

Date: Monday, 19 April 2021

**10-Year Budget 2021/2031
Upper Harbour Herald Island Pro Formas**

**WRITTEN FEEDBACK Vol. 1
(17339–20042)**

Sub #	Organisation	Local Board	Volume
17339		Upper Harbour	1
17343		Upper Harbour	1
17348		Upper Harbour	1
17358		Upper Harbour	1
17363		Upper Harbour	1
17445		Upper Harbour	1
17448		Upper Harbour	1
17917		Upper Harbour	1
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17923		Upper Harbour	1
17926		Upper Harbour	1
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17964		Upper Harbour	1
17965		Upper Harbour	1
17966		Upper Harbour	1
17967		Upper Harbour	1
17968		Upper Harbour	1
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17973		Upper Harbour	1
20040		Upper Harbour	1
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10-year budget 2021/2031

Proposed Recovery Budget

Our proposed 10-year budget would see capital investment of \$31 billion in Auckland over the next 10 years. This would allow us to deliver key services Aucklanders rely on, renew our aging assets, have a focused approach to building infrastructure to support population growth, and make progress on addressing the challenges of climate change and environmental sustainability.

As a result of COVID-19, it is projected that our revenue will be impacted by around \$1 billion. In light of this, and to provide the investment outlined above, we are proposing a one-off 5 per cent average general rates increase for 2021/2022, rather than the previously planned 3.5 per cent increase. The increases would return to 3.5 per cent each year thereafter. We are also proposing to increase our borrowing in the short term, continue to make cost saving and sell more surplus property.

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Submitter details

Organisation (if applicable):

Your local board: Upper Harbour

Your feedback

1. Proposed 10-year budget

Our proposed 10-year budget would see capital investment of \$31 billion in Auckland over the next 10 years. This would allow us to deliver key services Aucklanders rely on, renew our aging assets, have a focused approach to building infrastructure to support population growth, and make progress on addressing the challenges of climate change and environmental sustainability.

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Without this greater use of rates and debt, around \$900 million of much needed investment in Auckland would be delayed from the next three years to later in the decade. This would slow Auckland's recovery, put our services and assets at risk, lose hundreds of millions of dollars in matching government subsidies, and limit our response to our climate and environmental challenges.

What is your opinion on the proposed 10-year budget?

Tell us why:

2. Climate change

Through Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan, we heard Aucklanders want greater action on climate change. The proposed 10-year budget includes additional investment to respond to the challenges of climate change.

The proposed additional investment will mean we do not need to buy any more diesel buses and it will help us replace our diesel buses with electric and hydrogen buses sooner. It will also help us divert more waste from landfill, plant over 2 million more native trees and other initiatives.

What is your opinion on this proposal to invest more in responding to climate change?

Tell us why:

3. Water quality

Since 2018 the Water Quality Targeted Rate has allowed us to fund initiatives to improve the water quality of our harbours, beaches and streams. This was initially intended to run from 2018 to 2028.

We are proposing to extend the Water Quality Targeted Rate until June 2031.

Extending the targeted rate

Extending this targeted rate to June 2031 will help continue to improve water quality in other areas of the city, including coastal water quality from Hobson Bay to St Heliers, as well as the Manukau Harbour. Extending this targeted rate would enable this additional work to begin in 2028/2029.

Increasing the targeted rate

To start construction on the above major new water quality projects six years earlier (in 2022/2023), and to increase our investment in regional water quality programmes across all of Auckland, we are also proposing to increase this targeted rate annually in line with proposed average increases in general rates.

What is your view on this proposal?

Tell us why:

4. Community investment

We have hundreds of community assets like libraries, halls, community centres, community houses, arts venues and assets in our parks that are getting older and some are in urgent need of repair. The cost of operating, repairing or rebuilding these assets over the next 10 years could leave no money for anything new or upgraded. To maintain our current assets and upgrade or provide new assets, rates would likely need to be increased over time.

We propose a new approach for community services, such as leasing or shared facilities, that does not rely as much on us building and maintaining physical assets. This will reduce our carbon footprint and lower our costs by partnering with others to deliver services and deliver more community services online.

Over time, we propose to consolidate the number of our community facilities and services (which may result in some facilities being closed) and instead focus on multi-use facilities and online services to provide for our diverse communities.

What is your opinion on this proposal?

Tell us why:

5. Rating policy

The following are some of our proposed changes to the way we charge rates on properties. These changes affect each property differently. They may, or may not, affect your property.

Extending the Natural Environment Targeted Rate until June 2031 to invest further in measures such as addressing the spread of kauri dieback, and predator and weed control

Extending the Urban Rating Area so land that has an operative urban zoning, or which has resource consent to be developed for urban use now (except for Warkworth), pays the same urban rates as nearby properties that have access to a similar level of service

Do not support

Charging farm and lifestyle properties in the Urban Rating Area residential rates so they pay the same urban rates as nearby properties have access to a similar level of service

Extending the City Centre Targeted Rate until June 2031 to maintain our investment in upgrading the city centre

Introducing the Rodney Drainage Targeted Rate on the land in Te Arai and Okahukura that benefits from the stormwater services

We are proposing other changes to rates and fees, including the introduction of the Electricity Network Resilience Targeted Rate on Vector to fund council's tree management programme around the Vector overhead power lines and options to reinstate the Accommodation Provider Targeted Rate.

Do you have any comments on any of our proposed changes to rates and fees charges?

Response to the proposed change from rural to urban rates for Herald Island. I am a resident of Herald Island and I do not support, and in fact strongly object to, the proposed change from rural to urban rate for Herald Island on the following grounds: 1-Information provided in the public consultation document is demonstrably untrue, and based on faulty assumptions, ie. that Herald Island receives council services at a level similar to urban rated areas. Herald Island is not a new development and has no capacity for significant new development. Herald Island has not been provided with infrastructure or services similar to properties within the Urban Rating area nor is there any proposal to provide such infrastructure or services in the 10-year plan. Supporting information given in the public consultation document is, therefore, demonstrably untrue and misleading to the general populace. 2-Roads, footpaths and stormwater services: Herald Island has no proper footpaths on most roads, either one side only with no kerbing or channelling or no footpaths at all. There is no proper stormwater infrastructure, with open swales over most of the island. Kingsway Road, the only access road to the Island, has no footpaths and no stormwater infrastructure. Kauri Road, the main route to Herald Island has no footpaths or stormwater infrastructure. Herald Island's provision of roads, footpaths, and stormwater services complies with the council's own definition of rural not urban service level. Herald Island does not, therefore, receive roading, footpath, or stormwater services at a level similar to urban areas. 3.Community Services and grants: Herald Island does not have access to any council pools within a 15-minute drive. There is no council run or owned arts / culture venue on or near Herald Island. The Old Post Office Museum cannot, by any stretch of the imagination be regarded as an art or culture venue. It is also run and staffed entirely on a volunteer basis by the Residents and Ratepayers Association, a situation typical of rural areas. The "Venue for hire" is also the Herald Island Hall which is, again staffed and run by the volunteer organisation the Herald Island Residents and Ratepayers Association, typically rural. Council services refer to council run facilities such as council staffed community centers, leisure centers, arts / culture venues, libraries and pools. Herald Island has no such facilities and does not, therefore, receive community services at a similar level to urban areas. 4.Public transport and travel demand management: Herald Island has no public transport at all, no bus service, no train (closest station is >20 minutes' drive away). This is less public transport provision than that for Warkworth which is acknowledged in the council documents to have limited service and which the proposal suggests should not move from rural to urban rates. Herald Island does not, therefore, receive public transport and travel demand management services at a level similar to urban areas. Herald Island does not receive council services at a level anywhere near those of urban areas. It would, therefore, be grossly unfair and inappropriate for council to levy rates at a level in excess not only of current service levels but, it would seem, of service levels likely to be provided at any stage within the next 10 years. I object most strongly on these grounds to the proposed change from rural to urban rates for Herald Island.

