



Long-Term Plan 2024-2034 (10-year budget)

Written Feedback

Regional Organisations and Interest Groups
Volume #1

April 2024



Sub #	Organisation Name	Page Number
10586	Tamaki Makaurau Community Climate Action Network	1
10809	Royal Forest and Bird Protection Society of New Zealand Inc	6
15668	Te Pou Theatre	12
14811	Surface Light Rail for Auckland	16
14263	All Aboard Decarbonisation Trust (AATDT)	25
15533	Property Council New Zealand	31
15712	Bike Auckland	37
14866	Business East Tamaki	46
15569	Aktive	52
12692	Hapua Thrive	56
13134	The Chartwell Charitable Trust	64
14772	Business North Harbour Incorporated	71
14376	Pest Free Waitākere Ranges Alliance	81
15739	Newmarket Business Association	85
11731	Parnell Business Association	90
27275	Gen Zero	96
27276	Q Theatre	106
27277	Vision west community trust	117
27278	Auckland city of music	124
27279	The tree council	131
27280	Surf life saving northern region	141



Long-term Plan 2024-2034

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

Submitter details:

Organisation (if applicable): Tamaki Makaurau Community Climate Action Network

Local Board: Devonport-Takapuna

Your feedback

1a. Which option do you prefer for the overall direction for council’s Long-term Plan?

Other

1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

2. What do you think of the transport proposal?



#10586



Tell us why:

See attached submission document

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Other

Tell us why:

See attached submission document

4b. Which option do you prefer for the future of Port of Auckland?

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Tell us here:



#10586



4d. Do you have any feedback on any other part of the proposal?

Tell us here:

See attached submission document

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>Resume the Natural Environment Targeted Rate (NETR) and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.</p>	
<p>Resume the Water Quality Targeted Rate (WQTR) and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value residential property by around \$6.53 and \$17.10 for the average value business property.</p>	
<p>Broaden the description of bus services funded by the Climate Action Transport Targeted Rate (CATTR) to reduce the need to consult each year for minor changes to</p>	



#10586



the bus programme (any changes to the settings of the CATTR would still require consultation).	
Discontinue the Long Term Differential Strategy which gradually lowers the share of general rates paid by businesses and raises the share paid by other ratepayers. We also propose to raise the share businesses pay of the NETR, WQTR, and CATTR to align to the general rate.	
Re-introduce recycling charges for schools .	
Continue the planned roll out of rates funded refuse collection to the North Shore, Waitākere and Papakura in 2024/2025, and Franklin and Rodney in 2025/2026, replacing the current pay as you throw service, and consequent rates change.	
Introduce the Franklin Local Board Paths Targeted Rate of \$52 per SUIP (Separately Used or Inhabited Part) to provide increased investment in paths in the Franklin Local Board area.	
Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

See attached submission document

Local board priorities

7a. Which local board area does your feedback relate to?



#10586



8. Do you have any other comments?

See attached submission document



Long-term Plan 2024-2034

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

Submitter details:

Organisation (if applicable): Royal Forest and Bird Protection Society of New Zealand Inc

Local Board: Franklin

Your feedback

1a. Which option do you prefer for the overall direction for council’s Long-term Plan?

Other

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	As proposed
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	As proposed
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

- Protecting and working with communities by continuing to prioritise the funding and delivery of Making Space for Water in partnership with Central Government.
- Ensuring adequate support for community and social services, including contestable grants (such as the Climate Action Grant), the Live Lightly program, the Communities



#10809



in Need program, and supporting work on Council land and marae. This can be achieved by re-establishing pre-2023/2024 budget funding for these areas.

- Supporting frontline, volunteer powered communities by ensuring local boards are adequately funded and grants are available. Grants and investment into community-led services provide great value to Aucklanders. For every dollar that Council invests, we get back many more volunteer hours.
- Supporting moves to a circular economy and zero waste, ensuring waste materials are seen as resources to be reused, repaired, repurposed, and recycled, and are diverted from landfills.
- Lowering emissions by becoming a leader in localised renewable energy generation by enabling local integrated energy solutions to support community-owned energy groups.

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

2a. Is there anything you would spend more on?

Spend more on safe, accessible, and attractive active transport infrastructure such as cycleways.

Spend more on ensuring public transport is affordable, accessible, and reliable.

2b. Is there anything you would spend less on?

Spend less on new roading projects that prioritise private vehicles as the primary transport mode.



#10809



3. Which options do you support for the North Harbour Stadium?

I don't know

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

I don't know

Tell us why:

4b. Which option do you prefer for the future of Port of Auckland?

I don't know

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

I don't know

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

I don't know



#10809



Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

I don't know

Tell us why:

6a. What do you think of these proposals?

<p>Resume the Natural Environment Targeted Rate (NETR) and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.</p>	<p>Support</p>
<p>Resume the Water Quality Targeted Rate (WQTR) and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value residential property by around \$6.53 and \$17.10 for the average value business property.</p>	<p>Other</p>
<p>Broaden the description of bus services funded by the Climate Action Transport Targeted Rate (CATTR) to reduce the need to consult each year for minor changes to the bus programme (any changes to the settings of the CATTR would still require consultation).</p>	<p>Support</p>
<p>Discontinue the Long Term Differential Strategy which gradually lowers the share of general rates paid by businesses and raises the share paid by other ratepayers. We also propose to raise the share businesses pay of the NETR, WQTR, and CATTR to align to the general rate.</p>	<p>Support</p>



#10809



Re-introduce recycling charges for schools.	Do not support
Continue the planned roll out of rates funded refuse collection to the North Shore, Waitākere and Papakura in 2024/2025, and Franklin and Rodney in 2025/2026, replacing the current pay as you throw service, and consequent rates change.	Support
Introduce the Franklin Local Board Paths Targeted Rate of \$52 per SUIP (Separately Used or Inhabited Part) to provide increased investment in paths in the Franklin Local Board area.	
Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	I don't know

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Re-establish the full funding of the Natural Environment Targeted Rate (NETR) to pre-2023/2024 budget levels to ensure delivery and growth of related work programmes. Revenue gained from NETR affects the delivery of essential projects to protect our biodiversity and taonga species. For example, the rate funds kauri dieback track upgrades, treatment support for landowners with kauri dieback, monitoring of the health of our forests and education for visitors to prevent further spread of the disease and predator control on our islands and the mainland. This work supports the health of our environment, which we need to be healthy to keep humans healthy, by filtering our water, catching and intercepting rainfall, holding our soils and slopes together and cleaning our air. Having spent years with large parts of the track network closed to protect kauri is important to ensure this work continues as planned to enable safe access to our wild places, which are so important for our mental and physical health, and the health of our forests.



#10809



Re-establish the full funding of the Water Quality Targeted Rate (WQTR) to pre-2023/2024 budget levels to ensure delivery and growth of related work programmes.

Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?

Please see the attached document.



Long-term Plan 2024-2034

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

Submitter details:

Organisation (if applicable): Te Pou Theatre

Local Board: Henderson-Massey

Your feedback

1a. Which option do you prefer for the overall direction for council’s Long-term Plan?

1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

2. What do you think of the transport proposal?



#15668



Tell us why:

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Tell us why:

4b. Which option do you prefer for the future of Port of Auckland?

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:



#15668



5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>Resume the Natural Environment Targeted Rate (NETR) and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.</p>	
<p>Resume the Water Quality Targeted Rate (WQTR) and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value residential property by around \$6.53 and \$17.10 for the average value business property.</p>	
<p>Broaden the description of bus services funded by the Climate Action Transport Targeted Rate (CATTR) to reduce the need to consult each year for minor changes to the bus programme (any changes to the settings of the CATTR would still require consultation).</p>	
<p>Discontinue the Long Term Differential Strategy which gradually lowers the share of general rates paid by businesses and raises the share paid by other ratepayers. We also propose to raise the share businesses pay of the NETR, WQTR, and CATTR to align to the general rate.</p>	



#15668



Re-introduce recycling charges for schools.	
Continue the planned roll out of rates funded refuse collection to the North Shore, Waitākere and Papakura in 2024/2025, and Franklin and Rodney in 2025/2026, replacing the current pay as you throw service, and consequent rates change.	
Introduce the Franklin Local Board Paths Targeted Rate of \$52 per SUIP (Separately Used or Inhabited Part) to provide increased investment in paths in the Franklin Local Board area.	
Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?

See attachment



Long-term Plan 2024-2034

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

Submitter details:

Organisation (if applicable): Surface Light Rail for Auckland

Local Board: I don't know

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

We support further investment into a surface light rail rapid transit network starting with a route from the City Centre to Mt Roskill, and then further expansion to Onehunga and Māngere. This would then be followed by other transport corridors such as the north-western and northern corridor. Any busway development along the North-Western corridor should be future-proofed for surface light rail upgrades.



#14811



Additionally, we support improvements and works done for urban development and regeneration in preparation for a surface light rail network. Areas in the catchment of Stage One, should be prepared for surface light rail, with preparatory works and appropriate zoning changes, as well as design work for regeneration and development that would occur during Stage One construction. Funding should be allocated to areas which are further from the proposed first stage (see Stage One map) for development and regeneration projects, as well as improvements to transport in preparation for future expansion of the surface light rail network.

A notable example for the Stage One line in SLR's plan, is the removal of the Dominion Road flyover, and freeing up land for development which the consultancy MRCagney estimates could be worth up to \$95million, which could net a tidy profit for Auckland Council. It's been estimated in the past to cost \$20million to rebuild the flyover and this is work that could be undertaken at any time. The flyover itself is redundant and constitutes a large area of wasted council owned land, estimated at 72,000m² from the flyover to Newton Road, that otherwise could be used for housing.

We ask Auckland Council to fund the redevelopment of the Dominion Road flyover, as an initial priority, and use profits from the work to fund further pre-work on surface light rail. While this is a project that by itself makes perfect financial sense, the redevelopment of this flyover is needed for surface light rail as any bridge structures of Dominion Road would need to be rebuilt and strengthened. There is also a foundation of prior work to build off from the City Centre Masterplan, so this is a perfect project to produce funds for work on surface light rail by Auckland Council, without taking away funding from other projects and priorities.

Consistent work over the last decade, reflected in the Auckland Rapid Transit Pathway 2023 report by Auckland Transport, has shown that to effectively address Auckland's congestion issues we cannot rely solely on a bus network. The busiest bus corridors in our city are already reaching capacity, and the long-term plan should reflect that reality. Without surface light rail, we believe Auckland will fall behind the ambitions of a first rate city. Success of surface light rail in cities like Sydney, should be motivation for us to follow. Congestion costs Auckland over a billion dollars a year, and so doing nothing costs us. Delaying also costs us.

Additionally, we support Auckland controlling its own transport priorities. An "Auckland Deal" (or city deal) provides the means for the central government to support Auckland Council's priorities, rather than the other way around. A surface light rail network would provide opportunities for growth, development, and productivity in the city. Common in city deals overseas is increased funding opportunities and funding methods for local government that enable greater spend and investment. Therefore, we believe surface light rail should be included in an Auckland Deal with the central government. We urge



#14811



Auckland Council and the Mayor to make the development of a surface light rail network, starting with the City Centre to Mt Roskill line, a priority for a future deal.

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

We do not fully support this Transport proposal as it does not include investment and commitment to a surface light rail rapid transit network. Any work on a busway in the north-western corridor should be future proofed for surface light rail. This can be done based on the North West Rapid Transit Corridor Indicative Business Case work where a dedicated busway is constructed from Te Atatu to Westgate, and dedicated shoulder lanes and bus lanes connect Te Atatu to the City Centre. This can all be future proofed for surface light rail, and would provide quality improvements to the northwestern corridor, until such time as a surface light rail upgrade is ready.

There should be commitment to surface light rail along the City Centre to Māngere corridor, starting with Stage One from the City Centre to Mt Roskill and followed by expansions to Onehunga and Māngere. Without constructing surface light rail we believe Auckland will not catch up to its infrastructure deficit, deal with congestion or deal with our emissions. Without a surface light rail network Aucklanders will continue to waste time and money that is better spent elsewhere.

2a. Is there anything you would spend more on?

