	261
Multi-Purpose Building – Storage Facility	168
Multi-Sport Paddling Centre	99

Survey analysis broken down by key design elements

Multi-sport paddling centre – *provided for in all three concepts*

31. The multi-sport paddling centre is a planning priority for a large number of respondents. This is reflected by the 340 people that supported either concepts one or two and the 99 respondents who supported the centre as a key planning priority within concept three.
32. The multi-sport paddling centre is a major, but still undelivered, element of the 2013 Pathways to the Sea plan.
33. It is universally supported by stakeholders. It provides a facility for the paddling activity that dominates the eastern end of the site currently, creates storage for waka and canoes/kayaks and would provide a culturally important facility and reference point for Ngāti Whātua Ōrākei.
34. A centre with a slightly larger footprint and a two-storey building was detailed in concept three to provide for a waka centre. This will require the relocation of Fergs Kayaks, the Auckland Canoe Club and the 'operation centre' to the new multi-use two storey building in concept three (#9). There was a stated preference from effected groups (Auckland Canoe Club in particular) to stay closer to the water.
35. If the multi-sport paddling centre is carried through into the plan refresh, it is recommended that the building is based on Pathways to the Sea concept plan footprint, but one that could accommodate a two-storey facility. Design detail can be progressed when funds become available to progress the centre.
36. The deck (#12) outside of the paddling centre shown in all three concepts was a design element in Pathways to Sea. It has been expanded in size. Feedback from a number of submitters is that the deck expansion restricts the launching and landing of waka, as well as impacting on ease of access to the ramp for the launching other small paddle craft. It is advised that for the refreshed plan, the 2013 concept for this deck component is applied.

The hardstand / boat yard – provided for in concepts one and two

37. A significant number of respondents were supportive of a plan option that continues to accommodate the hardstand / boat yard in some form (340). The majority (238), many of whom are current or former yacht and launch owners, favoured the hardstand being retained on its current footprint (concept one).
38. A smaller number of respondents (102) preferred concept two which incorporates a shared space along the top of the boat ramp enabled by a reduction in the footprint of the hardstand.
39. The local board has undertaken an assessment that indicates other Auckland based hardstand service providers have the capacity to pick up demand displaced as a result of changes at The Landing.
40. The impacts of reducing hardstand services, or removing them altogether, include:
 - a) increased user costs (30 per cent – 60 per cent) for similar services based at other sites
 - b) boats berthed at Outboard Boating Club (OBC), Ōrākei Marina and local swing moorings having to travel greater distances to haul-out
 - c) multi-hulls that are too wide for Pier 21 and not long enough for the new lift at Orams, having to de-rig for preferred local hydraulic trailer haul-out services or be winched out in cradles
 - d) additional pressure on peak period haul-out, with maintenance having to be scheduled at less favoured times during the year
 - e) displacement of the mobile marine trade businesses servicing The Landing
 - f) potential for reduced levels of hull cleaning and further spread of marine pests and increased legal non-compliance of boat operators in the area.

Safe harbour – provided for in concept three

41. A safe harbour was identified as a key development priority by 261 of those survey respondents who favoured concept three.
42. While it is aspirational in the sense that it will be costly to deliver, it does not impact on the delivery of other plan design elements.
43. Organisations that provide sailing opportunities for people with disabilities were particularly supportive of this design element, noting the safe harbour will be of value to all dinghy sailors and small paddler craft users who wish to launch from within a safe and protected breakwater environment.

Multi-use two storey building / raised tree top canopy boardwalk – provided for in concept three

44. The multi-use two storey building was identified as a key development priority by 168 of those survey respondents who favoured concept three.
45. The need for additional storage space is evident from the number of waka and dinghies left unsecured across the site on berms, dedicated car park spaces and beside buildings. Shipping containers are also being used by clubs to store equipment on site.
46. The size of the multi-purpose building shown in concept three was partly based on the requirements of an external organisation, such as Yachting NZ, setting up their administrative and activity base at The Landing and would require independent financing.
47. While Yachting NZ did not make a submission through the consultation process, they still have an interest in the site and would consider jointly funding a facility if opportunity arose.
48. The 2200 m2 building footprint could be shrunk to lessen the visual impacts and provide more space for other outcomes.

-
49. The raised tree top boardwalk (#2) over the proposed two-storey building provides opportunity, through design and vantage points, to celebrate the culture, heritage, recreation and environmental significance of the site and surrounding area. Some respondents expressed that it was unnecessary and would add expense to the project.