The Upper Harbour Local Board are proposing a new bus service between Paremoremo and Albany, funded by a targeted rate.

Which option do you support?

Tell us why:

Do you live in the area affected by the proposed Upper Harbour Local Board transport targeted rate?

6. Local Boards

Which local board area does your feedback relate to?

No local board feedback provided

7. What is important to you?

Do you have feedback on any other issues, including our proposals on housing and growth infrastructure or strategic assets?

Outcome 1. Safe, improved transport options connect our communities.

- The lower 1/3 of the Wharf road has a speed limit of 40 kph. We would like to see the whole of the road at this limit.
- The road is not full width, there are several blind corners and there is regular foot traffic.
- We would like the road to be needs assessed with an out-come of narrow blind corners being widened. We need an assessment on the retaining walls that are about to give way.

Outcome 2. Our natural environment is healthy and protected

- We would like to see significant mangrove removal from the Port Albert Wharf Reserve Area. Particularly starting with the area between the high tide ramp and the wharf
- We believe these are an unhealthy environment with mangrove weevils, rats etc. breeding in them. We also see and hear about many Health and Safety issues, which are not reported particularly with the lower boat ramp being always covered in slime and mud.
- We need continued cleaning and maintenance.

Shelley Beach have achieved an amazing recovery due to mangrove removal, we would like to see something similar for Port Albert.

Outcome 3. Infrastructure and development meets the needs of our growing communities

- Please include Port albert in initiatives
- The Wharf has a rusting unsafe ladder which we understand the council has a new one waiting? for installation. This should be an urgent health and safety priority
- We would like the wharf to be considered for upgrading, it is slowly slipping into the river. We would also like to see a floating pontoon installed

Outcome 4. Our communities are resilient and have access to what they need

- We would like to see the carpark extended and metalled. We always have overnight campers and often have trouble find room to park our boat trailers.
- The reserve toilet facilities urgently require upgrading. The sewage system is not working and the septic tank requires emptying weekly, and the Water taming topped up weekly.
- Ramps: The Port Albert boat ramps are the only all tide launching facilities west of Wellsford. We need ongoing maintenance, eg metal on the access road to the low water ramp, cleaning and mangrove removal.

Outcome 5. Our local parks and recreation facilities meet the needs of our growing community What is the Port Albert Reserve designated as?

- With the push north for Auckland residential space this is a growing community.
- We need more signage at the Wharf regarding parking restrictions, disability parking space etc.
- We need signage regarding Health and Safety for campers.
- We need signage for Reserve Rules
- Signage for designated parking areas for campers
- We would like to have included in the Asset Plan an area surrounding the toilets and playground, to have a bollard bordered area to make it safe for our children to play and use toilet facilities without having to navigate their way through several campervans and tents
- We would like improved weed control — down our road you can find pampas, gorse, honey suckle and moth plant.

Port Albert Reserve is out of control, we have had one camper living there for 3 years, with many complaints to Council. How is he still there? Several nights a week there are drinking sessions at his place. We have also had several tent campers on the reserve staying over the last 4 months. How are they Still there? The many complaints we sent to Council have not resulted in any action.

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Supporting information given in the public consultation document is, therefore, demonstrably untrue and misleading to the general populace.

2. Roads, footpaths and stormwater services: Herald Island has no proper footpaths on most roads, either one side only with no kerbing or channelling or no footpaths at all. There is no proper stormwater infrastructure, with open swales over most of the island. Kingsway Road, the only access road to the Island, has no footpaths and no stormwater infrastructure. Kauri Road, the main route to Herald Island has no footpaths or stormwater infrastructure.

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Do not support

Charging farm and lifestyle properties in the Urban Rating Area residential rates so they pay the same urban rates as nearby properties have access to a similar level of service

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Introducing the Rodney Drainage Targeted Rate on the land in Te Arai and Okahukura that benefits from the stormwater services

We are proposing other changes to rates and fees, including the introduction of the Electricity Network Resilience Targeted Rate on Vector to fund council's tree management programme around the Vector overhead power lines and options to reinstate the Accommodation Provider Targeted Rate.

Do you have any comments on any of our proposed changes to rates and fees charges?

Response to the proposed change from rural to urban rates for Herald Island

I am a resident of Herald Island and I do not support, and in fact strongly object to, the proposed change from rural to urban rate for Herald Island on the following grounds:

1. Information provided in the public consultation document is demonstrably untrue, and based on faulty assumptions, ie. that Herald Island receives council services at a level similar to urban rated areas. Herald Island is not a new development and has no capacity for significant new development. Herald Island has not been provided with infrastructure or services similar to properties within the Urban Rating area nor is there any proposal to provide such infrastructure or services in the 10-year plan.

Supporting information given in the public consultation document is, therefore, demonstrably untrue and misleading to the general populace.

2. Roads, footpaths and stormwater services: Herald Island has no proper footpaths on most roads, either one side only with no kerbing or channelling or no footpaths at all. There is no proper stormwater infrastructure, with open swales over most of the island. Kingsway Road, the only access road to the Island, has no footpaths and no stormwater infrastructure. Kauri Road, the main route to Herald Island has no footpaths or stormwater infrastructure.

Herald Island's provision of roads, footpaths, and stormwater services complies with the council's own definition of rural not urban service level. Herald Island does not, therefore, receive roading, footpath, or stormwater services at a level similar to urban areas.

3. Community Services and grants: Herald Island does not have access to any council pools within a 15-minute drive. There is no council run or owned arts / culture venue on or near Herald Island. The Old Post Office Museum cannot, by any stretch of the imagination be regarded as an art or culture venue. It is also run and staffed entirely on a volunteer basis by the Residents and Ratepayers Association, a situation typical of rural areas. The "Venue for hire" is also the Herald Island Hall which is, again staffed and run by the volunteer organisation the Herald Island Residents and Ratepayers Association, typically rural.

Council services refer to council run facilities such as council staffed community centers, leisure centers, arts / culture venues, libraries and pools. Herald Island has no such facilities and does not, therefore, receive community services at a similar level to urban areas.

4. Public transport and travel demand management: Herald Island has no public transport at all, no bus service, no train (closest station is >20 minutes' drive away). This is less public transport provision than that for Warkworth which is acknowledged in the council documents to have limited service and which the proposal suggests should not move from rural to urban rates.

Herald Island does not, therefore, receive public transport and travel demand management services at a level similar to urban areas.

Herald Island does not receive council services at a level anywhere near those of urban areas. It would, therefore, be grossly unfair and inappropriate for council to levy rates at a level in excess not only of current service levels but, it would seem, of service levels likely to be provided at any stage within the next 10 years.

I object most strongly on these grounds to the proposed change from rural to urban rates for Herald Island.

The Upper Harbour Local Board are proposing a new bus service between Paremoremo and Albany, funded by a targeted rate.

Which option do you support?

Tell us why:

Do you live in the area affected by the proposed Upper Harbour Local Board transport targeted rate?

6. Local Boards

Which local board area does your feedback relate to?

No local board feedback provided

7. What is important to you?

Do you have feedback on any other issues, including our proposals on housing and growth infrastructure or strategic assets?

Outcome 1. Safe, improved transport options connect our communities.

- The lower 1/3 of the Wharf road has a speed limit of 40 kph. We would like to see the whole of the road at this limit.
- The road is not full width, there are several blind corners and there is regular foot traffic.
- We would like the road to be needs assessed with an out-come of narrow blind corners being widened. We need an assessment on the retaining walls that are about to give way.

Outcome 2. Our natural environment is healthy and protected

- We would like to see significant mangrove removal from the Port Albert Wharf Reserve Area. Particularly starting with the area between the high tide ramp and the wharf
- We believe these are an unhealthy environment with mangrove weevils, rats etc. breeding in them. We also see and hear about many Health and Safety issues, which are not reported particularly with the lower boat ramp being always covered in slime and mud.
- We need continued cleaning and maintenance.