We want to see Auckland Council spending more to develop a surface light rail network, with a City Centre to Mt Roskill line constructed as a priority. There has been significant design work done by Auckland Transport and Waka Kotahi on surface light rail pre-2019. Adopting these plans will allow any work to be fast tracked with only minor updates and improvements needed. SLR's Stage One, with the route outlined in our attached plans, is an affordable and practical first stage which would have significant benefits to the city that is based on this previous work. ALR vastly



#14811



overestimated the cost of surface light rail and, using comparisons to international norms, surface light rail should cost between \$50-150 million/km. If we use the conservative estimate of \$150 million/km, our 9km route would cost \$1.35 billion. Funding should be allocated in the LTP in order to appropriately cost Stage One, as well as begin preparation works and route protection, so that when further resourcing is available through a city deal, work can begin. We propose this funding can be sourced from profits due to the redevelopment of the Dominion Road flyover that we outlined above.

Specifically, we ask Auckland Council that funding, primarily through profits from the redevelopment of the Dominion Road flyover, be allocated to investigating the work done by ALR, and how they came up with the figures for their project. Additionally, we ask that \$500,000 be allocated to research how light rail is built and run internationally, with a particular focus of reliability, environmental impact, cost, and cost overruns. Learnings from this should then be applied to Auckland, to ensure any work is cost effective and efficient. Pre-works can also be initiated using this funding, and could include station design and location, land acquisition, route protection, and funding of future proofing when any work is done along the route. By initiating pre-works, route protection and research, the Council can push this project to a state that is not only ready for Central Government funding, but also create the conditions for it to be an inevitability. This is reflected historically with City Rail Link, and how Auckland led initial work on it to make it an inevitability. Additionally, the more work that Council undertakes will mean the project will more closely reflect Auckland's priorities and needs, rather than Central Government, avoiding what occurred with ALR.

Work on Stage One, and the eventual completion of this stage, would enable future staging. Excess and future funding should be allocated for work on the expansion of surface light rail, such as what is proposed in Auckland Transport's Auckland Rapid Transit Pathway 2023 report. The line should be expanded to Onehunga and Māngere. This will connect communities that are severely lacking in reliable public transport to the rest of Auckland's rapid transit network. Surface light rail will be a very important transport option for many people in these areas to reach employment, leisure, and business locations. Additionally, it is important to maintain momentum when constructing a wider network, and these further expansions ensure an infrastructure pipeline to retain experience in light rail construction. This will allow Auckland to continue building out its surface light rail network eventually expanding it to other transport corridors such as the north-western or northern corridors, upgrading any busway infrastructure.

Staging the development of the network in this way ensures it remains affordable for Aucklanders and is practical to build. Interim improvements should be made in areas that are further out from Stage One. Improvements in the LTP, specifically busway construction in the northwest corridor, should be future proofed for surface light rail.



#14811



This can be done based on indicative business case work where a dedicated busway is constructed from Te Atatu to Westgate, and dedicated shoulder lanes and bus lanes connect Te Atatu to the City Centre. This would provide quality improvements to the northwestern corridor, until such time as a surface light rail upgrade is ready.

Later Stages of the line that would connect to Onehunga and Māngere (and possibly the Airport to connect the major employer with the surrounding area), should have interim improvements as well. This is specifically important in Māngere, where a bus improvement plan should be designed and funded, to provide a better bus network that improves connectivity in the area. This would help build public transport usage and provide better connections for the area in the interim period, until surface light rail is extended there.

Congestion is a major issue in our city that costs Aucklanders time and money. It restricts our growth and potential. Consistent work done over the last decade has shown that we cannot rely solely on the bus network in our busiest corridors to address our cities transport issues. Surface light rail provides a higher capacity solution that is affordable, deliverable, environmentally friendly, and will connect communities in Auckland. It provides a plethora of economic benefits that will create jobs and help businesses while improving our streetscapes to make our city a better place to live. Using the redevelopment of the Dominion Road flyover there is a way to pay for the required initial works, without taking away funding from other priorities in the LTP and without raising rates. If we don't look toward the future we will continue to burden ourselves with the costs of congestion and stagnation. Surface Light Rail urges Auckland Council that the transport measures in the LTP need to include commitment to the network we need in the future, not just finishing projects of the past.

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?



#14811



Tell us why:

4b. Which option do you prefer for the future of Port of Auckland?

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>Resume the Natural Environment Targeted Rate (NETR) and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by</p>	
--	--



#14811



around \$20.04 and \$152.71 for the average value business property.	
Resume the Water Quality Targeted Rate (WQTR) and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value residential property by around \$6.53 and \$17.10 for the average value business property.	
Broaden the description of bus services funded by the Climate Action Transport Targeted Rate (CATTR) to reduce the need to consult each year for minor changes to the bus programme (any changes to the settings of the CATTR would still require consultation).	
Discontinue the Long Term Differential Strategy which gradually lowers the share of general rates paid by businesses and raises the share paid by other ratepayers. We also propose to raise the share businesses pay of the NETR, WQTR, and CATTR to align to the general rate.	
Re-introduce recycling charges for schools .	
Continue the planned roll out of rates funded refuse collection to the North Shore, Waitākere and Papakura in 2024/2025, and Franklin and Rodney in 2025/2026, replacing the current pay as you throw service, and consequent rates change.	
Introduce the Franklin Local Board Paths Targeted Rate of \$52 per SUIP (Separately Used or Inhabited Part) to provide increased investment in paths in the Franklin Local Board area.	
Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025,	



#14811



2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?

Surface Light Rail would like to note other benefits of surface light rail for Auckland in other areas of the LTP.

City and Local Development opportunities are a secondary benefit enabled by surface light rail and can transform Auckland for the better. If we draw on recent light rail lines that have been constructed, such as Sydney (note the support for surface light rail from Sydney Business), we can see that surface light rail transforms streets into people friendly places, which are more vibrant and encourage higher foot traffic for businesses. This would be very beneficial in Stage One for the City Centre, Uptown, and Dominion Road.

The regeneration and development opportunities that are enabled by surface light rail also contribute to the economic and cultural development of Auckland, as more people-friendly town centres leads to more spending by customers and visitors. Additionally, higher density development that is enabled by surface light rail supports growth of the city. A more reliable and efficient network also connects people with businesses, employment, and commercial areas, allowing increased economic efficiency and opportunities. Lastly, economic growth is hampered by congestion, and surface light rail has consistently been identified as essential to build the transport network Auckland needs to deal with congestion.

Transport emissions are Auckland's highest form of emissions, and surface light rail gives people the choice to not have to use their vehicles, and instead use a low emission form of transport. Additionally, it frees up road space for those who do have to drive, so they are stuck in traffic less and therefore produce less emissions. Additionally, surface light rail is quieter than buses and private vehicles, and therefore



#14811



reduces noise pollution from traffic that affects residents, and reduces business due to the oppressive environment it creates. Lastly, construction of surface light rail, and the opportunity for the regeneration of town centres, means we can increase green and permeable spaces through greentracking and increased vegetation like street trees. This increases our resilience to flooding, and creates a more livable city through increasing the green spaces in Auckland.



Long-term Plan 2024-2034

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

Submitter details:

Organisation (if applicable): All Aboard Decarbonisation Trust (AATDT)

Local Board: I don't know

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Other

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

2. What do you think of the transport proposal?



#14263



Tell us why:

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Tell us why:

4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

3.5. Port

Over the next few decades, there will be immense changes in environmental, political and social conditions.

Council needs to retain the power to make the following decisions about the port:

1. To change port ship volumes and biosecurity



#14263



protocol, in response to a biosecurity threat.

2. To change cruise ship volumes and protocol, in response to climate-related luxury travel restrictions and/or air quality requirements.

3. To make choices about the size and type of ships the port will accept, or the volume or type of freight it will accept, in response to sustainable business policy.

4. To get large trucks off our city streets, in response to safety concerns.

5. To stop using the port to import (and store) vehicles, in response to climate-related intentions around land use change and vehicle ownership rate reductions.

A port lease agreement must ensure Aucklanders retain their right to determine how Council responds to important issues such those outlined to the left. Yet such a lease agreement would be of low value today, with low corporate expectations to have to internalise the costs of pollution, exploitation and the risks of climate change and its associated effects.

In any case, if the lease is set at a rate that means operating the port returns a profit and is

an attractive proposition for a port operator, then Council could be operating it to gain that

profit, too.

The only benefit to Aucklanders would be in the very short term if the locked-in rental income

provides Council with the ability to borrow more money - which would leave future generations having to pay that money off whilst having no say about port operations.



#14263



Leasing the port would create huge and important intergenerational inequity. It is important that Auckland does not give away such rights to determine how our city responds to climate change and to the need to prevent it

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

Resume the **Natural Environment Targeted Rate (NETR)** and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.

Resume the **Water Quality Targeted Rate (WQTR)** and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that



#14263



<p>we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value residential property by around \$6.53 and \$17.10 for the average value business property.</p>	
<p>Broaden the description of bus services funded by the Climate Action Transport Targeted Rate (CATTR) to reduce the need to consult each year for minor changes to the bus programme (any changes to the settings of the CATTR would still require consultation).</p>	
<p>Discontinue the Long Term Differential Strategy which gradually lowers the share of general rates paid by businesses and raises the share paid by other ratepayers. We also propose to raise the share businesses pay of the NETR, WQTR, and CATTR to align to the general rate.</p>	
<p>Re-introduce recycling charges for schools.</p>	
<p>Continue the planned roll out of rates funded refuse collection to the North Shore, Waitākere and Papakura in 2024/2025, and Franklin and Rodney in 2025/2026, replacing the current pay as you throw service, and consequent rates change.</p>	
<p>Introduce the Franklin Local Board Paths Targeted Rate of \$52 per SUIP (Separately Used or Inhabited Part) to provide increased investment in paths in the Franklin Local Board area.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.</p>	



#14263



6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?

See attachment..



Long-term Plan 2024-2034

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

Submitter details:

Organisation (if applicable): Property Council New Zealand

Local Board: I don't know

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

2.1 At a high level, we recommend that Auckland Council:

- Adopts the 'Central Proposal', with the exception of considering further co-investment in public transport alongside central government;



#15533



- In the first instance, recommit to implementing the LTDS as previously planned, or in the second instance, a temporary pause of the LTDS until the financial situation improves;
- Investigates the use of alternative funding and financing tools for infrastructure;
- Does not increase the differential on targeted rates;
- Explores alternative funding and financing for water infrastructure; and
- Allocate appropriate funding to improve resourcing and processes within the consenting team, in order to meet expected increases in consenting volumes.

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

2. What do you think of the transport proposal?

Tell us why:

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Tell us why:



#15533



4b. Which option do you prefer for the future of Port of Auckland?

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

Resume the Natural Environment Targeted Rate (NETR) and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.	
Resume the Water Quality Targeted Rate (WQTR) and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that	



#15533



<p>we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value residential property by around \$6.53 and \$17.10 for the average value business property.</p>	
<p>Broaden the description of bus services funded by the Climate Action Transport Targeted Rate (CATTR) to reduce the need to consult each year for minor changes to the bus programme (any changes to the settings of the CATTR would still require consultation).</p>	
<p>Discontinue the Long Term Differential Strategy which gradually lowers the share of general rates paid by businesses and raises the share paid by other ratepayers. We also propose to raise the share businesses pay of the NETR, WQTR, and CATTR to align to the general rate.</p>	
<p>Re-introduce recycling charges for schools.</p>	
<p>Continue the planned roll out of rates funded refuse collection to the North Shore, Waitākere and Papakura in 2024/2025, and Franklin and Rodney in 2025/2026, replacing the current pay as you throw service, and consequent rates change.</p>	
<p>Introduce the Franklin Local Board Paths Targeted Rate of \$52 per SUIP (Separately Used or Inhabited Part) to provide increased investment in paths in the Franklin Local Board area.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.</p>	



#15533



6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

5. Rating Differentials

5.1. Property Council is extremely concerned to see that Auckland Council has proposed to discontinue the LTDS, leaving the commercial sector's share of rates at around 31% and walk away from their longstanding commitment to reduce rating differentials overtime.

5.2. The use of rating differentials has been consistently opposed by Property Council. Rating differentials are an inequitable approach to generating revenue. Rating differentials are collected as general rates, leaving businesses unable to identify where the additional funds raised by differentials are spent. This leads to significant concerns regarding a lack of transparency.

5.3. Our position on transparency is consistent with the 2019 New Zealand Productivity Commission report on local government funding and financing¹ which found that: "councils rating practices are too often not transparent." The report recommends councils should make better and more transparent use of their rating and other funding tools.

5.4. Auckland Council's existing Revenue and Finance Policy makes clear that the commercial sector pays too high of proportion of the total rates take and acknowledges that high rating differentials hamper economic development across the city. As it stands, the commercial sector contributes around 31 per cent of the total rates take and Auckland Council had previously committed to gradually lowering this to 25.8 per cent through the LTDS.