Central Park like space – provided for in concept three

50. A central park like space was identified as the key development priority by the largest number (292) of those respondents who supported concept three.
51. It would provide for recreational activities including boat set up, gathering spaces and areas for relaxation and passive recreation.
52. Given the significant open space footprint presented in concept three, it could also accommodate relatively large visitor or spectator numbers plus infrastructure associated with larger scale events.
53. If the footprint is shrunk significantly, this space could still provide boat set up, gathering and social spaces, but the ability to accommodate bigger events, with for example large numbers of spectators, would be diminished.
54. The need for a relatively large park like space on a permanent basis should be considered in the context of:
- a) the high level of public support for this design outcome
 - b) the anticipated number of large-scale events held at The Landing
 - c) proximity of other open space options for passive recreation along Tamaki Drive
 - d) the 2013 plan vision with its primary focus on community access to the sea
 - e) the number of respondents who support retention of the hardstand.

Optimal service outcomes analysis

55. Decisions on The Landing plan refresh should be driven by the current and future provision needs of all relevant community activities in the context of the scarcity of parks that support both blue and green recreation outcomes on the Waitematā Harbour.
56. At this first stage of decision making, the local board is being asked to identify which of the following five service outcomes it would like to see carried through into a refreshed plan:
- a) Multi-sport paddling centre.
 - b) Safe-harbour.
 - c) Hardstand / boat yard.
 - d) Shared multi-purpose open space.
 - e) Storage building / storage area.
57. On the basis that the 2013 plan vision for The Landing continues to be primarily focused on providing community access to the sea, staff consider that the optimal plan refresh integrates all five service outcomes. This is likely to result in a spatial arrangement of services that closely aligns with concept two, but which includes the addition of the safe harbour.
58. The multi-sport paddling centre and safe harbour, can be realised without impact on other service outcomes.
59. Shared multi-purpose open space, a hardstand and additional building / storage areas are all being considered for the centre of the site and realising one, two or all three of these service outcomes therefore comes with opportunity cost. Table three presents the pros and cons associated with development options for the central area of the site, as presented across the three concepts.

Table three: Pros and cons associated with three concepts for development

	Pros	Cons
Concept 1		
	• Maintains level of service for hard stand customers • Enabling of hull cleaning, boat maintenance and major refits	• No provision for multi-use shared open space for marine activity, passive recreation or staging larger spectator events • No provision for a building or storage areas that can meet growth needs in terms of boat storage for existing users and admin/storage requirements for new users • Continued poor visual and physical connectivity through site • Longer-stay boat bookings on the hardstand, typical during winter months, provides sub-optimal rec outcomes for wider community
Concept 2		
	• Maintains a basic level of service for hard stand customers • Enabling of hull cleaning and boat maintenance • Improved visual and physical connectivity (#24) across site • Shared open space created (#24) for marine based events, boat set up, club gatherings, have-a-go days and passive recreation • Provides additional boat storage area (#20)	• Reduction in level of hardstand services with possible charge increases • No space for holding larger spectator events • No provision for a multi-use building that can meet growth needs in terms of boat storage for existing users and admin/storage requirements for new users
Concept 3		
	• Central park-like space (#16) for recreational activities including marine events alongside passive recreation • Substantial area in which to hold major spectator events, night markets etc • Space for build of multi-use, two-storey building (#9) with capacity for new users and additional storage for existing stakeholders • Opens up the heart of the site for optimal visual and physical connectivity	• Hardstand services removed with significant cost and convenience implications for historic users • Potential for less hull cleaning and maintenance of boats that sail in the Waitematā, with environmental implications for pest spread and the health of the harbour • Park like space may experience low levels of use during weekdays

60. The drafting of the 2013 concept plan considered the footprint of the hardstand. The decision to retain the pre-2013 footprint was made on the basis that this was the minimum space required to maintain a 'self-funding' service.
61. The effect of shrinking the hardstand footprint reduces its operational capacity with both impacts on levels of service to customers and income generated.