Shelley Beach have achieved an amazing recovery due to mangrove removal, we would like to see something similar for Port Albert.

Outcome 3. Infrastructure and development meets the needs of our growing communities

- Please include Port albert in initiatives
- The Wharf has a rusting unsafe ladder which we understand the council has a new one waiting? for installation. This should be an urgent health and safety priority
- We would like the wharf to be considered for upgrading, it is slowly slipping into the river. We would also like to see a floating pontoon installed

Outcome 4. Our communities are resilient and have access to what they need

- We would like to see the carpark extended and metalled. We always have overnight campers and often have trouble find room to park our boat trailers.
- The reserve toilet facilities urgently require upgrading. The sewage system is not working and the septic tank requires emptying weekly, and the Water taming topped up weekly.
- Ramps: The Port Albert boat ramps are the only all tide launching facilities west of Wellsford. We need ongoing maintenance, eg metal on the access road to the low water ramp, cleaning and mangrove removal.

Outcome 5. Our local parks and recreation facilities meet the needs of our growing community What is the Port Albert Reserve designated as?

- With the push north for Auckland residential space this is a growing community.
- We need more signage at the Wharf regarding parking restrictions, disability parking space etc.
- We need signage regarding Health and Safety for campers.

- We need signage for Reserve Rules
- Signage for designated parking areas for campers
- We would like to have included in the Asset Plan an area surrounding the toilets and playground, to have a bollard bordered area to make it safe for our children to play and use toilet facilities without having to navigate their way through several campervans and tents
- We would like improved weed control — down our road you can find pampas, gorse, honey suckle and moth plant.

Port Albert Reserve is out of control, we have had one camper living there for 3 years, with many complaints to Council. How is he still there? Several nights a week there are drinking sessions at his place. We have also had several tent campers on the reserve staying over the last 4 months. How are they Still there? The many complaints we sent to Council have not resulted in any action.

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10-year budget 2021/2031

Proposed Recovery Budget

Our proposed 10-year budget would see capital investment of \$31 billion in Auckland over the next 10 years. This would allow us to deliver key services Aucklanders rely on, renew our aging assets, have a focused approach to building infrastructure to support population growth, and make progress on addressing the challenges of climate change and environmental sustainability.

As a result of COVID-19, it is projected that our revenue will be impacted by around \$1 billion. In light of this, and to provide the investment outlined above, we are proposing a one-off 5 per cent average general rates increase for 2021/2022, rather than the previously planned 3.5 per cent increase. The increases would return to 3.5 per cent each year thereafter. We are also proposing to increase our borrowing in the short term, continue to make cost saving and sell more surplus property.

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Submitter details

Organisation (if applicable):

Your local board: Upper Harbour

Your feedback

1. Proposed 10-year budget

Our proposed 10-year budget would see capital investment of \$31 billion in Auckland over the next 10 years. This would allow us to deliver key services Aucklanders rely on, renew our aging assets, have a focused approach to building infrastructure to support population growth, and make progress on addressing the challenges of climate change and environmental sustainability.

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Without this greater use of rates and debt, around \$900 million of much needed investment in Auckland would be delayed from the next three years to later in the decade. This would slow Auckland's recovery, put our services and assets at risk, lose hundreds of millions of dollars in matching government subsidies, and limit our response to our climate and environmental challenges.

What is your opinion on the proposed 10-year budget?

Tell us why:

2. Climate change

Through Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan, we heard Aucklanders want greater action on climate change. The proposed 10-year budget includes additional investment to respond to the challenges of climate change.

The proposed additional investment will mean we do not need to buy any more diesel buses and it will help us replace our diesel buses with electric and hydrogen buses sooner. It will also help us divert more waste from landfill, plant over 2 million more native trees and other initiatives.

What is your opinion on this proposal to invest more in responding to climate change?

Tell us why:

3. Water quality

Since 2018 the Water Quality Targeted Rate has allowed us to fund initiatives to improve the water quality of our harbours, beaches and streams. This was initially intended to run from 2018 to 2028.

We are proposing to extend the Water Quality Targeted Rate until June 2031.

Extending the targeted rate

Extending this targeted rate to June 2031 will help continue to improve water quality in other areas of the city, including coastal water quality from Hobson Bay to St Heliers, as well as the Manukau Harbour. Extending this targeted rate would enable this additional work to begin in 2028/2029.

Increasing the targeted rate

To start construction on the above major new water quality projects six years earlier (in 2022/2023), and to increase our investment in regional water quality programmes across all of Auckland, we are also proposing to increase this targeted rate annually in line with proposed average increases in general rates.

What is your view on this proposal?

Tell us why:

4. Community investment

We have hundreds of community assets like libraries, halls, community centres, community houses, arts venues and assets in our parks that are getting older and some are in urgent need of repair. The cost of operating, repairing or rebuilding these assets over the next 10 years could leave no money for anything new or upgraded. To maintain our current assets and upgrade or provide new assets, rates would likely need to be increased over time.

We propose a new approach for community services, such as leasing or shared facilities, that does not rely as much on us building and maintaining physical assets. This will reduce our carbon footprint and lower our costs by partnering with others to deliver services and deliver more community services online.

Over time, we propose to consolidate the number of our community facilities and services (which may result in some facilities being closed) and instead focus on multi-use facilities and online services to provide for our diverse communities.

What is your opinion on this proposal?

Tell us why:

5. Rating policy

The following are some of our proposed changes to the way we charge rates on properties. These changes affect each property differently. They may, or may not, affect your property.

Extending the Natural Environment Targeted Rate until June 2031 to invest further in measures such as addressing the spread of kauri dieback, and predator and weed control

Extending the Urban Rating Area so land that has an operative urban zoning, or which has resource consent to be developed for urban use now (except for Warkworth), pays the same urban rates as nearby properties that have access to a similar level of service

Do not support

Charging farm and lifestyle properties in the Urban Rating Area residential rates so they pay the same urban rates as nearby properties have access to a similar level of service

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We are proposing other changes to rates and fees, including the introduction of the Electricity Network Resilience Targeted Rate on Vector to fund council's tree management programme around the Vector overhead power lines and options to reinstate the Accommodation Provider Targeted Rate.

Do you have any comments on any of our proposed changes to rates and fees charges?

Response to the proposed change from rural to urban rates for Herald Island

I am a resident of Herald Island and I do not support, and in fact strongly object to, the proposed change from rural to urban rate for Herald Island on the following grounds:

1. Information provided in the public consultation document is demonstrably untrue, and based on faulty assumptions, ie. that Herald Island receives council services at a level similar to urban rated areas. Herald Island is not a new development and has no capacity for significant new development. Herald Island has not been provided with infrastructure or services similar to properties within the Urban Rating area nor is there any proposal to provide such infrastructure or services in the 10-year plan.

Supporting information given in the public consultation document is, therefore, demonstrably untrue and misleading to the general populace.

2. Roads, footpaths and stormwater services: Herald Island has no proper footpaths on most roads, either one side only with no kerbing or channelling or no footpaths at all. There is no proper stormwater infrastructure, with open swales over most of the island. Kingsway Road, the only access road to the Island, has no footpaths and no stormwater infrastructure. Kauri Road, the main route to Herald Island has no footpaths or stormwater infrastructure.

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3. Community Services and grants: Herald Island does not have access to any council pools within a 15-minute drive. There is no council run or owned arts / culture venue on or near Herald Island. The Old Post Office Museum cannot, by any stretch of the imagination be regarded as an art or culture venue. It is also run and staffed entirely on a volunteer basis by the Residents and Ratepayers Association, a situation typical of rural areas. The "Venue for hire" is also the Herald Island Hall which is, again staffed and run by the volunteer organisation the Herald Island Residents and Ratepayers Association, typically rural.