5.5. Prior to the last year's pause of the LTDS, it was being implemented on an elongated timeline. Property Council members have supported the gradual reduction of rating differentials. This is because it provides certainty to the commercial sector that inequities within the rating system were being addressed overtime. Discontinuing the LTDS not only has a financial impact on the property sector, but also negatively impacts the sectors confidence to invest across Auckland in new developments.

5.6. In the first instance, Property Council recommends that Auckland Council recommit to implementing the LTDS as planned. In the second instance, if Auckland Council is unwilling to recommit to the LTDS for this financial year, we recommend a temporary pause of the LTDS until the financial situation improves. For example, if City and Regional Deals unlock significant new funding avenues, there would likely be sufficient financial headroom next financial year to restore Auckland Council's commitment to the LTDS.



#15533



Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?

See Attached



Long-term Plan 2024-2034

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

Submitter details:

Organisation (if applicable): Bike Auckland

Local Board: I don't know

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	
City and local development	Do more
Environment and regulation	
Parks and Community	Do more
Economic and cultural development	
Council support	

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Do Mores, bundled together instead of distinguishing into each relevant budget section:

- Pumptracks, learn to ride tracks, bike skills courses, trails, and other recreational cycling facilities where people can safely grow their confidence on a bike



#15712



- Eke Panuku's redevelopment of town centres, which often includes making safe walking and cycling connections, as well as improving access for disabled people.
- Improvements aligned with the Central Rail Link like the Karanga-a-hape station improvements project
- We support the Making Space for Water programme's inclusion of "blue-green corridors".
- Auckland Climate Grants and the Live Lightly Programme which can fund community-led programmes to empower people to ride bikes for transport
- More investment for local boards: enabling them to better deliver on local climate action plans and local transport priorities

28 March 2024

- Franklin Local Board areas targeted rate for trails
- We support the walking-cycling bridge for crossing over Papakura stream (bridging Papakura Local Board and Manurewa Local Board). This bridge would enable people to more quickly and easily get from Manurewa to Takānini, as well as to bypass the unsafe and unappealing Great South road.

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

Investing in cycling has benefit-cost ratios of anywhere from 10:1



#15712



up to 25:1. It's highly cost-effective! Walking infrastructure also typically scores very highly.

- The UN for Environment recommends 20% of any given high-level transport budget be allocated towards walking and cycling, but Auckland Transport typically allocates under 1% of our transport budget on cycling, and not much more for walking – note how we are massively underinvesting!
- Auckland Council has a commitment to the Transport Emissions Reduction Pathway, and to Te Tāruke-ā-Tāwhiri, Auckland's Climate Plan. Ignoring walking and cycling infrastructure goes against these commitments.
- If people can't get to the public transport hubs because their sidewalks are a mosaic of cracks and roots and uplifted concrete, and their streets are too dangerous to cycle, the spending on public transport will not serve as many people as it could. By underspending on the connective tissue of the city, you fail to provide viable transport choice, and fail to get the best bang-for-back in both active modes and public transport.
- We support the \$50 weekly capped public transport fares

2a. Is there anything you would spend more on?

Cycleways! Safe cycle infrastructure, accessible for all kinds of bikes, that get people where they want to go. More end-of-ride facilities for all kinds of bikes (eg. bike parking), more repair stations along key routes, and better, more regular maintenance of pathways throughout the city. The sooner this stuff is in the ground, the better off our city will be.



#15712



- A safe, connected cycle network can be delivered fast and affordably by reallocating road space and using pop up protection like concrete or rubber separators. The budget will go further if you invest in these types of infrastructure.
- Our footpaths are in dire need of repair, city-wide.
- Some of our cycleways and footpaths are, by design, exclusionary to disabled and mobility-impaired users. In particular we are talking about disabled and mobility impaired people who cycle - sometimes they need wider and longer bikes but our existing cycleways sometimes aren't accessible for these types of bikes. This should be rectified with adequate funding, so that all people are able to get to where they need to go in this great region.
- More raised pedestrian crossings, which are substantially cheaper than recent media has misled people to believe. Raised pedestrian crossings have been proven to dramatically increase safety for all road users and they are also incredibly important for increasing accessibility for disabled people, especially for people who use wheeled mobility. Other types of road crossings can leave people who use wheeled mobility devices stuck in the gutter and stranded on the road, which is highly dangerous. The other ways of providing a safe road crossing (signalised, under or over the road) are also more vastly expensive than raised crossings. Raised crossings are the best solution, and the most affordable.
- There is no walking/cycling connection between the CBD and the North Shore. This can be delivered fast and affordably by

28 March 2024

reallocating 1 of the 8 motor traffic lanes towards walking, cycling,



#15712



and wheeling. Auckland Council and Auckland Transport should advocate to the Central Government and Waka Kotahi for this crucial active modes connection.

- More safe speeds (30km/hr) for residential areas, around schools, and through town centres, with traffic calming measures and raised pedestrian crossings so that everyone can get to where they are going, safely. Katoa Ka Ora showcased the immense amount of support Aucklanders have for safe speeds, with many not wanting to miss out. 30km/hr streets are a fast, affordable, and effective way to make streets safe for walking, cycling, and wheeling, and have been shown to dramatically increase modeshift - saving the region a bunch of money in the process!
- Low traffic neighbourhoods or using modal filters (stuff like planter boxes and bollards which prevent cars coming through into a neighbourhood from a main road, but allow for bikes and pedestrians) are a fast and affordable way to reduce rat-running, make safer streets, and empower people to walk, cycle and wheel for their local trips. They've also been shown to provide huge value for money with health gains up to 100 times more than their cost. Invest in more of them!
- You can save money with the "Dig Once" approach, ensuring walking and cycling improvements are put in while other facilities like power and water are being addressed.
- You can save even more money by closing roads to motor traffic for the majority of the infrastructure build, with a signposted alternate route instead. This saves money on traffic management and the overall project because it can be completed faster



#15712



2b. Is there anything you would spend less on?

Investigating a bike ferry across the Waitematā seems a waste when there is a perfectly good bridge right there that you could put an active modes lane on for a much much cheaper amount of investment.

- We don't think it is fiscally responsible to widen roads to provide for private motorcars. Reallocation of existing road space for walking, cycling and public transport is more in line with the goals of the LTP, and more fiscally responsible in general. We only have a limited amount of space in our road corridors: we should prioritise infrastructure which encourages space-efficient, affordable, healthy modes that save us money overall: walking, cycling, wheeling, and public transport

3. Which options do you support for the North Harbour Stadium?

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Tell us why:

4b. Which option do you prefer for the future of Port of Auckland?

Tell us here:



#15712



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>Resume the Natural Environment Targeted Rate (NETR) and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.</p>	<p>Other</p>
<p>Resume the Water Quality Targeted Rate (WQTR) and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value</p>	



#15712



residential property by around \$6.53 and \$17.10 for the average value business property.	
Broaden the description of bus services funded by the Climate Action Transport Targeted Rate (CATTR) to reduce the need to consult each year for minor changes to the bus programme (any changes to the settings of the CATTR would still require consultation).	Support
Discontinue the Long Term Differential Strategy which gradually lowers the share of general rates paid by businesses and raises the share paid by other ratepayers. We also propose to raise the share businesses pay of the NETR, WQTR, and CATTR to align to the general rate.	
Re-introduce recycling charges for schools.	
Continue the planned roll out of rates funded refuse collection to the North Shore, Waitākere and Papakura in 2024/2025, and Franklin and Rodney in 2025/2026, replacing the current pay as you throw service, and consequent rates change.	
Introduce the Franklin Local Board Paths Targeted Rate of \$52 per SUIP (Separately Used or Inhabited Part) to provide increased investment in paths in the Franklin Local Board area.	
Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?



#15712



Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?

See attachment



Long-term Plan 2024-2034

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

Submitter details:

Organisation (if applicable): Business East Tamaki

Local Board: I don't know

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Whilst, we have a preference for the central proposal, with a "do more for infrastructure" approach.

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

We support a "do less" for back office council function and want to see less red tape and costs cut in the council.



#14866



2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

We agree that a key priority for transport should be to make the most of council's existing assets and planned spend.

- We support the focus on improving public transport, renewals and maintenance
- We support investment in rapid transit options, focused on busways, such as the success of the Northern Busway.
- We share council's concern in the recent government decision to cancel the regional fuel tax. We are concerned that this will result in a reduction in the level of investment in and re-prioritisation of transports projects in the Long Term Plan.

2

- With the release of the draft Government Policy Statement on land transport, and the need for there to be alignment of national and regional priorities.

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Other



#14866



Tell us why:

We do not want to see a Future Fund established, rather, the dividends are used for the infrastructure projects we need now.

4b. Which option do you prefer for the future of Port of Auckland?

Other

Tell us here:

Would like to see the sale of all shares in the POA and AIAC.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

We do not support continued council operation of the port.

- We do not believe Auckland Council should run a business POA or hold shares and do not see this as a council function.

- We believe the Port should leave Auckland within 10- years and the land released and used for public benefit.

- We do not want to see a Future Fund established, rather, the dividends are used for the infrastructure projects we need now.

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?



#14866



Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>Resume the Natural Environment Targeted Rate (NETR) and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.</p>	
<p>Resume the Water Quality Targeted Rate (WQTR) and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value residential property by around \$6.53 and \$17.10 for the average value business property.</p>	
<p>Broaden the description of bus services funded by the Climate Action Transport Targeted Rate (CATTR) to reduce the need to consult each year for minor changes to the bus programme (any changes to the settings of the CATTR would still require consultation).</p>	
<p>Discontinue the Long Term Differential Strategy which gradually lowers the share of general rates paid by businesses and raises the share paid by other ratepayers. We also propose to raise the share businesses pay of the NETR, WQTR, and CATTR to align to the general rate.</p>	
<p>Re-introduce recycling charges for schools.</p>	



#14866



<p>Continue the planned roll out of rates funded refuse collection to the North Shore, Waitākere and Papakura in 2024/2025, and Franklin and Rodney in 2025/2026, replacing the current pay as you throw service, and consequent rates change.</p>	
<p>Introduce the Franklin Local Board Paths Targeted Rate of \$52 per SUIP (Separately Used or Inhabited Part) to provide increased investment in paths in the Franklin Local Board area.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.</p>	

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?

out a 50/50 combination approach and the reallocation of some existing funding between local boards and providing some new funding (\$20 million opex and \$30 million capex) over the first three years of the LTP 2024-2034.

- We support the proposed amendments to the CCO Accountability Policy to reflect recent changes in legislation as well as the new/updated council policies and plans

Conclusions



#14866



There needs to be a focus on providing core infrastructure services which grow the economy and support local businesses

We want to see a culture of efficiency within the council group to generate savings and adopt a mindset focused on the interests on the ratepayers.



Long-term Plan 2024-2034

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

Submitter details:

Organisation (if applicable): Aktive

Local Board: I don't know

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

2. What do you think of the transport proposal?



#15569



Tell us why:

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Tell us why:

4b. Which option do you prefer for the future of Port of Auckland?

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:



#15569



5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>Resume the Natural Environment Targeted Rate (NETR) and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.</p>	
<p>Resume the Water Quality Targeted Rate (WQTR) and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value residential property by around \$6.53 and \$17.10 for the average value business property.</p>	
<p>Broaden the description of bus services funded by the Climate Action Transport Targeted Rate (CATTR) to reduce the need to consult each year for minor changes to the bus programme (any changes to the settings of the CATTR would still require consultation).</p>	
<p>Discontinue the Long Term Differential Strategy which gradually lowers the share of general rates paid by businesses and raises the share paid by other ratepayers. We also propose to raise the share businesses pay of the NETR, WQTR, and CATTR to align to the general rate.</p>	



#15569



Re-introduce recycling charges for schools.	
Continue the planned roll out of rates funded refuse collection to the North Shore, Waitākere and Papakura in 2024/2025, and Franklin and Rodney in 2025/2026, replacing the current pay as you throw service, and consequent rates change.	
Introduce the Franklin Local Board Paths Targeted Rate of \$52 per SUIP (Separately Used or Inhabited Part) to provide increased investment in paths in the Franklin Local Board area.	
Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?

See attachment



Long-term Plan 2024-2034

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

Submitter details:

Organisation (if applicable): Hapua Thrive

Local Board: Ōrākei

Your feedback

1a. Which option do you prefer for the overall direction for council’s Long-term Plan?