-
62. A reduction in the footprint of the hardstand (as shown in concept two) will likely result in the need to review and change the operating model for the services provided there, potentially as part of an expressions of interest process.
 63. This change could be based on the principle of short stays for the purposes of regular hull cleaning and basic boat maintenance but without provision for longer boat stays linked to major refits.
 64. A new operating model for the hardstand could be based on the following outcomes:
 - a) footprint reduced by approx. 30-40 per cent
 - b) a commercial agreement that is run at no cost to council
 - c) length of term to be 5 years with 2 further rights of renewal of 5 years each
 - d) area licenced to the service provider
 - e) differential fees / rates being applied that encourage short occupation for hull cleaning / basic boat maintenance and disincentivise longer occupation.
 65. The hardstand in concept two has been shrunk by approximately 36 per cent.
 66. Retention of a financially viable hardstand needs to be market tested through an EOI process but is likely to preclude opportunity for a new multipurpose storage building as shown in concept three.
 67. The provision of new storage facilities in concept two is limited to that delivered through the multi-sport paddling facility and an additional dinghy storage area (#20).
 68. What is considered to be the minimum footprint requirement for providing meaningful shared open space is set out in concept two (#24).
 69. This covers approximately 2500 square metres; it includes shared car/trailer access to the boat ramp and haul-out access to the hardstand, but approximately 1000 square metres could be used principally for the creation of a landscaped gathering space that supports club activities and small-scale events.
 70. It also allows for improved connectivity through the site by opening a corridor across the top of the boat ramp for shared pedestrian use but would not present the extent of open space required for large scale spectator events as presented in concept three (#16).
 71. Because of the complexities of assessing the importance of each of the five key service outcomes, a multi-criteria analysis workshop could be arranged before the local board decide on the spatial arrangement for the endorsed design elements.
 72. The workshop process provides the board opportunity to collectively attribute levels of importance to the key service outcomes and further inform decision making.
 73. Examples of criteria against which service outcomes could be measured have been provided in Attachment D.

Tauākī whakaaweawe āhuarangi

Climate impact statement

74. Changes to the Pathways to the Sea Concept Plan for The Landing (2013) need to factor in sea level rise and impacts on greenhouse gas emissions.
75. More vehicle visitation to the site is likely to arise from further development but this is not thought to be to any significant extent. Parking provision at the site remains at current levels in plan concepts one and two, and is slightly reduced in concept three.
76. With active transport improvements currently being delivered on Tamaki Drive, and across other areas of the city, increased visitation is unlikely to result in a commensurate rise in greenhouse gas emissions.

-
77. Spread and impact of marine pests is expected to be exacerbated by climate change. Options and concepts that retain the presence of sufficient hard stand facilities to enable hull cleaning will contribute to climate adaptation by reducing pest spread.
 78. Conversely any option that sees hull cleaning facilities removed entirely will reduce the ability of local marine ecosystems to adapt to climate change

Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera

Council group impacts and views

79. Community Facilities and Parks, Sport and Recreation staff are working together to ensure that service agreements, leases, licences and maintenance contracts at The Landing align with any approved plan changes.
80. Staff have also engaged with Auckland Transport, Healthy Waters and the Coast Management Team within Infrastructure and Environmental Services on the plan refresh.
81. Environmental Services staff have expressed a preference for the retention of short-stay hull cleaning facilities, to ensure boat owners are able to comply with Biosecurity Act requirements under the Regional Pest Management Plan and forthcoming National Clean Hull Plan.
82. The service agreement with STF Limited (STF) ends on 31 August 2022. STF is the Blue Flag accredited incumbent operator of the hard stand.
83. Community Facilities recommended a continuation of the current service until alternative agreement options have been presented to the local board and the plan refresh for The Landing has been formally approved.
84. At its May 2022 business meeting the local board resolved to hold over the agreement on a monthly basis to the end of February 2023 [OR/2022/62]. This allows for hardstand bookings that have been made beyond August 2022 to largely be met.
85. Undertaking an EOI process, reporting on findings, signing off a 'refreshed' concept plan and signing a new hardstand service agreement based on a new operating model will take an estimated 14 months.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe

Local impacts and local board views

86. The need for this refresh is driven by significant growth demands from all incumbent stakeholders and a desire on the part of the Ōrākei Local Board to realise some, or all, of the following outcomes:
 - a) improved public access for both active and passive users of the site
 - b) stronger visual and physical connectivity through the site
 - c) developing a shared multipurpose space for gathering, events, boat set up etc.
87. All potential plan change decisions need to be considered in the context of consultation feedback, service level impacts to the customer, funding and Ngāti Whātua Ōrākei's Masterplan objectives for the area.