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4. Public transport and travel demand management: Herald Island has no public transport at all, no bus service, no train (closest station is >20 minutes' drive away). This is less public transport provision than that for Warkworth which is acknowledged in the council documents to have limited service and which the proposal suggests should not move from rural to urban rates.

Herald Island does not, therefore, receive public transport and travel demand management services at a level similar to urban areas.

Herald Island does not receive council services at a level anywhere near those of urban areas. It would, therefore, be grossly unfair and inappropriate for council to levy rates at a level in excess not only of current service levels but, it would seem, of service levels likely to be provided at any stage within the next 10 years.

I object most strongly on these grounds to the proposed change from rural to urban rates for Herald Island.

The Upper Harbour Local Board are proposing a new bus service between Paremoremo and Albany, funded by a targeted rate.

Which option do you support?

Tell us why:

Do you live in the area affected by the proposed Upper Harbour Local Board transport targeted rate?

No

6. Local Boards

Which local board area does your feedback relate to?

No local board feedback provided

7. What is important to you?

Do you have feedback on any other issues, including our proposals on housing and growth infrastructure or strategic assets?

Outcome 1. Safe, improved transport options connect our communities.

- The lower 1/3 of the Wharf road has a speed limit of 40 kph. We would like to see the whole of the road at this limit.
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Outcome 2. Our natural environment is healthy and protected

- We would like to see significant mangrove removal from the Port Albert Wharf Reserve Area. Particularly starting with the area between the high tide ramp and the wharf
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10-year budget 2021/2031

Proposed Recovery Budget

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Submitter details

Organisation (if applicable):

Your local board: Upper Harbour

Your feedback

1. Proposed 10-year budget

Our proposed 10-year budget would see capital investment of \$31 billion in Auckland over the next 10 years. This would allow us to deliver key services Aucklanders rely on, renew our aging assets, have a focused approach to building infrastructure to support population growth, and make progress on addressing the challenges of climate change and environmental sustainability.

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Without this greater use of rates and debt, around \$900 million of much needed investment in Auckland would be delayed from the next three years to later in the decade. This would slow Auckland's recovery, put our services and assets at risk, lose hundreds of millions of dollars in matching government subsidies, and limit our response to our climate and environmental challenges.

What is your opinion on the proposed 10-year budget?

Tell us why:

2. Climate change

Through Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan, we heard Aucklanders want greater action on climate change. The proposed 10-year budget includes additional investment to respond to the challenges of climate change.

The proposed additional investment will mean we do not need to buy any more diesel buses and it will help us replace our diesel buses with electric and hydrogen buses sooner. It will also help us divert more waste from landfill, plant over 2 million more native trees and other initiatives.

What is your opinion on this proposal to invest more in responding to climate change?

Tell us why:

3. Water quality

Since 2018 the Water Quality Targeted Rate has allowed us to fund initiatives to improve the water quality of our harbours, beaches and streams. This was initially intended to run from 2018 to 2028.

We are proposing to extend the Water Quality Targeted Rate until June 2031.

Extending the targeted rate

Extending this targeted rate to June 2031 will help continue to improve water quality in other areas of the city, including coastal water quality from Hobson Bay to St Heliers, as well as the Manukau Harbour. Extending this targeted rate would enable this additional work to begin in 2028/2029.

Increasing the targeted rate

To start construction on the above major new water quality projects six years earlier (in 2022/2023), and to increase our investment in regional water quality programmes across all of Auckland, we are also proposing to increase this targeted rate annually in line with proposed average increases in general rates.

What is your view on this proposal?

Tell us why:

4. Community investment

We have hundreds of community assets like libraries, halls, community centres, community houses, arts venues and assets in our parks that are getting older and some are in urgent need of repair. The cost of operating, repairing or rebuilding these assets over the next 10 years could leave no money for anything new or upgraded. To maintain our current assets and upgrade or provide new assets, rates would likely need to be increased over time.

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Do you have any comments on any of our proposed changes to rates and fees charges?

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The Upper Harbour Local Board are proposing a new bus service between Paremoremo and Albany, funded by a targeted rate.

Which option do you support?

Tell us why:

Do you live in the area affected by the proposed Upper Harbour Local Board transport targeted rate?

6. Local Boards

Which local board area does your feedback relate to?

No local board feedback provided

7. What is important to you?

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Outcome 4. Our communities are resilient and have access to what they need

- We would like to see the carpark extended and metalled. We always have overnight campers and often have trouble find room to park our boat trailers.
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- We need signage for Reserve Rules
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10-year budget 2021/2031

Proposed Recovery Budget

Our proposed 10-year budget would see capital investment of \$31 billion in Auckland over the next 10 years. This would allow us to deliver key services Aucklanders rely on, renew our aging assets, have a focused approach to building infrastructure to support population growth, and make progress on addressing the challenges of climate change and environmental sustainability.

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Organisation (if applicable):

Your local board: Upper Harbour

Your feedback

1. Proposed 10-year budget

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Without this greater use of rates and debt, around \$900 million of much needed investment in Auckland would be delayed from the next three years to later in the decade. This would slow Auckland's recovery, put our services and assets at risk, lose hundreds of millions of dollars in matching government subsidies, and limit our response to our climate and environmental challenges.

What is your opinion on the proposed 10-year budget?

Tell us why:

2. Climate change

Through Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan, we heard Aucklanders want greater action on climate change. The proposed 10-year budget includes additional investment to respond to the challenges of climate change.

The proposed additional investment will mean we do not need to buy any more diesel buses and it will help us replace our diesel buses with electric and hydrogen buses sooner. It will also help us divert more waste from landfill, plant over 2 million more native trees and other initiatives.

What is your opinion on this proposal to invest more in responding to climate change?

Tell us why:

3. Water quality

Since 2018 the Water Quality Targeted Rate has allowed us to fund initiatives to improve the water quality of our harbours, beaches and streams. This was initially intended to run from 2018 to 2028.

We are proposing to extend the Water Quality Targeted Rate until June 2031.

Extending the targeted rate

Extending this targeted rate to June 2031 will help continue to improve water quality in other areas of the city, including coastal water quality from Hobson Bay to St Heliers, as well as the Manukau Harbour. Extending this targeted rate would enable this additional work to begin in 2028/2029.

Increasing the targeted rate

To start construction on the above major new water quality projects six years earlier (in 2022/2023), and to increase our investment in regional water quality programmes across all of Auckland, we are also proposing to increase this targeted rate annually in line with proposed average increases in general rates.

What is your view on this proposal?

Tell us why:

4. Community investment

We have hundreds of community assets like libraries, halls, community centres, community houses, arts venues and assets in our parks that are getting older and some are in urgent need of repair. The cost of operating, repairing or rebuilding these assets over the next 10 years could leave no money for anything new or upgraded. To maintain our current assets and upgrade or provide new assets, rates would likely need to be increased over time.

We propose a new approach for community services, such as leasing or shared facilities, that does not rely as much on us building and maintaining physical assets. This will reduce our carbon footprint and lower our costs by partnering with others to deliver services and deliver more community services online.

Over time, we propose to consolidate the number of our community facilities and services (which may result in some facilities being closed) and instead focus on multi-use facilities and online services to provide for our diverse communities.

What is your opinion on this proposal?

Tell us why:

5. Rating policy

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Do not support

Charging farm and lifestyle properties in the Urban Rating Area residential rates so they pay the same urban rates as nearby properties have access to a similar level of service

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We are proposing other changes to rates and fees, including the introduction of the Electricity Network Resilience Targeted Rate on Vector to fund council's tree management programme around the Vector overhead power lines and options to reinstate the Accommodation Provider Targeted Rate.

Do you have any comments on any of our proposed changes to rates and fees charges?

Please see the attached document.

The Upper Harbour Local Board are proposing a new bus service between Paremoremo and Albany, funded by a targeted rate.

Which option do you support?

Tell us why:

Do you live in the area affected by the proposed Upper Harbour Local Board transport targeted rate?

6. Local Boards

Which local board area does your feedback relate to?

No local board feedback provided

7. What is important to you?

Do you have feedback on any other issues, including our proposals on housing and growth infrastructure or strategic assets?

Outcome 1. Safe, improved transport options connect our communities.

- The lower 1/3 of the Wharf road has a speed limit of 40 kph. We would like to see the whole of the road at this limit.
- The road is not full width, there are several blind corners and there is regular foot traffic.
- We would like the road to be needs assessed with an out-come of narrow blind corners being widened. We need an assessment on the retaining walls that are about to give way.

Outcome 2. Our natural environment is healthy and protected

- We would like to see significant mangrove removal from the Port Albert Wharf Reserve Area. Particularly starting with the area between the high tide ramp and the wharf
- We believe these are an unhealthy environment with mangrove weevils, rats etc. breeding in them. We also see and hear about many Health and Safety issues, which are not reported particularly with the lower boat ramp being always covered in slime and mud.
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Shelley Beach have achieved an amazing recovery due to mangrove removal, we would like to see something similar for Port Albert.

Outcome 3. Infrastructure and development meets the needs of our growing communities

- Please include Port albert in initiatives
- The Wharf has a rusting unsafe ladder which we understand the council has a new one waiting? for installation. This should be an urgent health and safety priority
- We would like the wharf to be considered for upgrading, it is slowly slipping into the river. We would also like to see a floating pontoon installed

Outcome 4. Our communities are resilient and have access to what they need

- We would like to see the carpark extended and metalled. We always have overnight campers and often have trouble find room to park our boat trailers.
- The reserve toilet facilities urgently require upgrading. The sewage system is not working and the septic tank requires emptying weekly, and the Water taming topped up weekly.
- Ramps: The Port Albert boat ramps are the only all tide launching facilities west of Wellsford. We need ongoing maintenance, eg metal on the access road to the low water ramp, cleaning and mangrove removal.

Outcome 5. Our local parks and recreation facilities meet the needs of our growing community What is the Port Albert Reserve designated as?

- With the push north for Auckland residential space this is a growing community.
- We need more signage at the Wharf regarding parking restrictions, disability parking space etc.
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Do you have any comments on any of our proposed changes to rates and fees charges?

Response to the proposed change from rural to urban rates for Herald Island. I am a resident of Herald Island and I do not support, and in fact strongly object to, the proposed change from rural to urban rate for Herald Island on the following grounds: 1-Information provided in the public consultation document is demonstrably untrue, and based on faulty assumptions, ie. that Herald Island receives council services at a level similar to urban rated areas. Herald Island is not a new development and has no capacity for significant new development. Herald Island has not been provided with infrastructure or services similar to properties within the Urban Rating area nor is there any proposal to provide such infrastructure or services in the 10-year plan. Supporting information given in the public consultation document is, therefore, demonstrably untrue and misleading to the general populace. 2. Roads, footpaths and stormwater services: Herald Island has no proper footpaths on most roads, either one side only with no kerbing or channelling or no footpaths at all. There is no proper stormwater infrastructure, with open swales over most of the island. Kingsway Road, the only access road to the Island, has no footpaths and no stormwater infrastructure. Kauri Road, the main route to Herald Island has no footpaths or stormwater infrastructure. Herald Island's provision of roads, footpaths, and stormwater services complies with the council's own definition of rural not urban service level. Herald Island does not, therefore, receive roading, footpath, or stormwater services at a level similar to urban areas. 3. Community Services and grants: Herald Island does not have access to any council pools within a 15-minute drive. There is no council run or owned arts / culture venue on or near Herald Island. The Old Post Office Museum cannot, by any stretch of the imagination be regarded as an art or culture venue. It is also run and staffed entirely on a volunteer basis by the Residents and Ratepayers Association, a situation typical of rural areas. The "Venue for hire" is also the Herald Island Hall which is, again staffed and run by the volunteer organisation the Herald Island Residents and Ratepayers Association, typically rural. Council services refer to council run facilities such as council staffed community centers, leisure centers, arts / culture venues, libraries and pools. Herald Island has no such facilities and does not, therefore, receive community services at a similar level to urban areas. 4. Public transport and travel demand management: Herald Island has no public transport at all, no bus service, no train (closest station is >20 minutes' drive away). This is less public transport provision than that for Warkworth which is acknowledged in the council documents to have limited service and which the proposal suggests should not move from rural to urban rates. Herald Island does not, therefore, receive public transport and travel demand management services at a level similar to urban areas. Herald Island does not receive council services at a level anywhere near those of urban areas. It would, therefore, be grossly unfair and inappropriate for council to levy rates at a level in excess not only of current service levels but, it would seem, of service levels likely to be provided at any stage within the next 10 years. I object most strongly on these grounds to the proposed change from rural to urban rates for Herald Island.

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Which option do you support?

Tell us why:

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Which local board area does your feedback relate to?

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Our proposed 10-year budget would see capital investment of \$31 billion in Auckland over the next 10 years. This would allow us to deliver key services Aucklanders rely on, renew our aging assets, have a focused approach to building infrastructure to support population growth, and make progress on addressing the challenges of climate change and environmental sustainability.

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Without this greater use of rates and debt, around \$900 million of much needed investment in Auckland would be delayed from the next three years to later in the decade. This would slow Auckland's recovery, put our services and assets at risk, lose hundreds of millions of dollars in matching government subsidies, and limit our response to our climate and environmental challenges.

What is your opinion on the proposed 10-year budget?

Tell us why:

2. Climate change

Through Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan, we heard Aucklanders want greater action on climate change. The proposed 10-year budget includes additional investment to respond to the challenges of climate change.

The proposed additional investment will mean we do not need to buy any more diesel buses and it will help us replace our diesel buses with electric and hydrogen buses sooner. It will also help us divert more waste from landfill, plant over 2 million more native trees and other initiatives.

What is your opinion on this proposal to invest more in responding to climate change?

Tell us why:

3. Water quality

Since 2018 the Water Quality Targeted Rate has allowed us to fund initiatives to improve the water quality of our harbours, beaches and streams. This was initially intended to run from 2018 to 2028.

We are proposing to extend the Water Quality Targeted Rate until June 2031.

Extending the targeted rate

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We propose a new approach for community services, such as leasing or shared facilities, that does not rely as much on us building and maintaining physical assets. This will reduce our carbon footprint and lower our costs by partnering with others to deliver services and deliver more community services online.

Over time, we propose to consolidate the number of our community facilities and services (which may result in some facilities being closed) and instead focus on multi-use facilities and online services to provide for our diverse communities.

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Which option do you support?

Tell us why:

Do you live in the area affected by the proposed Upper Harbour Local Board transport targeted rate?

No

6. Local Boards

Which local board area does your feedback relate to?

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- We would like to see the carpark extended and metalled. We always have overnight campers and often have trouble find room to park our boat trailers.
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Which option do you support?

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No

6. Local Boards

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Outcome 3. Infrastructure and development meets the needs of our growing communities

- Please include Port albert in initiatives
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10-year budget 2021/2031

Proposed Recovery Budget

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As a result of COVID-19, it is projected that our revenue will be impacted by around \$1 billion. In light of this, and to provide the investment outlined above, we are proposing a one-off 5 per cent average general rates increase for 2021/2022, rather than the previously planned 3.5 per cent increase. The increases would return to 3.5 per cent each year thereafter. We are also proposing to increase our borrowing in the short term, continue to make cost saving and sell more surplus property.

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Without this greater use of rates and debt, around \$900 million of much needed investment in Auckland would be delayed from the next three years to later in the decade. This would slow Auckland's recovery, put our services and assets at risk, lose hundreds of millions of dollars in matching government subsidies, and limit our response to our climate and environmental challenges.

What is your opinion on the proposed 10-year budget?

Tell us why:

2. Climate change

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The proposed additional investment will mean we do not need to buy any more diesel buses and it will help us replace our diesel buses with electric and hydrogen buses sooner. It will also help us divert more waste from landfill, plant over 2 million more native trees and other initiatives.

What is your opinion on this proposal to invest more in responding to climate change?

Tell us why:

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10-year budget 2021/2031

Proposed Recovery Budget

Our proposed 10-year budget would see capital investment of \$31 billion in Auckland over the next 10 years. This would allow us to deliver key services Aucklanders rely on, renew our aging assets, have a focused approach to building infrastructure to support population growth, and make progress on addressing the challenges of climate change and environmental sustainability.

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What is your opinion on the proposed 10-year budget?

Tell us why:

2. Climate change

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The proposed additional investment will mean we do not need to buy any more diesel buses and it will help us replace our diesel buses with electric and hydrogen buses sooner. It will also help us divert more waste from landfill, plant over 2 million more native trees and other initiatives.

What is your opinion on this proposal to invest more in responding to climate change?

Tell us why:

3. Water quality

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We propose a new approach for community services, such as leasing or shared facilities, that does not rely as much on us building and maintaining physical assets. This will reduce our carbon footprint and lower our costs by partnering with others to deliver services and deliver more community services online.

Over time, we propose to consolidate the number of our community facilities and services (which may result in some facilities being closed) and instead focus on multi-use facilities and online services to provide for our diverse communities.

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Which option do you support?

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What is your view on this proposal?

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We propose a new approach for community services, such as leasing or shared facilities, that does not rely as much on us building and maintaining physical assets. This will reduce our carbon footprint and lower our costs by partnering with others to deliver services and deliver more community services online.

Over time, we propose to consolidate the number of our community facilities and services (which may result in some facilities being closed) and instead focus on multi-use facilities and online services to provide for our diverse communities.

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Do not support

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Which option do you support?

Tell us why:

Do you live in the area affected by the proposed Upper Harbour Local Board transport targeted rate?

No

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Which local board area does your feedback relate to?

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- We would like to see significant mangrove removal from the Port Albert Wharf Reserve Area. Particularly starting with the area between the high tide ramp and the wharf
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Shelley Beach have achieved an amazing recovery due to mangrove removal, we would like to see something similar for Port Albert.

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- The reserve toilet facilities urgently require upgrading. The sewage system is not working and the septic tank requires emptying weekly, and the Water taming topped up weekly.
- Ramps: The Port Albert boat ramps are the only all tide launching facilities west of Wellsford. We need ongoing maintenance, eg metal on the access road to the low water ramp, cleaning and mangrove removal.

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10-year budget 2021/2031

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As a result of COVID-19, it is projected that our revenue will be impacted by around \$1 billion. In light of this, and to provide the investment outlined above, we are proposing a one-off 5 per cent average general rates increase for 2021/2022, rather than the previously planned 3.5 per cent increase. The increases would return to 3.5 per cent each year thereafter. We are also proposing to increase our borrowing in the short term, continue to make cost saving and sell more surplus property.

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Shelley Beach have achieved an amazing recovery due to mangrove removal, we would like to see something similar for Port Albert.

Outcome 3. Infrastructure and development meets the needs of our growing communities

- Please include Port albert in initiatives
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10-year budget 2021/2031

Proposed Recovery Budget

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What is your opinion on the proposed 10-year budget?

Tell us why:

2. Climate change

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What is your opinion on this proposal to invest more in responding to climate change?

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Which option do you support?

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Without this greater use of rates and debt, around \$900 million of much needed investment in Auckland would be delayed from the next three years to later in the decade. This would slow Auckland's recovery, put our services and assets at risk, lose hundreds of millions of dollars in matching government subsidies, and limit our response to our climate and environmental challenges.

What is your opinion on the proposed 10-year budget?

Tell us why: The Covid Pandemic has reduced everyone's income, not just Auckland Council's. Perhaps Auckland Council needs to function within its budget like its ratepayers have to. The fact that the area where I live does not factor in the budget for the next 10 years and yet Council is happy to lift my rates by 15% PA does not bode well. \$113 million on America's Cup, \$252 million on town centres development.... does this help my close neighbourhood? I think not.

Council spending needs to be curbed. If you can be bothered, come out and see where I live, then tell me with a stright face whether I live in an urban environment.

2. Climate change

Through Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan, we heard Aucklanders want greater action on climate change. The proposed 10-year budget includes additional investment to respond to the challenges of climate change.

The proposed additional investment will mean we do not need to buy any more diesel buses and it will help us replace our diesel buses with electric and hydrogen buses sooner. It will also help us divert more waste from landfill, plant over 2 million more native trees and other initiatives.

What is your opinion on this proposal to invest more in responding to climate change?

Tell us why:

3. Water quality

Since 2018 the Water Quality Targeted Rate has allowed us to fund initiatives to improve the water quality of our harbours, beaches and streams. This was initially intended to run from 2018 to 2028.

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Extending the targeted rate

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We propose a new approach for community services, such as leasing or shared facilities, that does not rely as much on us building and maintaining physical assets. This will reduce our carbon footprint and lower our costs by partnering with others to deliver services and deliver more community services online.

Over time, we propose to consolidate the number of our community facilities and services (which may result in some facilities being closed) and instead focus on multi-use facilities and online services to provide for our diverse communities.

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Which option do you support?

Tell us why:

Do you live in the area affected by the proposed Upper Harbour Local Board transport targeted rate?

No

6. Local Boards

Which local board area does your feedback relate to?

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Shelley Beach have achieved an amazing recovery due to mangrove removal, we would like to see something similar for Port Albert.

Outcome 3. Infrastructure and development meets the needs of our growing communities

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- We would like to see the carpark extended and metalled. We always have overnight campers and often have trouble find room to park our boat trailers.
- The reserve toilet facilities urgently require upgrading. The sewage system is not working and the septic tank requires emptying weekly, and the Water taming topped up weekly.
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What is your view on this proposal?

Tell us why:

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We propose a new approach for community services, such as leasing or shared facilities, that does not rely as much on us building and maintaining physical assets. This will reduce our carbon footprint and lower our costs by partnering with others to deliver services and deliver more community services online.

Over time, we propose to consolidate the number of our community facilities and services (which may result in some facilities being closed) and instead focus on multi-use facilities and online services to provide for our diverse communities.

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Do not support

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Which option do you support?

Tell us why:

Do you live in the area affected by the proposed Upper Harbour Local Board transport targeted rate?

No

6. Local Boards

Which local board area does your feedback relate to?

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- We would like to see significant mangrove removal from the Port Albert Wharf Reserve Area. Particularly starting with the area between the high tide ramp and the wharf
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Shelley Beach have achieved an amazing recovery due to mangrove removal, we would like to see something similar for Port Albert.

Outcome 3. Infrastructure and development meets the needs of our growing communities

- Please include Port albert in initiatives
- The Wharf has a rusting unsafe ladder which we understand the council has a new one waiting? for installation. This should be an urgent health and safety priority
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- Ramps: The Port Albert boat ramps are the only all tide launching facilities west of Wellsford. We need ongoing maintenance, eg metal on the access road to the low water ramp, cleaning and mangrove removal.

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10-year budget 2021/2031

Proposed Recovery Budget

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As a result of COVID-19, it is projected that our revenue will be impacted by around \$1 billion. In light of this, and to provide the investment outlined above, we are proposing a one-off 5 per cent average general rates increase for 2021/2022, rather than the previously planned 3.5 per cent increase. The increases would return to 3.5 per cent each year thereafter. We are also proposing to increase our borrowing in the short term, continue to make cost saving and sell more surplus property.

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What is your opinion on the proposed 10-year budget?

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The proposed additional investment will mean we do not need to buy any more diesel buses and it will help us replace our diesel buses with electric and hydrogen buses sooner. It will also help us divert more waste from landfill, plant over 2 million more native trees and other initiatives.

What is your opinion on this proposal to invest more in responding to climate change?

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- The Wharf has a rusting unsafe ladder which we understand the council has a new one waiting? for installation. This should be an urgent health and safety priority
- We would like the wharf to be considered for upgrading, it is slowly slipping into the river. We would also like to see a floating pontoon installed

Outcome 4. Our communities are resilient and have access to what they need

- We would like to see the carpark extended and metalled. We always have overnight campers and often have trouble find room to park our boat trailers.
- The reserve toilet facilities urgently require upgrading. The sewage system is not working and the septic tank requires emptying weekly, and the Water taming topped up weekly.
- Ramps: The Port Albert boat ramps are the only all tide launching facilities west of Wellsford. We need ongoing maintenance, eg metal on the access road to the low water ramp, cleaning and mangrove removal.

Outcome 5. Our local parks and recreation facilities meet the needs of our growing community What is the Port Albert Reserve designated as?

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10-year budget 2021/2031

Proposed Recovery Budget

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Without this greater use of rates and debt, around \$900 million of much needed investment in Auckland would be delayed from the next three years to later in the decade. This would slow Auckland's recovery, put our services and assets at risk, lose hundreds of millions of dollars in matching government subsidies, and limit our response to our climate and environmental challenges.

What is your opinion on the proposed 10-year budget?

Tell us why:

2. Climate change

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The proposed additional investment will mean we do not need to buy any more diesel buses and it will help us replace our diesel buses with electric and hydrogen buses sooner. It will also help us divert more waste from landfill, plant over 2 million more native trees and other initiatives.

What is your opinion on this proposal to invest more in responding to climate change?

Tell us why:

3. Water quality

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Extending the targeted rate

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We propose a new approach for community services, such as leasing or shared facilities, that does not rely as much on us building and maintaining physical assets. This will reduce our carbon footprint and lower our costs by partnering with others to deliver services and deliver more community services online.

Over time, we propose to consolidate the number of our community facilities and services (which may result in some facilities being closed) and instead focus on multi-use facilities and online services to provide for our diverse communities.

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Which option do you support?

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What is your opinion on the proposed 10-year budget?

Tell us why:

2. Climate change

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The proposed additional investment will mean we do not need to buy any more diesel buses and it will help us replace our diesel buses with electric and hydrogen buses sooner. It will also help us divert more waste from landfill, plant over 2 million more native trees and other initiatives.

What is your opinion on this proposal to invest more in responding to climate change?

Tell us why:

3. Water quality

Since 2018 the Water Quality Targeted Rate has allowed us to fund initiatives to improve the water quality of our harbours, beaches and streams. This was initially intended to run from 2018 to 2028.

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Extending the targeted rate

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We propose a new approach for community services, such as leasing or shared facilities, that does not rely as much on us building and maintaining physical assets. This will reduce our carbon footprint and lower our costs by partnering with others to deliver services and deliver more community services online.

Over time, we propose to consolidate the number of our community facilities and services (which may result in some facilities being closed) and instead focus on multi-use facilities and online services to provide for our diverse communities.

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Which option do you support?

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Do you live in the area affected by the proposed Upper Harbour Local Board transport targeted rate?

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Which local board area does your feedback relate to?

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Which option do you support?

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6. Local Boards

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- Please include Port albert in initiatives
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10-year budget 2021/2031

Proposed Recovery Budget

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As a result of COVID-19, it is projected that our revenue will be impacted by around \$1 billion. In light of this, and to provide the investment outlined above, we are proposing a one-off 5 per cent average general rates increase for 2021/2022, rather than the previously planned 3.5 per cent increase. The increases would return to 3.5 per cent each year thereafter. We are also proposing to increase our borrowing in the short term, continue to make cost saving and sell more surplus property.

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Without this greater use of rates and debt, around \$900 million of much needed investment in Auckland would be delayed from the next three years to later in the decade. This would slow Auckland's recovery, put our services and assets at risk, lose hundreds of millions of dollars in matching government subsidies, and limit our response to our climate and environmental challenges.

What is your opinion on the proposed 10-year budget?

Tell us why:

2. Climate change

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The proposed additional investment will mean we do not need to buy any more diesel buses and it will help us replace our diesel buses with electric and hydrogen buses sooner. It will also help us divert more waste from landfill, plant over 2 million more native trees and other initiatives.

What is your opinion on this proposal to invest more in responding to climate change?

Tell us why:

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10-year budget 2021/2031

Proposed Recovery Budget

Our proposed 10-year budget would see capital investment of \$31 billion in Auckland over the next 10 years. This would allow us to deliver key services Aucklanders rely on, renew our aging assets, have a focused approach to building infrastructure to support population growth, and make progress on addressing the challenges of climate change and environmental sustainability.

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What is your opinion on the proposed 10-year budget?

Tell us why:

2. Climate change

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The proposed additional investment will mean we do not need to buy any more diesel buses and it will help us replace our diesel buses with electric and hydrogen buses sooner. It will also help us divert more waste from landfill, plant over 2 million more native trees and other initiatives.

What is your opinion on this proposal to invest more in responding to climate change?

Tell us why:

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We propose a new approach for community services, such as leasing or shared facilities, that does not rely as much on us building and maintaining physical assets. This will reduce our carbon footprint and lower our costs by partnering with others to deliver services and deliver more community services online.

Over time, we propose to consolidate the number of our community facilities and services (which may result in some facilities being closed) and instead focus on multi-use facilities and online services to provide for our diverse communities.

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Which option do you support?

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Extending the targeted rate

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What is your view on this proposal?

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We propose a new approach for community services, such as leasing or shared facilities, that does not rely as much on us building and maintaining physical assets. This will reduce our carbon footprint and lower our costs by partnering with others to deliver services and deliver more community services online.

Over time, we propose to consolidate the number of our community facilities and services (which may result in some facilities being closed) and instead focus on multi-use facilities and online services to provide for our diverse communities.

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Do not support

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Which option do you support?

Tell us why:

Do you live in the area affected by the proposed Upper Harbour Local Board transport targeted rate?

No

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Which local board area does your feedback relate to?

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- We would like to see significant mangrove removal from the Port Albert Wharf Reserve Area. Particularly starting with the area between the high tide ramp and the wharf
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Shelley Beach have achieved an amazing recovery due to mangrove removal, we would like to see something similar for Port Albert.

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10-year budget 2021/2031

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As a result of COVID-19, it is projected that our revenue will be impacted by around \$1 billion. In light of this, and to provide the investment outlined above, we are proposing a one-off 5 per cent average general rates increase for 2021/2022, rather than the previously planned 3.5 per cent increase. The increases would return to 3.5 per cent each year thereafter. We are also proposing to increase our borrowing in the short term, continue to make cost saving and sell more surplus property.

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Shelley Beach have achieved an amazing recovery due to mangrove removal, we would like to see something similar for Port Albert.

Outcome 3. Infrastructure and development meets the needs of our growing communities

- Please include Port albert in initiatives
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10-year budget 2021/2031

Proposed Recovery Budget

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What is your opinion on the proposed 10-year budget?

Tell us why:

2. Climate change

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The proposed additional investment will mean we do not need to buy any more diesel buses and it will help us replace our diesel buses with electric and hydrogen buses sooner. It will also help us divert more waste from landfill, plant over 2 million more native trees and other initiatives.

What is your opinion on this proposal to invest more in responding to climate change?

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Which option do you support?

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What is your opinion on the proposed 10-year budget?

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Over time, we propose to consolidate the number of our community facilities and services (which may result in some facilities being closed) and instead focus on multi-use facilities and online services to provide for our diverse communities.

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We propose a new approach for community services, such as leasing or shared facilities, that does not rely as much on us building and maintaining physical assets. This will reduce our carbon footprint and lower our costs by partnering with others to deliver services and deliver more community services online.

Over time, we propose to consolidate the number of our community facilities and services (which may result in some facilities being closed) and instead focus on multi-use facilities and online services to provide for our diverse communities.

What is your opinion on this proposal?

Tell us why:

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Do not support

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Which option do you support?

Tell us why:

Do you live in the area affected by the proposed Upper Harbour Local Board transport targeted rate?

No

6. Local Boards

Which local board area does your feedback relate to?

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- We would like to see significant mangrove removal from the Port Albert Wharf Reserve Area. Particularly starting with the area between the high tide ramp and the wharf
- We believe these are an unhealthy environment with mangrove weevils, rats etc. breeding in them. We also see and hear about many Health and Safety issues, which are not reported particularly with the lower boat ramp being always covered in slime and mud.
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Shelley Beach have achieved an amazing recovery due to mangrove removal, we would like to see something similar for Port Albert.

Outcome 3. Infrastructure and development meets the needs of our growing communities

- Please include Port albert in initiatives
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10-year budget 2021/2031

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As a result of COVID-19, it is projected that our revenue will be impacted by around \$1 billion. In light of this, and to provide the investment outlined above, we are proposing a one-off 5 per cent average general rates increase for 2021/2022, rather than the previously planned 3.5 per cent increase. The increases would return to 3.5 per cent each year thereafter. We are also proposing to increase our borrowing in the short term, continue to make cost saving and sell more surplus property.

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What is your opinion on the proposed 10-year budget?

Tell us why:

2. Climate change

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What is your opinion on this proposal to invest more in responding to climate change?

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Port Albert Reserve is out of control, we have had one camper living there for 3 years, with many complaints to Council. How is he still there? Several nights a week there are drinking sessions at his place. We have also had several tent campers on the reserve staying over the last 4 months. How are they Still there? The many complaints we sent to Council have not resulted in any action.

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10-year budget 2021/2031

Proposed Recovery Budget

Our proposed 10-year budget would see capital investment of \$31 billion in Auckland over the next 10 years. This would allow us to deliver key services Aucklanders rely on, renew our aging assets, have a focused approach to building infrastructure to support population growth, and make progress on addressing the challenges of climate change and environmental sustainability.

As a result of COVID-19, it is projected that our revenue will be impacted by around \$1 billion. In light of this, and to provide the investment outlined above, we are proposing a one-off 5 per cent average general rates increase for 2021/2022, rather than the previously planned 3.5 per cent increase. The increases would return to 3.5 per cent each year thereafter. We are also proposing to increase our borrowing in the short term, continue to make cost saving and sell more surplus property.

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

Submitter details

Organisation (if applicable):

Your local board: Upper Harbour

Your feedback

1. Proposed 10-year budget

Our proposed 10-year budget would see capital investment of \$31 billion in Auckland over the next 10 years. This would allow us to deliver key services Aucklanders rely on, renew our aging assets, have a focused approach to building infrastructure to support population growth, and make progress on addressing the challenges of climate change and environmental sustainability.

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Without this greater use of rates and debt, around \$900 million of much needed investment in Auckland would be delayed from the next three years to later in the decade. This would slow Auckland's recovery, put our services and assets at risk, lose hundreds of millions of dollars in matching government subsidies, and limit our response to our climate and environmental challenges.

What is your opinion on the proposed 10-year budget?

Tell us why:

2. Climate change

Through Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan, we heard Aucklanders want greater action on climate change. The proposed 10-year budget includes additional investment to respond to the challenges of climate change.

The proposed additional investment will mean we do not need to buy any more diesel buses and it will help us replace our diesel buses with electric and hydrogen buses sooner. It will also help us divert more waste from landfill, plant over 2 million more native trees and other initiatives.

What is your opinion on this proposal to invest more in responding to climate change?

Tell us why:

3. Water quality

Since 2018 the Water Quality Targeted Rate has allowed us to fund initiatives to improve the water quality of our harbours, beaches and streams. This was initially intended to run from 2018 to 2028.

We are proposing to extend the Water Quality Targeted Rate until June 2031.

Extending the targeted rate

Extending this targeted rate to June 2031 will help continue to improve water quality in other areas of the city, including coastal water quality from Hobson Bay to St Heliers, as well as the Manukau Harbour. Extending this targeted rate would enable this additional work to begin in 2028/2029.

Increasing the targeted rate

To start construction on the above major new water quality projects six years earlier (in 2022/2023), and to increase our investment in regional water quality programmes across all of Auckland, we are also proposing to increase this targeted rate annually in line with proposed average increases in general rates.

What is your view on this proposal?

Tell us why:

4. Community investment

We have hundreds of community assets like libraries, halls, community centres, community houses, arts venues and assets in our parks that are getting older and some are in urgent need of repair. The cost of operating, repairing or rebuilding these assets over the next 10 years could leave no money for anything new or upgraded. To maintain our current assets and upgrade or provide new assets, rates would likely need to be increased over time.

We propose a new approach for community services, such as leasing or shared facilities, that does not rely as much on us building and maintaining physical assets. This will reduce our carbon footprint and lower our costs by partnering with others to deliver services and deliver more community services online.

Over time, we propose to consolidate the number of our community facilities and services (which may result in some facilities being closed) and instead focus on multi-use facilities and online services to provide for our diverse communities.

What is your opinion on this proposal?

Tell us why:

5. Rating policy

The following are some of our proposed changes to the way we charge rates on properties. These changes affect each property differently. They may, or may not, affect your property.

Extending the Natural Environment Targeted Rate until June 2031 to invest further in measures such as addressing the spread of kauri dieback, and predator and weed control

Extending the Urban Rating Area so land that has an operative urban zoning, or which has resource consent to be developed for urban use now (except for Warkworth), pays the same urban rates as nearby properties that have access to a similar level of service

Do not support

Charging farm and lifestyle properties in the Urban Rating Area residential rates so they pay the same urban rates as nearby properties have access to a similar level of service

Extending the City Centre Targeted Rate until June 2031 to maintain our investment in upgrading the city centre

Introducing the Rodney Drainage Targeted Rate on the land in Te Arai and Okahukura that benefits from the stormwater services

We are proposing other changes to rates and fees, including the introduction of the Electricity Network Resilience Targeted Rate on Vector to fund council's tree management programme around the Vector overhead power lines and options to reinstate the Accommodation Provider Targeted Rate.

Do you have any comments on any of our proposed changes to rates and fees charges?

The Upper Harbour Local Board are proposing a new bus service between Paremoremo and Albany, funded by a targeted rate.

Which option do you support?

Tell us why:

Do you live in the area affected by the proposed Upper Harbour Local Board transport targeted rate?

No

6. Local Boards

Which local board area does your feedback relate to?

No local board feedback provided

7. What is important to you?

Do you have feedback on any other issues, including our proposals on housing and growth infrastructure or strategic assets?

Outcome 1. Safe, improved transport options connect our communities.

- The lower 1/3 of the Wharf road has a speed limit of 40 kph. We would like to see the whole of the road at this limit.
- The road is not full width, there are several blind corners and there is regular foot traffic.
- We would like the road to be needs assessed with an out-come of narrow blind corners being widened. We need an assessment on the retaining walls that are about to give way.

Outcome 2. Our natural environment is healthy and protected

- We would like to see significant mangrove removal from the Port Albert Wharf Reserve Area. Particularly starting with the area between the high tide ramp and the wharf
- We believe these are an unhealthy environment with mangrove weevils, rats etc. breeding in them. We also see and hear about many Health and Safety issues, which are not reported particularly with the lower boat ramp being always covered in slime and mud.
- We need continued cleaning and maintenance.

Shelley Beach have achieved an amazing recovery due to mangrove removal, we would like to see something similar for Port Albert.

Outcome 3. Infrastructure and development meets the needs of our growing communities

- Please include Port albert in initiatives
- The Wharf has a rusting unsafe ladder which we understand the council has a new one waiting? for installation. This should be an urgent health and safety priority
- We would like the wharf to be considered for upgrading, it is slowly slipping into the river. We would also like to see a floating pontoon installed

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