Other

1b. What would you like Auckland Council to do more or less of?

Transport	As proposed
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do more
Council support	Do more

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Investing in drinking, storm and waste water is vital- it will never get cheaper and it is false economy to work under a patch when fails process.

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



#12692



2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

We support more public transport, cycle ways and walking options plus paddle craft on water.

2a. Is there anything you would spend more on?

People powered transport and shared transport

2b. Is there anything you would spend less on?

Private cars

3. Which options do you support for the North Harbour Stadium?

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Tell us why:

4b. Which option do you prefer for the future of Port of Auckland?

Tell us here:



#12692



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>Resume the Natural Environment Targeted Rate (NETR) and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.</p>	<p>Support</p>
<p>Resume the Water Quality Targeted Rate (WQTR) and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value residential property by around \$6.53 and \$17.10 for the average value business property.</p>	<p>Support</p>



#12692



<p>Broaden the description of bus services funded by the Climate Action Transport Targeted Rate (CATTR) to reduce the need to consult each year for minor changes to the bus programme (any changes to the settings of the CATTR would still require consultation).</p>	<p>Support</p>
<p>Discontinue the Long Term Differential Strategy which gradually lowers the share of general rates paid by businesses and raises the share paid by other ratepayers. We also propose to raise the share businesses pay of the NETR, WQTR, and CATTR to align to the general rate.</p>	<p>Support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Do not support</p>
<p>Continue the planned roll out of rates funded refuse collection to the North Shore, Waitākere and Papakura in 2024/2025, and Franklin and Rodney in 2025/2026, replacing the current pay as you throw service, and consequent rates change.</p>	
<p>Introduce the Franklin Local Board Paths Targeted Rate of \$52 per SUIP (Separately Used or Inhabited Part) to provide increased investment in paths in the Franklin Local Board area.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.</p>	

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?



#12692



Local board priorities

7a. Which local board area does your feedback relate to?

Ōrākei, Waitematā

Maungakiekie-Tāmaki Local Board Priorities

7b. What do you think of our proposed priorities for Maungakiekie-Tāmaki in 2024/2025?

More specifically, what do you think of each priority we've listed above?

Support community groups and community-led activities by continuing to provide local community grants.	
Building the capacity and capability of local community and sporting groups towards long-term sustainable funding models and independence through our strategic partnerships programme.	
Empowering community groups and organisations to deliver community events through sustainable funding models.	
Collaborate with mana whenua and neighbouring local boards to protect and restore our waterways through Tāmaki Estuary Environmental Forum and Manukau Harbour Forum.	
Encourage our rangatahi / youth and community to be leaders in climate action. For example, through programmes like Tiakina te taiao and Ope (biodiversity and climate action education programme in schools), Love Your Neighbourhood (environmental volunteer grants) and Songbird programmes (community pest control and biodiversity initiative).	



#12692



Support business associations to continue supporting local businesses and ongoing growth, development and liveliness of town centres, including assisting Onehunga Business Associations proposed BID expansion.	
--	--

Tell us why

7c. What do you think of the Maungakiekie-Tāmaki proposed priorities for the 10-year budget 2024-2034?

7d. Onehunga Business Association is seeking an expansion of its Business Improvement District programme boundary area. If it is successful, businesses ratepayers and owners located within the expansion area will become members of the Onehunga BID programme and pay the associated BID target rate.

Do you support the expansion of the Onehunga Business Improvement District (BID) programme and associated BID targeted rate?

Tell us why

I support most priorities

Ōrākei Local Board Priorities

7b. What do you think of our proposed priorities for Ōrākei in 2024/2025?

I don't know

More specifically, what do you think of each priority we've listed above?

Complete the seismic strengthening of the Remuera Library	
Progress the Meadowbank Community Centre development.	



#12692



Assess the reactivation of facilities at Tagalad Reserve and work towards providing access for the community.	Very Important
Continue to work with our many community volunteers to eradicate plant and animal pests in our natural environment, including at Pourewa Valley and in our many beautiful parks and urban forests, and support other environmental activities, for example, the Environmental Forum.	Very Important
Continue local initiatives to enhance neighbourhood connections and increase safety.	
Fund and support local events to showcase our spaces and benefit local residents and businesses.	Very Important
Continue to engage and better support our diverse communities and organisations, such as Auckland East Community Network and Youth of Ōrākei.	Very Important
Maintain efforts to monitor and improve water quality in our local waterways.	Very Important
Develop options and projects for a community facilities targeted rate for the financial year 2025/2026.	
Investigate ways to enhance council facilities in Ellerslie to better meet the needs of the local community.	We are fully appreciative of the work Orakei Local Board is doing in monitoring and improving water quality in its area however in particular Hobson Bay where we have sewage going into our streams and the bay directly at unsafe levels which is not accept

Tell us why

we are proud of the OLB for actively tackling and advocating for safe water infrastructure in our area- we appreciate it is a decade long process but it will never be



#12692



cheaper than to start now and progress can happen step by step in a committed and plann

7c. What do you think of the Ōrākei proposed priorities for the 10-year budget 2024-2034?

111,112,113

8. Do you have any other comments?

We support AC ensuring that drinking water, waste water and storm water are managed effectively and that sufficient resources are made available to do this. In addition sufficient resource is needed to ensure compliance with resource consents and legal obligations. we would like to ensure resource for water infrastructure is ring fenced.



Long-term Plan 2024-2034

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

Submitter details:

Organisation (if applicable): The Chartwell Charitable Trust

Local Board: Regional Organisation

Your feedback

1a. Which option do you prefer for the overall direction for council’s Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	As proposed
Environment and regulation	
Parks and Community	Do more
Economic and cultural development	Do more
Council support	

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Enable growth in the budget over the next ten years to enable Auckland Art Gallery Toi o Tamaki to thrive and have confidence to expand as Auckland expands and to enable the gallery to maintain specialist staff instead of shared services.

More focus on the value of culture, the arts and cultural tourism for the city.



#13134



More care and belief in the value of public art collections, with good future funding for securing the right level of growth of the art storage facilities. To enable the Auckland Art Gallery to thrive into the future through budget support for a growing gallery work force, exhibition and acquisition support.

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

Less speed bumps, less support for sports stadiums especially if the budget allocated to sport is higher than the budget allocated to art galleries.

2. What do you think of the transport proposal?

Tell us why:

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Keep the stadium precinct as it is, Change the operational management

Tell us why:

It is not right to spend budget here when there are other stadiums that can host sports. Art Galleries are more important and there is not a suitable public art gallery on the North shore. Any money spent on sport as gymnasiums of ether body must also be matched with budget spent on gymnasiums for the imagination for culture and the creative mind. Money spent on the arts secures healthy futures for communities and can prevent dementia and social isolation in an older population and can help young families grow into positive and contributing citizens. People can start immediately to access creative services and will benefit for their whole lives.



#13134



4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:

4b. Which option do you prefer for the future of Port of Auckland?

I don't know

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

I don't know

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

I don't know



#13134



Tell us why:

6a. What do you think of these proposals?

<p>Resume the Natural Environment Targeted Rate (NETR) and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.</p>	
<p>Resume the Water Quality Targeted Rate (WQTR) and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value residential property by around \$6.53 and \$17.10 for the average value business property.</p>	
<p>Broaden the description of bus services funded by the Climate Action Transport Targeted Rate (CATTR) to reduce the need to consult each year for minor changes to the bus programme (any changes to the settings of the CATTR would still require consultation).</p>	
<p>Discontinue the Long Term Differential Strategy which gradually lowers the share of general rates paid by businesses and raises the share paid by other ratepayers. We also propose to raise the share businesses pay of the NETR, WQTR, and CATTR to align to the general rate.</p>	
<p>Re-introduce recycling charges for schools.</p>	
<p>Continue the planned roll out of rates funded refuse collection to the North Shore, Waitākere and Papakura in 2024/2025, and Franklin and Rodney in 2025/2026, replacing the current pay as you throw service, and consequent rates change.</p>	



#13134



<p>Introduce the Franklin Local Board Paths Targeted Rate of \$52 per SUIP (Separately Used or Inhabited Part) to provide increased investment in paths in the Franklin Local Board area.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.</p>	

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Albert-Eden

Albert-Eden Local Board Priorities

7b. What do you think of our proposed priorities for Albert-Eden in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

<p>Celebrating different people and cultures, bringing people together with fun and engaging activities, and reducing barriers for those who might struggle to connect with council or others in the community.</p>	<p>Very Important</p>
---	-----------------------



#13134



Continuing our environmental work through tree planting, parks restoration, supporting volunteer pest control and planting groups and helping community climate action through our Climate Activator.	
Planning for how our parks and open space can respond to growth, making the most of what we have, balancing different uses and connecting green spaces together.	
Supporting our community groups with funding, information, learning new skills and building their capability and networks.	Very Important
Settling in at the new, medium-term location for the Pt Chevalier library and continuing to investigate what the long-term library solution might be and how we will fund it.	Very Important
Working with the community on activations in the Mt Albert Civic Square.	Very Important
Making our parks rubbish-bin free to minimise waste and improve environmental and climate outcomes.	

Tell us why

ART- we want access to the arts in our community. Please support art galleries, community art projects and art books in libraries, develop centres of art studios so artists are working within our community.

7c. What do you think of the Albert-Eden proposed priorities for the 10-year budget 2024-2034?

Art - we want cultural programmes as a priority

8. Do you have any other comments?

Re CCO (TAU) Shared Services - these do not work- they lead to loss of leadership and specialist staff, standardization, loss of quality outcomes, and serious downstream reputational impact. There is a loss of specialist language and audience outreach. You



#13134



would never ask the batting coach of the women's cricket team to help also coach the Contact Skills Coach for the All Blacks. Don't ask the marketing person for the zoo to write marketing material for the art gallery. All teams must report to the Director of an institution, not go above to a middle management level in TAU.

The lack of respect for the Director of an institution leads to reduced ability to attract international shows and hence major loans, loss of influence among the wider sector, damage to Auckland's ability to attract top staff in specialist roles.

A beautiful city must also be seen as a city of cultural significance, not just natural environment beauty. Art galleries provide thriving and safe spaces for all to imagine, dream, think and provoke new thoughts. A city needs communities who can think, communicate, empathize and generate new networks and connections. Cultural tourism must be considered as this is the fastest form of experience tourism right now. Overseas people want to know more about New Zealand art and will travel to see it. Cultural infrastructure MUST be considered and budgeted for for future growth. Protect our cultural institutions and fund them to expand. Have people who have experienced in the arts make decisions about the arts, not sports people, or any other skills not related to the arts- we need visual arts specialists making informed decisions.

We do not want admission charges into public art galleries such as Auckland Art Gallery - culture is for all of us - not just for people who can afford it. Cultural democracy must be maintained. We do not want a toll put on to this (cultural) highway. Our city needs the art gallery - it supports communities to be diverse, dynamic, safe, thriving, transformative, imaginative and future focused. The Gallery must have a sustainable budget for the next ten years. Value? Think of cultural value- we all do better through access to the arts and the visual arts. We can all celebrate shared interests and foster a sense of belonging. We want to live in a city that welcomes new ideas, keep open fertile and creative future possibilities through sufficient funding of the visual arts. Through art, we live more healthy lives, we chronicle history, embody society values and knit communities together. Do not cut any budget from the Art Gallery, instead, invest in our future by increasing the budget to enable growth in the visual arts. Recognise that we need 'specialist architecture' for the exhibition of and storage of the visual arts just as we need specialist architecture for sports, concerts, and films.



Long-term Plan 2024-2034

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

Submitter details:

Organisation (if applicable): Business North Harbour Incorporated

Local Board: Upper Harbour

Your feedback

1a. Which option do you prefer for the overall direction for council’s Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

2. What do you think of the transport proposal?



#14772



Support most of the proposal

Tell us why:

BNH agrees that a key priority for transport should be to make the most of Council's existing

assets and planned spend, including the Council's significant investment in the City Rail Link (CRL)

and other large rapid transit network projects. To enable BIDs to support Council and their

members, we ask that all transport projects are planned and implemented following consultation

with and in close collaboration with any affected BIDs. A key concern BNH has is the disruption

caused to business from transport developments, including often excessive temporary traffic

management which is doubtless a significant cost to Council. We ask for this to be addressed as

it will benefit affected businesses and will also assist Council in its efforts to find cost savings.