Tauākī whakaaweawe Māori

Māori impact statement

88. Ngāti Whātua Ōrākei (NWO) were the only iwi to request that council partner with them on this project. The full submission from Ngāti Whātua Ōrākei in response to consultation on the three plan options is included in Attachment C.
89. Ngāti Whātua Ōrākei support and endorse concept one because it:
 - a) was the only concept where NWO was involved in the design and process from early stages
 - b) acknowledges those commitments made in 2013 which have still yet to be delivered

-
- c) still has ability to grow into concepts outlined in 2 & 3 with consultation and collaboration with NWO and wider community.
 - d) is the best fit with the NWO masterplan for Ōkahu Bay.
90. Ngāti Whātua Ōrākei have also expressed the view that the plan for The Landing needs to be outward looking and align with NWO's Ōrākei masterplan for the area.
91. The masterplan plan is currently in draft form, and NWO have suggested that The Landing plan refresh is not finalised until their masterplan is completed later in 2022.

Ngā ritenga ā-pūtea

Financial implications

92. No budget has been allocated to progress a 'refreshed' plan and funding of should be a key consideration for development of the plan.
93. The multi-sport paddling centre, the safe harbour and the multi-use building with tree top boardwalk all require significant investment and partnership funding running into millions of dollars.
94. The case for securing partnership funding through organisations like Sport NZ is thought to be particularly strong for the multi-sport paddling centre, while Yachting NZ have finance to deliver elements of a two-storey building.
95. Reducing the level of service currently provided by the hardstand could have an impact on board finances. If the board wish to continue the haul-out and hardstand service at The Landing it is recommended that an EOI process is undertaken based on a new operating model that aligns with a commercial agreement and license to occupy
96. Revenue targets for The Landing have been budgeted for in the remaining years of the LTP and are planned for from FY22-FY31. Any changes implemented by the local board that result in a change to these targets will need to be met by the local board.

Ngā raru tūpono me ngā whakamaurutanga

Risks and mitigations

97. Expectation has been raised by the consultation process and there is reputational risk involved should some, or all, outcomes identified through the plan refresh fail to be funded and delivered.
98. Risk is also linked to any significant service level change at The Landing, such as removal of the hardstand operation.
99. The reported sale of Pier 21 has raised concerns amongst some in the boating community that hard stand facilities across Tāmaki Makaurau are failing to keep up with growing demand and that the high environmental standards applied by STF will not be met at other sites that boaties could be displaced to.
100. The removal of boat cleaning facilities from The Landing also has the potential to contribute to further spread of marine pests and increased legal non-compliance of boaties in the area.
101. Marine pests are very difficult to control once established, therefore preventing further spread is the most important management approach.
102. Biofouling on craft hulls accounts for about 70-80 per cent of the total risk of marine pests moving to new locations. To address this risk, the Auckland Regional Pest Management Plan 2020-2030, created under the Biosecurity Act 1993, requires craft hulls to be kept clean of biofouling at all times.
103. Auckland Council in collaboration with other northern regional councils, the Ministry for Primary Industries and Department of Conservation, is currently preparing a 'Clean Hull Plan' for public consultation. This plan will also be created under the Biosecurity Act 1993 and will create consistent rules for hull cleaning across the upper North Island.

-
104. This issue could be mitigated at The Landing by retaining short-stay cleaning facilities but does not require the retention of longer-stay boat maintenance facilities.
105. In addition to impacts on customers and environmental impacts, closure of the hardstand at The Landing could also affect a number of independent boat industry operators (i.e. trades people who service, maintain and fit out boats).
106. While economic spinoffs are an important consideration, the main objective for The Landing plan refresh should remain focused on delivering optimal harbour-based recreation outcomes for the community

Ngā koringa ā-muri

Next steps

107. Following a decision by the local board staff will progress an Expression of Interest process for the haul-out and hardstand services at The Landing.
108. If requested, staff will arrange a detailed analysis workshop.

Ngā tāpirihanga

Attachments

No.	Title	Page
A	Consultation results	
B	Concept plans	
C	Submissions	
D	Multi-Criteria Assessment Table	

Ngā kaihaina

Signatories

Authors	David Barker - Parks & Places Team Leader
Authorisers	Mace Ward - General Manager Parks, Sports and Recreation Trina Thompson - Local Area Manager

LOCAL BOARD RESOLUTION

11 Consultation on The Landing Pathways to the Sea concept plan

David Barker, Parks and Places Team Leader, attended the meeting to speak to this report.

Note Member S Powrie declared an interest in this item.

MOVED by Chairman S Milne, seconded by Member S Powrie:

That the Ōrākei Local Board:

- a) support the inclusion of the following design elements in the refreshed concept plan:
- i) a central park-like space (#16) for recreational activities including major events
 - ii) multi-purpose building(s) that accommodate the various clubs, plus potential new users
 - iii) dedicated additional storage space for marine purposes

-
- iv) the creation of a 'safe harbour' (#3) that provides a protected, all abilities launching environment
 - b) request that staff further investigate the viability of including a raised treetop canopy boardwalk (#1)
 - c) request staff provide advice on the maintenance requirements and potential repurposing of existing buildings for use in the near future
 - d) request staff to explore how The Landing, through the refreshed concept plan could become more barrier free, accessible and inclusive to enable all abilities to have access to the moana and facilities
 - e) note the 856 submissions received through the public consultation and outcomes of the phase 1 stakeholder engagement
 - f) acknowledge that the majority of submitters (469) supported Concept 3 – Transformation
 - g) note that within Concept 3 the priority preference was for the central park like space, followed by the Safe Harbour and Multi-Purpose Building – Storage Facility

Member T Churton moved an amendment by way of addition, seconded by Member C Davis, to add to (a) (v) hardstand/boat yard.

That the Ōrākei Local Board:

- a) support the inclusion of the following design elements in the refreshed concept plan:
 - i) a central park-like space (#16) for recreational activities including major events
 - ii) multi-purpose building(s) that accommodate the various clubs, plus potential new users
 - iii) dedicated additional storage space for marine purposes
 - iv) the creation of a 'safe harbour' (#3) that provides a protected, all abilities launching environment
 - v) hardstand/boat yard
- b) request that staff further investigate the viability of including a raised treetop canopy boardwalk (#1)
- c) request staff provide advice on the maintenance requirements and potential repurposing of existing buildings for use in the near future
- d) request staff to explore how The Landing, through the refreshed concept plan could become more barrier free, accessible and inclusive to enable all abilities to have access to the moana and facilities
- e) note the 856 submissions received through the public consultation and outcomes of the phase 1 stakeholder engagement
- f) acknowledge that the majority of submitters (469) supported Concept 3 – Transformation
- g) note that within Concept 3 the priority preference was for the central park like space, followed by the Safe Harbour and Multi-Purpose Building – Storage Facility

A division was called for, voting on which was as follows:

For

Member T Churton
Member C Davis

Against

Deputy Chairman T Elliott
Chairman S Milne
Member S Powrie
Member M Voyce

Abstained

Member D Wong

The motion was declared LOST by 2 votes to 4.

The substantive motion was put to vote

Resolution number OR/2022/74

MOVED by Chairman S Milne, seconded by Member S Powrie:

That the Ōrākei Local Board:

- a) support the inclusion of the following design elements in the refreshed concept plan:**
- i) a central park-like space (#16) for recreational activities including major events**
 - ii) multi-purpose building(s) that accommodate the various clubs, plus potential new users**
 - iii) dedicated additional storage space for marine purposes**
 - iv) the creation of a ‘safe harbour’ (#3) that provides a protected, all abilities launching environment**
- b) request that staff further investigate the viability of including a raised treetop canopy boardwalk (#1)**
- c) request staff provide advice on the maintenance requirements and potential repurposing of existing buildings for use in the near future**
- d) request staff to explore how The Landing, through the refreshed concept plan could become more barrier free, accessible and inclusive to enable all abilities to have access to the moana and facilities**
- e) note the 856 submissions received through the public consultation and outcomes of the phase 1 stakeholder engagement**
- f) acknowledge that the majority of submitters (469) supported Concept 3 – Transformation**
- g) note that within Concept 3 the priority preference was for the central park like space, followed by the Safe Harbour and Multi-Purpose Building – Storage Facility**

A division was called for, voting on which was as follows:

<u>For</u>	<u>Against</u>	<u>Abstained</u>
Deputy Chairman T Elliott	Member T Churton	Member D Wong
Chairman S Milne	Member C Davis	
Member S Powrie		
Member M Voyce		

The motion was declared CARRIED by 4 votes to 2