We support the particular focus on renewals and maintenance to ensure roads and other network

assets are kept in good order and there be a total capital spend of \$13.4 billion for Auckland

Transport to address these priorities. BNH also supports a new focus on smaller-scale changes to

more quickly improve the performance of our roads and public transport services, including the

provision of dynamic lanes and bus lanes.

Making public transport faster, more reliable and easier to use is also supported as is rapid transit

investment, focused on busways (following the successful example of the Northern Busway).



#14772



Transport investment for emissions reduction, such as the ongoing addition of electric vehicles to

the bus and ferry fleets is also important to BNH. Getting more people on to public transport will

also help Council to reach its emissions reduction target.

Ensuring maximum value from every dollar spent is a given for BNH, as is driving efficiencies and

managing operating costs.

One concern BNH has along with Council is the recent government decision to cancel the Regional

Fuel Tax (RFT), ending the scheme four years early. We are concerned that this has resulted in a

reduction in the level of investment in and re-prioritisation of transport projects in the Long Term

Plan 2024-2034. BNH is also keen to see the detailed plans for congestion charging/time of use

charging, so that we can assess the implications for businesses relative to the timelines involved.

Adding further complexity is the recent release of the draft Government Policy Statement on land

transport 2024.3

In particular, this reintroduces the Roads of National Significance programme

(including for Auckland, Mill Road and the East West Link). The introduction of legislation for the

fast tracking of consents for major infrastructure, including the Roads of National Significance and

rapid transit projects,⁴ brings further opportunity, but BNH believes that an alignment of national

and regional priorities needs to be established and asks Council to be proactive on this topic.



#14772



2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct, Change the operational management

Tell us why:

BNH supports Option 2 under which it is proposed that Council redevelop the North Harbour

Stadium precinct to better deliver for the needs of the North Shore community, funded through

reallocation of the \$33 million and the sale of some currently unused stadium precinct land, while

retaining the existing community playing fields. We understand that other external funding will likely be necessary to achieve the redevelopment. BNH believes that the operational management

of the stadium should be changed to ensure greater use of the facilities by the community.⁸

It is also our belief that there is no need to reinvent the wheel as the current stadium should be

adapted to produce a fit for purpose facility that the North Shore community with its growing

population needs. We would also stress that any redevelopment must not result in the loss of any

fields or other areas/land currently being used, with the sale of any land being confined to unused

land in the precinct.

BNH would also note that any change of operational management of the stadium must ensure



#14772



that whoever is ultimately responsible for the running of the stadium is dedicated to optimising

the use of the facility which, if the redevelopment is effective, should include a multitude of

stakeholders including the local business community.

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Proceed with the proposal

Tell us why:

As we set out below, whilst BNH supports establishing the Auckland Future Fund with the Auckland

International Airport shareholding, we do not support an operating lease of Port of Auckland.

4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

Overall, BNH supports Option 3 - Auckland Future Fund with AIAL shares only. We do not support

a lease of the Port operation.

There are several reasons why BNH does not support a lease of the Port operations.

First, the various reports commissioned on the future of the Port of Auckland have reached the

same conclusion that the Port will outgrow its present site in 20-30 years.¹¹ Also, the capacity



#14772



constraints are not limited to the Port itself. The reports agree that the road and rail networks

that service the Port will need significant upgrading to improve connectivity and integration. As a

consequence, locking the Port into a lease of around 35 years does not seem to align with the

need to integrate transport links or shift the Port in 20-30 years, or provide the flexibility necessary for these decisions.

Further, in recent decades the city centre has transformed dramatically and the area around the

Port has become an important commercial and residential centre in its own right. There are

differing stakeholder aspirations for the area leading to tensions between the growth in freight

volumes on the one hand and increasing residential and recreational use of the waterfront on the

other. One hundred per cent ownership of POAL and the land on the Auckland waterfront means

Council can better manage the differing stakeholder aspirations and requirements.

In addition, the privatisation of the Port will likely mean Auckland businesses would end up paying

increased costs to deliver profits to a private port operator (who will have a monopoly). Major

price hikes from private terminal operators have led to concerns recently in Australia. BNH has

concerns that any financial benefits from the lease will be outweighed by increased costs for

businesses and consumers. Moreover, the Port of Auckland has recently seen a major turnaround

under new management producing increased dividends for Council



#14772



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

See attachment

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

See attachment

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

See attachment

6a. What do you think of these proposals?

Resume the Natural Environment Targeted Rate (NETR) and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.	
Resume the Water Quality Targeted Rate (WQTR) and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in	



#14772



<p>harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value residential property by around \$6.53 and \$17.10 for the average value business property.</p>	
<p>Broaden the description of bus services funded by the Climate Action Transport Targeted Rate (CATTR) to reduce the need to consult each year for minor changes to the bus programme (any changes to the settings of the CATTR would still require consultation).</p>	
<p>Discontinue the Long Term Differential Strategy which gradually lowers the share of general rates paid by businesses and raises the share paid by other ratepayers. We also propose to raise the share businesses pay of the NETR, WQTR, and CATTR to align to the general rate.</p>	
<p>Re-introduce recycling charges for schools.</p>	
<p>Continue the planned roll out of rates funded refuse collection to the North Shore, Waitākere and Papakura in 2024/2025, and Franklin and Rodney in 2025/2026, replacing the current pay as you throw service, and consequent rates change.</p>	
<p>Introduce the Franklin Local Board Paths Targeted Rate of \$52 per SUIP (Separately Used or Inhabited Part) to provide increased investment in paths in the Franklin Local Board area.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.</p>	



#14772



6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

See attachment

Local board priorities

7a. Which local board area does your feedback relate to?

Upper Harbour

Upper Harbour Local Board Priorities

7b. What do you think of our proposed priorities for Upper Harbour in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Progress with the detailed business case for a new multi-purpose library facility in Albany.	
Continue to deliver stage 1b of Te Kori Scott Point which includes physical works for 3 sports fields and sport field lighting as well as a second baseball diamond.	
Implement actions from the Upper Harbour Ethnic Peoples Plan.	
Continue to invest in projects that improve the environment and address climate change including planting trees as outlined in the Upper Harbour Urban Ngahere Strategy and continuing to support and fund volunteer environmental work.	
Implement actions from the Upper Harbour Engagement Strategy.	



#14772



Implement actions from the Upper Harbour Greenways Plan.	
Implement actions from the Upper Harbour Wheeled Recreation Service Assessment.	

Tell us why

See attachment

7c. What do you think of the Upper Harbour proposed priorities for the 10-year budget 2024-2034?

See attachment

7d. We will prioritise investment in a Detailed Business Case for a new multi-purpose library facility in Albany, however given the financial constraints faced by Auckland Council we would like to explore alternate options to fund any budget shortfalls.

We want to hear your views regarding the local board investigating options to sell land or exploring the introduction of a targeted rate to enable investment in building a new multi-purpose library facility in Albany (noting that there will be a robust public consultation process on any sale of land or the introduction of a targeted rate following investigation of viable options).

Which of the following options do you support?

Do you have any other thoughts or ideas on potential options to fund budget shortfalls associated with building a new multi-purpose library facility in Albany?

8. Do you have any other comments?

See attachment



Long-term Plan 2024-2034

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

Submitter details:

Organisation (if applicable): Pest Free Waitākere Ranges Alliance

Local Board: Waitākere Ranges

Your feedback

1a. Which option do you prefer for the overall direction for council’s Long-term Plan?

1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

2. What do you think of the transport proposal?



#14376



Tell us why:

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Tell us why:

4b. Which option do you prefer for the future of Port of Auckland?

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:



#14376



5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>Resume the Natural Environment Targeted Rate (NETR) and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.</p>	
<p>Resume the Water Quality Targeted Rate (WQTR) and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value residential property by around \$6.53 and \$17.10 for the average value business property.</p>	
<p>Broaden the description of bus services funded by the Climate Action Transport Targeted Rate (CATTR) to reduce the need to consult each year for minor changes to the bus programme (any changes to the settings of the CATTR would still require consultation).</p>	
<p>Discontinue the Long Term Differential Strategy which gradually lowers the share of general rates paid by businesses and raises the share paid by other ratepayers. We also propose to raise the share businesses pay of the NETR, WQTR, and CATTR to align to the general rate.</p>	



#14376



Re-introduce recycling charges for schools.	
Continue the planned roll out of rates funded refuse collection to the North Shore, Waitākere and Papakura in 2024/2025, and Franklin and Rodney in 2025/2026, replacing the current pay as you throw service, and consequent rates change.	
Introduce the Franklin Local Board Paths Targeted Rate of \$52 per SUIP (Separately Used or Inhabited Part) to provide increased investment in paths in the Franklin Local Board area.	
Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?

See attachment



Long-term Plan 2024-2034

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

Submitter details:

Organisation (if applicable): Newmarket Business Association

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

2. What do you think of the transport proposal?



#15739



Tell us why:

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Tell us why:

4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

See attachment

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Tell us here:



#15739



See attachment

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

See attachment

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

See attachment

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

See attachment

6a. What do you think of these proposals?

<p>Resume the Natural Environment Targeted Rate (NETR) and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.</p>	
<p>Resume the Water Quality Targeted Rate (WQTR) and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value</p>	



#15739



residential property by around \$6.53 and \$17.10 for the average value business property.	
Broaden the description of bus services funded by the Climate Action Transport Targeted Rate (CATTR) to reduce the need to consult each year for minor changes to the bus programme (any changes to the settings of the CATTR would still require consultation).	
Discontinue the Long Term Differential Strategy which gradually lowers the share of general rates paid by businesses and raises the share paid by other ratepayers. We also propose to raise the share businesses pay of the NETR, WQTR, and CATTR to align to the general rate.	
Re-introduce recycling charges for schools .	
Continue the planned roll out of rates funded refuse collection to the North Shore, Waitākere and Papakura in 2024/2025, and Franklin and Rodney in 2025/2026, replacing the current pay as you throw service, and consequent rates change.	
Introduce the Franklin Local Board Paths Targeted Rate of \$52 per SUIP (Separately Used or Inhabited Part) to provide increased investment in paths in the Franklin Local Board area.	
Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

See attachment



#15739



Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

8. Do you have any other comments?

See attachment



Long-term Plan 2024-2034

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

Submitter details:

Organisation (if applicable): Parnell Business Association

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council’s Long-term Plan?

Other

1b. What would you like Auckland Council to do more or less of?

Transport	As proposed
Water	Do more
City and local development	Do more
Environment and regulation	As proposed
Parks and Community	As proposed
Economic and cultural development	Do more
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Please see attached submission

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

Please see attached submission



#11731



2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

Please see attached submission

2a. Is there anything you would spend more on?

Please see attached submission

2b. Is there anything you would spend less on?

Please see attached submission

3. Which options do you support for the North Harbour Stadium?

Other

Tell us why:

We have not submitted on this

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Other

Tell us why:

Please see attached submission

4b. Which option do you prefer for the future of Port of Auckland?



#11731



Other

Tell us here:

Please see attached submission

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

Please see attached submission

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

Please see attached submission

5a. What option do you prefer for Captain Cook and Marsden wharves?

Other

Tell us why:

Please see attached submission

5b. What option do you prefer for Bledisloe Terminal?

Other

Tell us why:

Please see attached submission



#11731



6a. What do you think of these proposals?

<p>Resume the Natural Environment Targeted Rate (NETR) and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.</p>	<p>Other</p>
<p>Resume the Water Quality Targeted Rate (WQTR) and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value residential property by around \$6.53 and \$17.10 for the average value business property.</p>	<p>Other</p>
<p>Broaden the description of bus services funded by the Climate Action Transport Targeted Rate (CATTR) to reduce the need to consult each year for minor changes to the bus programme (any changes to the settings of the CATTR would still require consultation).</p>	<p>Other</p>
<p>Discontinue the Long Term Differential Strategy which gradually lowers the share of general rates paid by businesses and raises the share paid by other ratepayers. We also propose to raise the share businesses pay of the NETR, WQTR, and CATTR to align to the general rate.</p>	<p>Do not support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Other</p>
<p>Continue the planned roll out of rates funded refuse collection to the North Shore, Waitākere and Papakura in 2024/2025, and Franklin and Rodney in 2025/2026, replacing the current pay as you throw service, and consequent rates change.</p>	<p>Other</p>
<p>Introduce the Franklin Local Board Paths Targeted Rate of \$52 per SUIP (Separately Used or Inhabited Part) to provide increased investment in paths in the Franklin Local Board area.</p>	<p></p>



#11731



Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	Other
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Other

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Please see attached submission

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	I don't know
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	I don't know



#11731



Phased delivery of improvements for Heard Park.	Very Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Fairly Important

Tell us why

Please see attached submission

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

Please see attached submission

8. Do you have any other comments?

Please see attached submission



Long-term Plan 2024-2034

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

Submitter details:

Organisation (if applicable): Gen Zero

Local Board: I don't know

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



#27275



2. What do you think of the transport proposal?

Tell us why:

2a. Is there anything you would spend more on?

Generation Zero supports Auckland Council in making public transport faster, more reliable and more accessible for all users by investing in rapid transit actions such as making it easier to pay - the same model as Wellington.

- Generation Zero does not support stopping some initiatives, such as raised pedestrian

crossings and cycleways, as these are low-cost, relatively easy to implement and create

immediate good impacts for communities and users.

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Other

Tell us why:

Generation Zero supports introducing a future fund however does not support the sale of



#27275



Auckland International Airport shares. Selling public assets is a reactionary decision tailored for short-term benefit rather than long-term resilience.

4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and lease the operation of the port for a period of about 35 years and use the upfront payment from the lease to invest in the proposed Auckland Future Fund

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Invest in the proposed Auckland Future Fund

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit

Tell us why:

Generation Zero does not support residential development due to the effects of climate change, and the future need for managed retreat (those eventual costs would severely outweigh the current benefits of introducing residential use). Generation Zero prio



#27275



5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

Tell us why:

this would

provide the opportunity to invest in rail to ensure goods transported in and out of Auckland can be achieved sustainably.

6a. What do you think of these proposals?

Resume the Natural Environment Targeted Rate (NETR) and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.	Support
Resume the Water Quality Targeted Rate (WQTR) and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value residential property by around \$6.53 and \$17.10 for the average value business property.	Support
Broaden the description of bus services funded by the Climate Action Transport Targeted Rate (CATTR) to reduce the need to consult each year for minor changes to the bus programme (any changes to the settings of the CATTR would still require consultation).	Support
Discontinue the Long Term Differential Strategy which gradually lowers the share of general rates paid by businesses and raises the share paid by other ratepayers.	Support



#27275



We also propose to raise the share businesses pay of the NETR, WQTR, and CATTR to align to the general rate.	
Re-introduce recycling charges for schools .	Do not support
Continue the planned roll out of rates funded refuse collection to the North Shore, Waitākere and Papakura in 2024/2025, and Franklin and Rodney in 2025/2026, replacing the current pay as you throw service, and consequent rates change.	Do not support
Introduce the Franklin Local Board Paths Targeted Rate of \$52 per SUIP (Separately Used or Inhabited Part) to provide increased investment in paths in the Franklin Local Board area.	
Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	Do not support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Do not support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?

Generation Zero wants the future fund to be taken a step further by setting aside money

for specific climate change mitigation and adaptation measures, including;



#27275



1. Response to significant climate events
2. Securing Housing and land for future managed retreat
3. Climate smart projects include Urban Farms, ecosystem-based adaptation, integration of mātauranga māori, sustainable land management, and community-based initiatives.
4. Urban Ngāhere to achieve urban heat island mitigation, especially in West and South Auckland, which have significantly less tree cover
5. Council to establish a programme to co-learn with the community about how they can respond, adapt and mitigate the effects of climate change events



Generation Zero

Generation Zero's submission on:

Auckland Council's Long Term Plan

A climate-just Aotearoa for now and tomorrow

Who are We?

Generation Zero is a youth-led climate justice organisation. Generation Zero was established in 2011 to create localised climate action and ensure that rangatahi have a voice in the climate movement. We felt that climate action was being side-lined in public and political spaces in Aotearoa and that the people most affected by climate change, including rangatahi, were not being heard.

1. This document is Generation Zero's submission on Auckland Council's proposed Long Term Plan (2024-34).

1. Rates

Generation Zero agrees with the "pay more to get more" proposal, which increases the average rate for residential ratepayers.

- It is critical for Auckland Council to take action to reduce transport emissions and speed up investment in transport projects and climate resilience, specifically delivering projects that promote transport equity (e.g. A more walkable city with rapid transit networks).
- Deliver programmes targeted at making roads safer and more desirable for pedestrians through traffic calming measures and street upgrades.

2. Transport Plan

Generation Zero understands Auckland Council's constraints in delivering projects that were to be funded through the Regional Fuel tax. However, creating safe and accessible roads is critical for encouraging mode shift. And the social, and environmental cost of not doing so is much greater.

- Generation Zero supports Auckland Council in making public transport faster, more reliable and more accessible for all users by investing in rapid transit actions such as making it easier to pay - the same model as Wellington.
- Generation Zero does not support stopping some initiatives, such as raised pedestrian crossings and cycleways, as these are low-cost, relatively easy to implement and create immediate good impacts for communities and users.

Generation Zero supports safe speeds to reduce the death and injury risk of pedestrians and the inequity in road harm experienced in Auckland.

3. Auckland Future Fund

Generation Zero supports introducing a future fund however does not support the sale of Auckland International Airport shares. Selling public assets is a reactionary decision tailored for short-term benefit rather than long-term resilience.

- Generation Zero supports the future fund through maintaining ownership of port land, and leasing out port operations. This option ensures public assets remain public, and supports Auckland Council in making investments for Auckland's long-term resilience.
- Generation Zero wants the future fund to be taken a step further by setting aside money for specific climate change mitigation and adaptation measures, including;
 1. Response to significant climate events
 2. Securing Housing and land for future managed retreat
 3. Climate smart projects include Urban Farms, ecosystem-based adaptation, integration of mātauranga māori, sustainable land management, and community-based initiatives.
 4. Urban Ngāhere to achieve urban heat island mitigation, especially in West and South Auckland, which have significantly less tree cover
 5. Council to establish a programme to co-learn with the community about how they can respond, adapt and mitigate the effects of climate change events

Generation Zero supports the Future Fund if the companies *invested in it are striving towards* decarbonisation (not greenwashing), are equitable, and support climate resilience in New Zealand and the Pacific.

4. Port Land

Generation Zero supports the leasing out of port operations and uses the profits and dividends to fund the Auckland Future Fund.

- Generation Zero does not support using the profits and dividends to lessen the rate increase for year two of the long-term plan to the proposed 3.5%.
- Generation Zero supports using the profits and dividends to invest in Auckland's Housing Market. This includes;
 1. Intensification in high growth areas, particularly in areas with existing transport investment projects, and avoiding housing development on greenfield land, which is more costly infrastructure-wise to develop.
 2. Providing choice for Aucklanders through mixed typologies, mixed uses and good quality housing.

Generation Zero supports Auckland Council in transferring Captain Cook and Marsden wharves to Council to be used for new public space.

- Generation Zero does not support residential development due to the effects of climate change, and the future need for managed retreat (those eventual costs would severely outweigh the current benefits of introducing residential use). Generation Zero prioritises non-residential spaces in the Ports.
- Generation Zero is open to the proposal to free up the Bledisloe Terminal; this would provide the opportunity to invest in rail to ensure goods transported in and out of Auckland can be achieved sustainably.

5. Other Rates

Natural Environment Targeted Rate

Generation Zero supports resuming the natural environment targeted rate to ensure the protection, restoration and enhancement of ecosystems, and native flora and fauna.

Water Quality Targeted Rate

Generation Zero supports resuming the Water Quality Targeted Rates; and reducing the rate from the previous amount

Climate Action Transport Targeted Rate

Generation Zero supports the CATTR

- To reduce transport emissions in Auckland, the desirability of using public transport needs to be improved:
 1. High-demand areas receive investment in rapid transit - services become more frequent, more reliable, and therefore, more desirable for use. Funding and investment into increasing the frequency of bus systems once the CRL opens; to further incentivise and normalise the public's dependence on Auckland's public transport system.
- GZ wants to see Local governments invest in transport programmes that actively encourage a mode shift for Auckland.
 1. Projects that incentivise and reward public and active transport modes and disincentive private motor use; to challenge car dependency and address its destructive effects in terms of emissions in Auckland.

Long Term Differential Strategy

Generation Zero supports rate increases for businesses;

Recycling Charges for Schools

Generation Zero does not support the re introduction of recycling charges for schools

- Because cultural cornerstone; in order to encourage habits of recycling and environmentally conscious behaviour, must start as soon as possible with our rangatahi. Invite kids to participate and normalise this type of environment

Rates funded refuse collection, Rodney Drainage Districts Targeted Rate and Waitākere Rural Sewerage Targeted Rate

Generation Zero supports all proposed changes.



Long-term Plan 2024-2034

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

Submitter details:

Organisation (if applicable): Q Theatre

Local Board: I don't know

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	Do more
Economic and cultural development	
Council support	

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

2. What do you think of the transport proposal?



#27276



Tell us why:

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Tell us why:

4b. Which option do you prefer for the future of Port of Auckland?

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:



#27276



5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>Resume the Natural Environment Targeted Rate (NETR) and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.</p>	
<p>Resume the Water Quality Targeted Rate (WQTR) and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value residential property by around \$6.53 and \$17.10 for the average value business property.</p>	
<p>Broaden the description of bus services funded by the Climate Action Transport Targeted Rate (CATTR) to reduce the need to consult each year for minor changes to the bus programme (any changes to the settings of the CATTR would still require consultation).</p>	
<p>Discontinue the Long Term Differential Strategy which gradually lowers the share of general rates paid by businesses and raises the share paid by other ratepayers. We also propose to raise the share businesses pay of the NETR, WQTR, and CATTR to align to the general rate.</p>	



#27276



Re-introduce recycling charges for schools.	
Continue the planned roll out of rates funded refuse collection to the North Shore, Waitākere and Papakura in 2024/2025, and Franklin and Rodney in 2025/2026, replacing the current pay as you throw service, and consequent rates change.	
Introduce the Franklin Local Board Paths Targeted Rate of \$52 per SUIP (Separately Used or Inhabited Part) to provide increased investment in paths in the Franklin Local Board area.	
Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



LONG-TERM PLAN FEEDBACK

Prepared by Q Theatre for Auckland Council – 15 March 2024



WHERE WE'VE BEEN

WHERE WE'VE BEEN: WHO IS Q THEATRE?



Rangatira

CAPACITY:
214 - 470 + 3 WHEELCHAIR
POSITIONS (DEPENDING ON
CONFIGURATION)

Q's main performance space is a state of the art flexiform auditorium. It provides artists with inspiration and challenges them to engage audiences in different ways.



Loft

CAPACITY:
117 - 180 + 2 WHEELCHAIR
POSITIONS (DEPENDING ON
CONFIGURATION)

Q's studio space, Loft, houses more intimate and experimental shows.



Vault

CAPACITY:
50 - 60 + 1 WHEELCHAIR
POSITION (DEPENDING ON
CONFIGURATION)

An underground work space for meetings, workshops and auditions.



Lounge

CAPACITY: UP TO 300

An inner-city venue with no Venue Hire fee* Right in the centre of the Auckland Arts precinct!

WHERE WE'VE BEEN: HOW THE DOORS OPENED



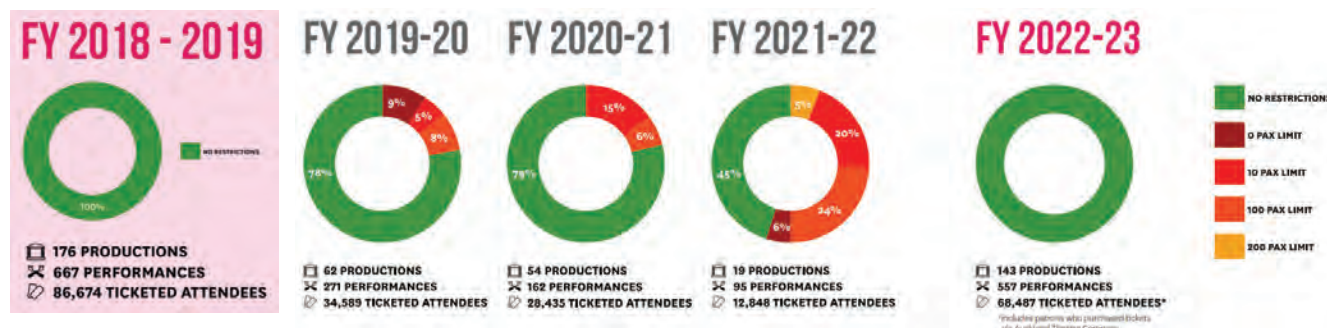
WHERE WE'VE BEEN: OUR ARTISTS & OUR AUDIENCES



WHERE WE ARE



WHERE WE ARE: Q THEATRE BY THE NUMBERS



WHERE WE ARE: AUCKLAND COUNCIL AND Q THEATRE



In July 2021, Q Theatre began receiving \$943,944 in funding per annum for three years. We are now in our final financial year of the three-year cycle, which will conclude on 30 June 2024.



Operational Grant – \$539,944 per annum*



Arts Development Grant – \$202,000 per annum*



Building Grant – \$202,000 per annum*

*Amounts listed do not reflect the compound interest increase applied for financial year 2022 and 2023.

WHERE WE ARE: STRATEGY DEVELOPMENT



WHY WE ARE HERE (Our Purpose)

Fuelling connections, igniting imagination

WHAT WE ASPIRE TO (Our Vision)

To be Aotearoa New Zealand's most loved home of contemporary performing arts.

WHAT WE DO (Our Mission)

We bring exceptional experiences to life for artists and audiences at our dynamic performing arts centre in the heart of Tāmaki Makaurau

HOW WE ACT (Our Values)



We are intentional



We are courageous



We practice manaakitanga



We are collaborative



We are effective communicators



WHERE WE'RE GOING

WHERE WE'RE GOING: LONG-TERM PLAN 2024-2034



Ngā papa rēhia me te hapori

▶ Parks and community

We strengthen Auckland communities by providing, managing and supporting open spaces, parks, sports, recreation, community arts programmes, libraries, venues, community services, Māori and Pasifika programmes, and via working with partners and funding grants.



THE CENTRAL PROPOSAL



Central \$

\$12,130m
OPEX OVER 10 YEARS

\$4,245m
CAPEX OVER 10 YEARS

- A total capital spend of around \$4.2 billion
- Continuing a shift from a traditional asset focus to a service focus, so that council can better adapt to changing community needs and improve funding sustainability
- A greater focus on growing partnerships
- Continuation of the already budgeted \$700 million operating budget to support council investments to deliver differently (including \$35 million over three years to address the deficit in indoor sports facilities in Auckland)
- Improve fairness of funding of local boards

WHERE WE'RE GOING: Q: EXPOSED! 2024



WHERE WE'RE GOING: WHAT DOES SUCCESS LOOK LIKE



Increased participation and deeper engagement with the people of Tāmaki Makaurau.

100,000

We have regular sold-out productions & 100,000 annual ticketed attendees



Supporting a healthier, more interconnected performing arts ecology.



We have strong relationships with major & regular hirers plus wider performing arts community



We have developed a diverse programme pipeline, planning 3 years in advance



Stronger and deeper relationships and continued support for Q.



We are the venue of choice for creative practitioners, arts organisations & audiences




Greater operational and financial prosperity.



We have strong relationships with stakeholders including funders, donors, & sponsors



NGĀ MIHI NUI – THANK YOU


Chief Executive | Tumu Whakarae


Development Manager | Kaiwhakahaere Whakapoapoa

Q Theatre | 305 Queen Street, Auckland



Long-term Plan 2024-2034

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

Submitter details:

Organisation (if applicable): Vision west community trust

Local Board: I don't know

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

ensuring the delivery of appropriate services, funding of community and Māori outcomes, and commitment to achieving optimal value for money.

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



#27277



2. What do you think of the transport proposal?

Tell us why:

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Tell us why:

4b. Which option do you prefer for the future of Port of Auckland?

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Tell us here:



#27277



4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>Resume the Natural Environment Targeted Rate (NETR) and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.</p>	
<p>Resume the Water Quality Targeted Rate (WQTR) and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value residential property by around \$6.53 and \$17.10 for the average value business property.</p>	
<p>Broaden the description of bus services funded by the Climate Action Transport Targeted Rate (CATTR) to reduce the need to consult each year for minor changes to the bus programme (any changes to the settings of the CATTR would still require consultation).</p>	



#27277



Discontinue the Long Term Differential Strategy which gradually lowers the share of general rates paid by businesses and raises the share paid by other ratepayers. We also propose to raise the share businesses pay of the NETR, WQTR, and CATTR to align to the general rate.	
Re-introduce recycling charges for schools .	
Continue the planned roll out of rates funded refuse collection to the North Shore, Waitākere and Papakura in 2024/2025, and Franklin and Rodney in 2025/2026, replacing the current pay as you throw service, and consequent rates change.	
Introduce the Franklin Local Board Paths Targeted Rate of \$52 per SUIP (Separately Used or Inhabited Part) to provide increased investment in paths in the Franklin Local Board area.	
Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



VISIONWEST COMMUNITY TRUST: Submission for Have Your Say: Auckland Council LTP 2024.

♦ Represented by [REDACTED].

This correspondence serves as Visionwest's comprehensive response to the strategic choices and trade-offs outlined in the Auckland Council Long Term Plan, specifically focusing on the allocation of resources to activities and services.

In alignment with Council's overarching objective to render activities affordable and purposeful as they cater to the evolving needs of our communities, Visionwest advocates for an equitable distribution of funding across local boards.

Additionally, we endorse an intensified collaboration with community groups and non-governmental organisations (NGOs), emphasising their indispensable wealth of experience, community capital, and expert community knowledge that is fundamental to effective city planning, placemaking, public transport, and community investment.

While community organisations inherently possess invaluable grounded neighbourhood knowledge and precision service provision, their potential is occasionally underestimated and under-resourced. Empowering and supporting these entities to operate at the height of their potential is imperative in order for community groups and the communities they serve to thrive. Council plays a pivotal role in facilitating this empowerment.

At present, we face several community challenges including housing instability, lack of access to essential services, the need for safety from extreme weather events, and public transport limitations. It is with these challenges as a backdrop that community leaders persist in growing pivotal relationships, fostering trust, and demonstrating unwavering commitment to civic and citizen-building initiatives for the long term.

Visionwest is well-established in longstanding relationships within the West Auckland local community and has a foundational mission that aligns with Council's vision of fostering a safe and thriving environment with equal opportunities for all. Further, our commitment to enhancing community resilience, connectedness, and transformation through best-practice community-led development mirrors the goals set forth by Council.

An example of this is that Visionwest is currently poised to embark on a significant redevelopment of its main campus in Glen Eden, envisioning a future-ready community hub and wraparound services that have the capacity and capability to address local needs for the next 50-100 years.

The proposed Community Hub is designed to cater to the diverse needs presenting in our community, including the community challenges listed above. It will include an intergenerational learning centre involving older adults in early childhood development, a community housing village, wraparound support services for children, youth, and families, and the capability to function as a civil emergency response centre during extreme weather events or states of emergency.

In alignment with the goals of Council, Visionwest lends its support to the following key principles:

- Transitioning from a traditional asset-focused approach to a service-oriented approach.
- Intensifying efforts towards growing local partnerships.
- Implementing a fairer funding model across local boards.

As a prominent anchor organisation in Auckland, Visionwest aspires to enhance community infrastructure, resilience, and connectedness while safeguarding the accessibility of essential services. Feedback Visionwest regularly receives from its community repetitively names priority services as being housing, more opportunities for youth, adequate food support and enduring care for older persons and children.

Collaborating with Visionwest in expanding our capacity to meet community needs would not only streamline Council's investment in service provision and asset management, it would also ensure the continued availability of these services to the community. In support of the proposed 50/50 approach outlined in Council's consultation document (page 111), Visionwest suggests that partnering with anchor organisations for the delivery of essential community services would demonstrate a heightened emphasis on spending that is strategic and aims to maximise returns.

Furthermore, we affirm our alignment with the central proposal of the Long Term Plan, which aims to facilitate public engagement, especially among diverse communities, and enhance readiness for crisis response such as extreme weather events. To this end, Visionwest advocates for a 'pay more, get more' approach, ensuring the delivery of appropriate services, funding of community and Māori outcomes, and commitment to achieving optimal value for money.

In conclusion, Visionwest is committed to working collaboratively with the Council to actualise these strategic objectives and contribute to the overarching vision of fostering a vibrant, resilient, and inclusive Auckland.

END of submission.



Long-term Plan 2024-2034

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

Submitter details:

Organisation (if applicable): Auckland city of music

Local Board: I don't know

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

2. What do you think of the transport proposal?



#27278



Tell us why:

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Tell us why:

4b. Which option do you prefer for the future of Port of Auckland?

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:



#27278



5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>Resume the Natural Environment Targeted Rate (NETR) and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.</p>	
<p>Resume the Water Quality Targeted Rate (WQTR) and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value residential property by around \$6.53 and \$17.10 for the average value business property.</p>	
<p>Broaden the description of bus services funded by the Climate Action Transport Targeted Rate (CATTR) to reduce the need to consult each year for minor changes to the bus programme (any changes to the settings of the CATTR would still require consultation).</p>	
<p>Discontinue the Long Term Differential Strategy which gradually lowers the share of general rates paid by businesses and raises the share paid by other ratepayers. We also propose to raise the share businesses pay of the NETR, WQTR, and CATTR to align to the general rate.</p>	



#27278



Re-introduce recycling charges for schools.	
Continue the planned roll out of rates funded refuse collection to the North Shore, Waitākere and Papakura in 2024/2025, and Franklin and Rodney in 2025/2026, replacing the current pay as you throw service, and consequent rates change.	
Introduce the Franklin Local Board Paths Targeted Rate of \$52 per SUIP (Separately Used or Inhabited Part) to provide increased investment in paths in the Franklin Local Board area.	
Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?

I am here today to provide input on the Long-Term Plan and to discuss potential collaborations that could mutually benefit our office, the music sector and the city as a whole.

Firstly, I would like to address how the proposed Long-Term Plan may impact the work of our office. As an organisation dedicated to collaboration and connection, we monitor the city's strategic plans and policies and align our efforts accordingly. We anticipate that the Long-Term Plan's proposed initiatives and resource allocations could significantly influence our operational landscape. Therefore, we welcome the opportunity to engage in constructive dialogue and explore synergies between our objectives and those outlined in the Plan.

Secondly, I wish to highlight certain objectives and projects that our office could achieve with additional resources. Although we have a successful track record of delivering outcomes, I believe that this is only the tip of the iceberg compared to what a fully and properly resourced regional music office could achieve. Additional funding and resources would allow us to undertake projects and initiatives which align with the city's long-term visions of a rich array of cultural events as well as a thriving economy that supports growth.

A case in point is our music sector, while currently valued at approximately \$300 million to GDP, possesses untapped potential for substantial growth and opportunities. This potential has been exemplified by our designation as a City of Music by UNESCO, the world's preeminent cultural organisation.

Thirdly we believe that our office can serve as a valuable partner for the council due to our ability to attract investments, forge key partnerships and develop strategies that foster economic growth and community vibrancy.

Over the short we years we have been in operation, we have consistently delivered meaningful outcomes for the city and the sector, and our office is strategically positioned to facilitate further partnerships both domestically and internationally that stimulate GDP growth, attract business talent and enhance community well-being.

We have successfully attracted over \$700,000 in investment for projects and operations, leveraging a Council contribution of just under \$300,000. I make this point to underline that the Auckland City of Music office is very good value for money.

We have supported or initiated over 25 projects and organisations in the last 6 years that exemplify our commitment to addressing key challenges in the music community sphere and promoting sustainable development. Notable examples include founding the global gender equality programme, Equaliser, facilitating the founding of organisations such as Save Our Venues and Girls Rock! Camp and being a core partner to deliver the screen music conference SyncPosium which to date has returned millions of dollars into the local economy through employment and contractor work.

We were invited to present at the 2021 UNESCO Creative Cities Network Annual Meeting and the 2024 UNESCO Cities of Music Annual Meeting; and have been invited to speak and/or attended 16 other global conferences & events where we have proudly represented our city on the world stage.

We have also received further international recognition in the form of the prestigious Music Cities Awards for "Best Global Music Office" and "Best Global Music City" in successive years – the only city to have achieved that feat.

Furthermore, I am also part of the leadership group for the 75 UNESCO Cities of Music, and take a pro-active role in engagement with these cities, and with the UNESCO Secretariat in Paris. Our observance of the United Nations Sustainable Development Goals underscores our long-term commitment to building resilient and sustainable communities.

All of this information is supplied to you here to underscore the international reputation of Auckland's music scene and the high regard with which the international community regard the mahi of this Office.

We support the "pay more, get more" scenario in the Long-Term Plan as we firmly believe that investing in our office will yield significant returns for the city. With a proven track record of delivering tangible outcomes, we are confident in our ability to maximise the value of any resources allocated to us. Our office is more structured and better equipped than ever before and has a solid foundation for scaling-up to achieve even greater impact in the community.

In conclusion I urge the council to consider the potential synergies and collaborative partnership opportunities outlined in this submission. Music, as a force for unity, healing, and community-building, holds a unique position within our city's cultural fabric and wellbeing.

By working together, I believe we can leverage our respective strengths and resources to realise our shared vision for a diverse and dynamic city, and a thriving economy that supports growth and opportunities for all.

Thank you for considering my input and I look forward to the opportunity to further discuss how we can contribute to the realisation of the Council's objectives.

Addendum attachments:

1. Auckland Music Strategy
2. Auckland Music Strategy summary 1-pager
3. Size of Music Ecosystem 1 pager
4. 2018-2022 Quadrennial Report
5. Image of Music Cities Events Award trophies
6. Letter received from UNESCO Creative Cities Network Secretariat



Long-term Plan 2024-2034

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

Submitter details:

Organisation (if applicable): The tree council

Local Board: I don't know

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

- Current funding inadequate to ensure consent conditions pro-actively monitored (not just responding to complaints)
- Resource enforcement action to ensure consent conditions implemented
- Illegal removals not pursued with enforcement action - resourcing inadequate
- Resources to plant more trees



#27279



- Resources to monitor urban tree coverage & its structure

No treatment of kauri dieback infected trees by Council to date (other than in Piha 5 years

ago)

- All infected trees will die without treatment - there is no cure

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

2. What do you think of the transport proposal?

Tell us why:

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Tell us why:

4b. Which option do you prefer for the future of Port of Auckland?

Tell us here:



#27279



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>Resume the Natural Environment Targeted Rate (NETR) and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.</p>	
<p>Resume the Water Quality Targeted Rate (WQTR) and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value</p>	Support



#27279



residential property by around \$6.53 and \$17.10 for the average value business property.	
Broaden the description of bus services funded by the Climate Action Transport Targeted Rate (CATTR) to reduce the need to consult each year for minor changes to the bus programme (any changes to the settings of the CATTR would still require consultation).	
Discontinue the Long Term Differential Strategy which gradually lowers the share of general rates paid by businesses and raises the share paid by other ratepayers. We also propose to raise the share businesses pay of the NETR, WQTR, and CATTR to align to the general rate.	
Re-introduce recycling charges for schools .	
Continue the planned roll out of rates funded refuse collection to the North Shore, Waitākere and Papakura in 2024/2025, and Franklin and Rodney in 2025/2026, replacing the current pay as you throw service, and consequent rates change.	
Introduce the Franklin Local Board Paths Targeted Rate of \$52 per SUIP (Separately Used or Inhabited Part) to provide increased investment in paths in the Franklin Local Board area.	
Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?



#27279



Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?

The Tree Council
Tiakina Rākau • est 1986



[REDACTED] Secretary

Resources for management of trees

- Statutory obligation to manage Notable Trees Schedule
 - Current funding inadequate to ensure continuous evaluation of nominations & ongoing plan changes to add qualifying trees
 - TTC has nominated 140 new trees since 2022. None are being evaluated.
 - Breach of Judicial Review Settlement Agreement - risk of High Court action
 - No resources for pro-active work by Council to identify new trees for Schedule
- Resource review of UP criteria for Notable Trees
- Resource review of Significant Ecological Areas & add new ones
- Resource review of other ways to protect urban trees



Resources for Regulatory & Enforcement

- Current funding inadequate to ensure consent conditions pro-actively monitored (not just responding to complaints)
- Resource enforcement action to ensure consent conditions implemented
- Illegal removals not pursued with enforcement action - resourcing inadequate

Resource Urban Ngahere Strategy

- Resources to plant more trees
- Resources to monitor urban tree coverage & its structure



Resource Treatment of Infected Kauri on Public Land

- No treatment of kauri dieback infected trees by Council to date (other than in Piha 5 years ago)
- All infected trees will die without treatment - there is no cure
- Efficacy of phosphite treatment is proven
 - Phosphite treatment is not a cure, requires ongoing monitoring & repeat treatments every 5 or so years
- Forest collapse at sites like the Cascades is imminent - need to act now or it will be too late
- Te Kawerau ā Maki supportive of treatment in Waitākere Ranges
- Investment in new tracks will be wasted if end up being through dead forests
 - Safety issues - track closures due to danger
 - Ongoing cost of removals as trees die around tracks
 - Both Regional & Local Parks need treatment now
- Fully funded NETR increasing annually is essential

The Cascades, February 2024







Long-term Plan 2024-2034

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

Submitter details:

Organisation (if applicable): Surf life saving northern region

Local Board: I don't know

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

2. What do you think of the transport proposal?



#27280



Tell us why:

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Tell us why:

4b. Which option do you prefer for the future of Port of Auckland?

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:



#27280



5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>Resume the Natural Environment Targeted Rate (NETR) and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.</p>	
<p>Resume the Water Quality Targeted Rate (WQTR) and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value residential property by around \$6.53 and \$17.10 for the average value business property.</p>	
<p>Broaden the description of bus services funded by the Climate Action Transport Targeted Rate (CATTR) to reduce the need to consult each year for minor changes to the bus programme (any changes to the settings of the CATTR would still require consultation).</p>	
<p>Discontinue the Long Term Differential Strategy which gradually lowers the share of general rates paid by businesses and raises the share paid by other ratepayers. We also propose to raise the share businesses pay of the NETR, WQTR, and CATTR to align to the general rate.</p>	



#27280



Re-introduce recycling charges for schools.	
Continue the planned roll out of rates funded refuse collection to the North Shore, Waitākere and Papakura in 2024/2025, and Franklin and Rodney in 2025/2026, replacing the current pay as you throw service, and consequent rates change.	
Introduce the Franklin Local Board Paths Targeted Rate of \$52 per SUIP (Separately Used or Inhabited Part) to provide increased investment in paths in the Franklin Local Board area.	
Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?

Surf lifesaving budget in the LTP



Dear Councillors,

The purpose of this communique is to provide Auckland Council leadership with context to the Surf Life Saving Northern Region's (SLSNR) submission on the proposed Auckland Council (AC) Long Term Plan (LTP), which I have attached as an appendix to this letter.

Over the span of the last LTP, our surf lifeguards, most of whom are volunteers, performed **2,277 rescues**, and **5,459 first aids**. Surf lifeguards also interacted with over **750,000 members of the public** through preventative actions – where a surf lifeguard identifies a potentially dangerous situation and takes action to prevent the situation from developing into a real emergency. Our lifeguards are supported regionally by a lean, professional team providing critical operational support.

The vital work performed by our organisation and our surf lifeguards is in line with Surf Life Saving's designation as an Emergency Service within the AC Unitary Plan.¹

The effectiveness of Surf Life Saving services continue to extend beyond our beach locations and our regular patrol hours, as evidenced during the 2022 Auckland Floods, as well as the Auckland Anniversary floods and Cyclone Gabrielle. During these events, Surf Life Saving Search & Rescue (SAR) squads were activated, operating with distinction and performing hundreds of rescues. These SAR squads are manned and operated by volunteers. This summer, there has been a noticeable increase in rescues being performed after surf lifeguard patrols have concluded for the day.

AC operates within a legal and policy framework that guides and defines its responsibilities towards funding Surf Life Saving services, including the Local Government Act 2002. This Act establishes the general functions and responsibilities of local authorities, including the promotion of community well-being and the provision of necessary infrastructure and public services, including emergency services.

Rescues are direct interventions where the risk of a fatality is high. The current Value of Preventing a Fatality is estimated at \$12.1 million.² Using this metric, Surf Life Savings economic benefit by fulfilling its duties provides cost savings **into the billions**. SLSNR's LTP submission requesting \$8.02 million will provide AC with a cost-effective solution to enable community safety on its coastlines.

AC has previously partnered with SLSNR through the Surf 10/20 committee within the previous LTP, primarily acting as the cornerstone funder of Surf Life Saving facilities, which are critical in enabling us to deliver our service. Surf Life Saving is the only community organisation with a coordinated approach to facility redevelopments. If successful, the scope of works will see an additional four facility redevelopments completed by 2030, significantly reducing the quantum of Council funding for capital works in subsequent LTPs.³

Without this support from AC, SLSNR's ability to effectively deliver its emergency service capacity will be significantly compromised, as has been well documented in recent media coverage.⁴ We need your support to progress the specific inclusion of capital funding for SLSNR facilities in the 2024-2034 LTP.



General Manager || Surf Life Saving Northern Region



¹ Chapter J, Auckland Unitary Plan

² NZIER – Value of Safety Improvements, NZIER Insight 107

³ Bethells Beach - \$2.4m, Mairangi Bay \$2.42m, Piha \$1.6m, Omaha \$1.6m

⁴ Refer: <https://www.tvnz.co.nz/shows/sunday/episodes/s2024-e1>

SLS AUCKLAND KEY STATS: 2014-2023

27280

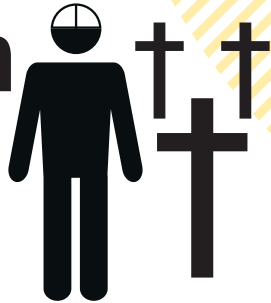
2277



RESCUES

\$12.1m

VALUE OF
PREVENTING A
FATALITY



SLSNR
LTP ASK:

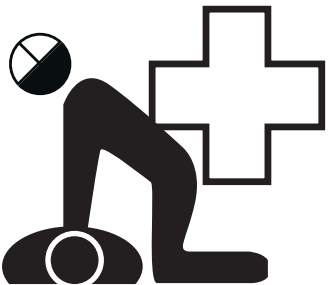
\$8.02



1032



SEARCHES



5459

FIRST
AIDS



180K+
PREVENTATIVE
ACTIONS

INVOLVING
750K+
PEOPLE



600K+

TOTAL HOURS





Tēnā koe Mayor Brown,

Re: Auckland Council - Long Term Plan - Auckland Surf 10:20 Capital Development Rebuilds

Surf Life Saving Northern Region (SLSNR) is aware of their requirements to inform the current Auckland Council LTP process, specifically relating to the request for ongoing Auckland Council investment in our ‘Surf 10:20’ Lifesaving Facility Capital Redevelopment Programme.

The following sets out a high level forecast of the anticipated priorities for our programme of rebuilds. As in the past this order may sometimes change due to build readiness, or other factors. Additionally SLSNR has forecast the relevant contribution from Auckland Council based on the existing 35% contribution to the ‘Lifesaving Footprint Cost’. Following the completion of the rebuilds of Bethells Beach and Mairangi Bay facilities, outside the need for any new facilities there is a smaller programme of redevelopments based on refurbishing the existing structures at Piha and Omaha.

While the summary that follows is limited to the ongoing Auckland Council funding investment in the existing programme of lifesaving facility redevelopments, as submitted to Auckland Council in March 2023, there is also a need to create a joint strategy (‘Lifesaving Blueprint’) beyond the status quo to complement the wider SLSNR investment in the ‘Auckland Council Ten Year Plan’ and better inform the location of current and future lifesaving services, whilst addressing the need for facilities and service delivery in new and emerging locations.

Summary Table of Investment Sought and Forecast Timelines

Priority	Location	Proposed Construction Date	Total Cost (incl. escalations)	Council Contribution
*	Bethells Beach <i>Cyclone damage</i> (rebuild)	*ASAP – current constraints around funding and consents* Forecast – November 2024 if all funding secured	\$6.8mil	\$2.4mil
1	Mairangi Bay (rebuild)	November 2025	\$6.9mil	\$2.42mil
2	Piha (refurb)	2026	\$4.5mil est.	\$1.4mil
3	Omaha (refurb)	2027	\$4mil est	\$1.8mil
				\$8.02mil

Proposed Timeline of Funding Drawdowns

Financial Year	Anticipated funding to drawdown from Council
2025	\$2.4mil – Bethells Beach
2027	\$2.42mil – Mairangi Bay
2028	\$3.2mil – Piha and Omaha

This is the proposed drawdown schedule based on a one major project per financial year basis. If Council was not opposed SLSNR would promote a drawdown schedule that allowed the above funding to flow across multiple financial years or a three-year period so as not to stagger clubs unnecessarily. That is to say, a process that would support multiple clubs builds taking place in the same year if necessary.

Proudly Supported by:





SURF LIFE SAVING®
NORTHERN REGION



27280

For any further questions, or should any further information or detail be required, please get in touch.

Ngā mihi nui

[Redacted]
General Manager



Proudly Supported by:

