



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

Written Feedback

Regional Organisations and Interest Groups
Volume #3

April 2024



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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): Fire and emergency nz

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?



#27288



Tell us why:

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

Fire and Emergency supports safer roading networks and communities for all users, and improved resilience to natural events.

The roading network is the primary access route for emergency response to local communities across Tāmaki Makaurau. During an emergency, Fire and Emergency is most efficient when our appliances have fast and clear access. Impediments in attending a fire or other emergencies may risk the safety of people, property, and the environment and increase the risk of death or serious injury within our communities.

The Long Term Plan prioritises increasing the resilience of our transport infrastructure through consideration of natural hazards, but little consideration appears to be given to emergency response providers access to respond to emergencies our communities face.

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:



#27288



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 residential property by around \$6.53 and \$17.10 for the average value business property.</p>	



#27288



<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>	

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?



#27288



Local board priorities

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

8. Do you have any other comments?

- Fire and Emergency requests that intensification of existing urban spaces, and new urban developments to have adequate access for emergency response services, and sufficient infrastructure in place to support the larger population living within the intensified area
- Fire and Emergency requests that reference to access for emergency personnel to respond to an emergency be included as a principle associated with investing in our transport network, especially on or near our primary response routes.
- Fire and Emergency requests that adequate access for emergency response be assured by aligning development standards to the Fire and Emergency's Vehicle Access Guide which is part of its wider Designers Guide.
- Fire and Emergency supports the intent to align growth and land use with infrastructure provision and would like to see reference in the LTP that infrastructure provision include adequate water for firefighting.

Fire and Emergency supports Auckland Council's focus on reducing the risk to flooding and extreme weather events. Responding to severe weather-related events, natural hazard events, and disasters is a secondary function that Fire and Emergency will assist in, to the extent that Fire and Emergency has the capability and capacity to do so, and the capability to perform their main functions efficiently and effectively. Such events also can have significant impacts on Fire and Emergency's ability to access incidents by restricting access on the road network – our primary response routes.

Fire and Emergency also notes that it is critical that water supply infrastructure is in place prior to any development commencing. It is also crucial that that this water supply has adequate capacity and pressures available to service the future growth. Fire appliances carry a limited amount of water; therefore, it is necessary that adequate water capacity and pressure be available to Fire and Emergency to control or extinguish a fire. Adequate physical access to water supply for new developments (whether reticulated or non-reticulated) is also essential.



22 March 2024

To whom it may concern,
Auckland Council

Kia ora,

FIRE AND EMERGENCY NEW ZEALAND FEEDBACK | DRAFT LONG TERM PLAN 2024-34

Thank you for the opportunity to provide feedback on the draft Auckland Council Long Term Plan 2024-2034 (LTP).

The primary objective of Fire and Emergency New Zealand (Fire and Emergency) is to reduce the incidence of unwanted fire and the associated risk to life and property.

Fire and Emergency also has secondary functions to assist in matters to the extent that Fire and Emergency has the capability and capacity to do so, and the capability to perform their main functions efficiently and effectively. These secondary functions include responding to medical and maritime emergencies, performing rescues, providing assistance at transport accidents, and responding to severe weather-related events and incidents with hazardous substances involved.

Through a memorandum of understanding with St John, Fire and Emergency attends all life threatening and life critical events.

With the wider mandate and changing nature of Fire and Emergency response, the volume of incidents that Fire and Emergency responds to is growing, as are the range of incident types. Over the past 5 years, Fire and Emergency responded to an average of 25,324 incidents across Tāmaki Makaurau.¹ In 2023, this increased to 28,862 incidents across Tāmaki Makaurau, of which 4,783 were medical emergencies.²

Territorial authorities have a role in ensuring that emergency service providers, such as Fire and Emergency, can continue to operate effectively and efficiently as areas grow and develop. This includes consideration and management of the actual and potential implications on emergency services when giving effect to the LTP, Auckland Council Strategies, and other regulatory requirements.

This feedback seeks to enable Fire and Emergency to carry out its primary objective and functions under the Fire and Emergency New Zealand Act 2017 to provide protection of people, property, and the environment in the event of an emergency.

Fire and Emergency appreciates this opportunity to engage with Auckland Council on the LTP. This feedback addresses the matters relating to activities required to enable effective emergency response and to provide for the health and safety of people and communities across Tāmaki Makaurau and covers proposed activities across all proposed budget scenarios.

Issues of particular interest and relevance to Fire and Emergency broadly include:

- ensuring emergency services appliances and Fire and Emergency personnel can adequately access both built and natural environments across Tāmaki Makaurau in the event of an emergency, and
- ensuring all development, including infill development, is adequately serviced by firefighting water supply, and

¹ Five year average 2019-2023

² Total incidents 1 January 2023 – 31 December 2023

- maintaining and developing Fire and Emergency’s property estate (e.g., fire stations) in strategic locations and at appropriate times to enable Fire and Emergency to continue to meet the demands and expectations of communities as they grow and change.

Consideration of emergency response in areas of city and local development

Fire and Emergency recognizes that our cities need to evolve, and greater intensification is required to support projected population growth in Tāmaki Makaurau, including greater intensification of our existing and future urban areas.

The LTP supports the Future Development Strategy, with a constrained approach to investing in these areas. Fire and Emergency submitted our concerns with the draft Future Development Strategy during the consultation process last year. Fire and Emergency is concerned that the published Future Development Strategy does not recognize the need for safe and effective emergency access and infrastructure in intensified neighbourhoods. A constrained approach to investing in these areas is likely to exacerbate the concerns we have raised.³

These include that Fire and Emergency requires adequate access to new developments, associated structures, and the natural environment to ensure that we can respond to emergencies. Adequate access to both the source of emergency (fire or other) and a firefighting water supply is essential to efficient and effective response. The requirements for firefighting access are set out in the Code of Practice and further detailed in Fire and Emergency’s ‘Designer’s guide’ to firefighting operations Emergency vehicle access’.⁴ Additional research commissioned by Fire and Emergency⁵ illustrates the challenges of intensification done without consideration given to emergency response. Key risks identified for intensified sites include (and are not limited to):

- onsite risks (e.g. potential fire spread beyond site, distance from appliance to furthest unit, inadequate accessways, space for equipment use), and
- street risks (e.g. on street parking barriers, set up space, road width, distance from hydrants to likely appliance parking), and
- wider environment risks (driven by likely travel time, closest stations and distance, incident trends, hazards mapping, and community demographics).

These documents have been provided to council staff in multiple pieces of feedback including the planning team to support their investigation on proposed plan changes, urban intensification, and future development across Tāmaki Makaurau.

To adequately protect life and property of our communities, Fire and Emergency urges Auckland Council to require intensification of existing urban spaces, and new urban developments to have adequate access for emergency response services, and sufficient infrastructure in place to support the larger population living within the intensified area

Transport Infrastructure

Fire and Emergency supports safer roading networks and communities for all users, and improved resilience to natural events.

The roading network is the primary access route for emergency response to local communities across Tāmaki Makaurau. During an emergency, Fire and Emergency is most efficient when our appliances have fast and clear access. Impediments in attending a fire or other emergencies may risk the safety of people, property, and the environment and increase the risk of death or serious injury within our communities.

The Long Term Plan prioritises increasing the resilience of our transport infrastructure through consideration of natural hazards, but little consideration appears to be given to emergency response providers access to respond to emergencies our communities face.

For example, the Long Term Plan proposes the removal of level crossings required for the expansion of the electric train fleet and the CRL. Fire and Emergency’s National Resource Allocation Model (NRAM) recommends the optimum position for a fire station based on incidents and a fire appliance’s ability to

³ Fire and Emergency New Zealand Feedback | Draft Auckland Future Development Strategy 2023-2053 for Tāmaki Makaurau, 18 July 2023.

⁴ [F5-02-GD-FFO-emergency-vehicle-access.pdf \(fireandemergency.nz\)](#)

⁵ <https://www.fireandemergency.nz/research-and-reports/te-hiku-intensification-research/>

respond within our service delivery guidelines. Within urban environments, Fire and Emergency commits to the arrival of career firefighters at structure fires within 8 minutes 80% of the time, and to medical emergencies within 8 minutes 85% of the time.

Removing rail crossings in key locations, could dramatically reduce our ability to respond to emergencies within these timeframes, adding significant risk to life and property. Fire and Emergency recommends rail over road, or road over rail treatments, in place of removal of rail crossings.

Fire and Emergency requests that reference to access for emergency personnel to respond to an emergency be included as a principle associated with investing in our transport network. We also request higher prioritisation is given to determining appropriate rail crossing treatments on or near primary response routes. This will enable Fire and Emergency to make strategic long term investment decisions for its property assets (fire stations) to continue to meet the demands and expectations of our communities as they grow and change.

Adequate access for emergency response can be assured by aligning development standards to the Fire and Emergency's Vehicle Access Guide.⁶

Water infrastructure

Fire and Emergency supports Auckland Council's focus on reducing the risk to flooding and extreme weather events. Responding to severe weather-related events, natural hazard events, and disasters is a secondary function that Fire and Emergency will assist in, to the extent that Fire and Emergency has the capability and capacity to do so, and the capability to perform their main functions efficiently and effectively. Such events also can have significant impacts on Fire and Emergency's ability to access incidents by restricting access on the road network – our primary response routes.

Fire and Emergency also notes that it is critical that water supply infrastructure is in place prior to any development commencing. It is also crucial that that this water supply has adequate capacity and pressures available to service the future growth. Fire appliances carry a limited amount of water; therefore, it is necessary that adequate water capacity and pressure be available to Fire and Emergency to control or extinguish a fire. Adequate physical access to water supply for new developments (whether reticulated or non-reticulated) is also essential.

Adequate capacity and pressure for each development can be determined through the New Zealand Fire Service Firefighting Water Supplies Code of Practice SNZ PAS 4509:2008⁹. The Code of Practice is a non-mandatory New Zealand Standard that sets out the minimum requirements for firefighting water and access in order for Fire and Emergency to operate effectively and efficiently in an emergency.

Fire and Emergency supports the intent to align growth and land use with infrastructure provision and would like to see reference in the LTP that infrastructure provision include adequate water for firefighting.

Local Boards

Fire and Emergency has identified promising initiatives in local board priorities, that should be amplified across Tāmaki Makaurau to strengthen resilience and reduce risk to life and property for all communities across the region. These include:

- Ensuring adequate infrastructure is in place before approving housing intensification
- Investing in initiatives that build community networks and resilience, and supporting local communities to develop emergency planning and readiness response plans
- Supporting Auckland Emergency Management to deliver community initiatives that help people prepare and respond to emergencies
- Supporting infrastructure upgrades to mitigate flooding and natural hazards
- Support investment in rural roads and infrastructure to maintain links and connections to rural communities, preventing isolation and increasing resilience
- Investment in projects that can adapt to, and lessen climate impacts

Fire and Emergency encourages any initiative that builds community resilience and reduces risk to life and property, and encourages the LTP to support all local boards across Tāmaki Makaurau in these initiatives.

⁶ [F5-02-GD-FFO-emergency-vehicle-access.pdf \(fireandemergency.nz\)](#)

In Summary

- Fire and Emergency requests that intensification of existing urban spaces, and new urban developments to have adequate access for emergency response services, and sufficient infrastructure in place to support the larger population living within the intensified area
- Fire and Emergency requests that reference to access for emergency personnel to respond to an emergency be included as a principle associated with investing in our transport network, especially on or near our primary response routes.
- Fire and Emergency requests that adequate access for emergency response be assured by aligning development standards to the Fire and Emergency's Vehicle Access Guide which is part of its wider Designers Guide.
- Fire and Emergency supports the intent to align growth and land use with infrastructure provision and would like to see reference in the LTP that infrastructure provision include adequate water for firefighting.
- Fire and Emergency encourages the LTP to support all local boards across Tāmaki Makaurau in building community resilience and reducing risk to life and property.
- Fire and Emergency would like to be part of the ongoing planning processes through direct engagement to enable us to anticipate urban change, input into planning changes and to plan our own activities in response.

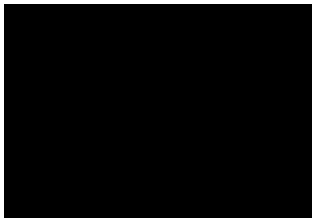
Ongoing collaboration to support our communities effectively

Fire and Emergency welcomes the opportunity to work with Auckland Council to incorporate measures that reduce risks, increase community resilience, and enable efficient and effective emergency response.

Fire and Emergency will continue to build its capabilities and specialised expertise, and will continue to invest in property, fleet and information and communications technologies to ensure we are equipped to respond.

To do this effectively, we need to work collaboratively with our partners towards shared goals and results, that being, the protection of the health, safety, and wellbeing of our communities.

Kind regards,





Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable): Hibiscus coast zero waste

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?

Expects funding to come from
an increase in rates, congestion
charging, polluter pays



#27289



legislation around GHG

pollution, advocacy to Central

Govt for the re-establishment

of the national Fuel Tax, and a

Capital Gains tax

Areas to invest in for the next 10 years – Climate Change

Resilience planning, community engagement and more Local

Board projects like the Whangaparaoa Shoreline Adaptation Plan

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

Save money by canning parts of

the City Rail Link –particularly

the CBD part that will be

impacted by sea level rise

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:



#27289



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:

SNT does not understand the impacts, economically or environmentally, on leasing the Port of Auckland or

creating a council-owned, diversified wealth fund. But generally SNT supports a council-owned and managed

fund containing Auckland's major assets provided these cannot be sold off to entities with no interest in

maintaining them for Aucklanders benefit.

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:



#27289



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>	
<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</p>	



#27289



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?

SNT fully supports creating a new arrangement with Central Govt that fairly and financially acknowledges the disproportionately increasing population of AK and the need to keep more money in the region

Managed retreat and changes to roading and infrastructure to enable this.

- the Making Space for Water programme
- Zero Waste -Deconstruction and C&D processing capability within the Auckland Council Community Resource Recovery



#27289



Network (ACCRRN) along with establishment of more Community Recycling Centres.

- Infrastructure for temporary, transportable housing with “small footprint infrastructure” whereby house owners supply or manage their own water, stormwater, sewage, and power generation.
- We do not support incineration, waste-to-energy or mechanical carbon capture



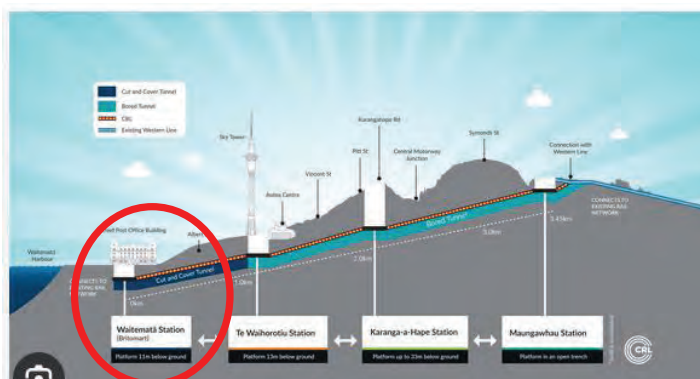
Submission from the Sustainable North Trust (SNT),
t/a Hibiscus Coast Zero Waste CC20456

A registered, charitable, environmental education trust based in the Hibiscus Bays Local Board,
Active in increasing awareness of climate change, zero waste, organic diversion from landfill
Betsy Kettle, Trustee

SNT would like to DO MORE AND SPEND MORE

SNT fully supports creating a new arrangement with Central Govt that fairly and financially acknowledges the disproportionately increasing population of AK and the need to keep more money in the region

- Expects funding to come from an increase in rates, congestion charging, polluter pays legislation around GHG pollution, advocacy to Central Govt for the re-establishment of the national Fuel Tax, and a Capital Gains tax
- Save money by capping parts of the City Rail Link –particularly the CBD part that will be impacted by sea level rise



Why is building something below sea level at a time of sea level rise a good idea?

Areas to invest in for the next 10 years – Climate Change Resilience planning, community engagement and more Local Board projects like the Whangaparaoa Shoreline Adaptation Plan

Whangaparāoa Shoreline Adaptation Plan



Consultation has concluded



To prepare coastal communities for change

SNT would like to see sea level rise maps and coastal erosion maps publicly available in the Geomaps website. SNT would like to see new planning policies created that guide the development or prohibit development on coastal and low lying land

- Establish a date whereby all construction in flood plains, sponge areas, areas prone to flooding, and areas less than 5m above sea level are prohibited
- Constrain new development in areas less than 10m above sea level
- Put these designations on LIM reports, or at least in links to the “Natural Hazards” Geomaps on the LIM reports for individual properties
- Create new zones and maps, like “future marine reserves” that make clear the climate impacts expected within the next 100 years



More information needs to be publicly available on Geomaps Flood for prone areas, flood plains, overland flow paths, and coastal inundation. Right it is not clear where these are nor easy to find unless one is familiar with geomaps



In low lying areas subject to ongoing sea level rise, allow homeowners to deconstruct their homes and rent their land to multiple transportable "Tiny Homes".

As sea level continues to rise, transportable homes could be moved away with full knowledge the land below them is in a "future marine reserve zone" with many building restrictions.

Allowing on-going, albeit temporary, housing could provide some benefit for homeowners impacted by Future Marine Reserve zoning without Council immediately purchasing their land and houses

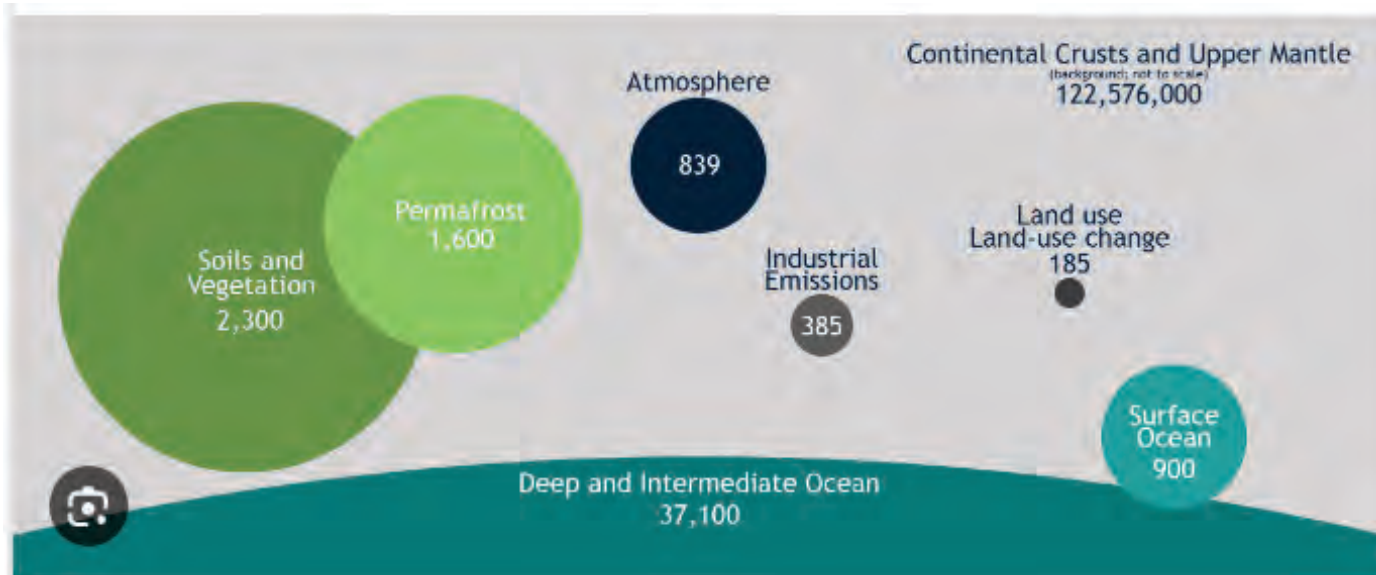


SNT would like to see Infrastructure investment in:

- Managed retreat and changes to roading and infrastructure to enable this.
- the Making Space for Water programme
- Zero Waste -Deconstruction and C&D processing capability within the Auckland Council Community Resource Recovery Network (ACCRRN) along with establishment of more Community Recycling Centres.
- Infrastructure for temporary, transportable housing with "small footprint infrastructure" whereby house owners supply or manage their own water, stormwater, sewage, and power generation.
- We do not support incineration, waste-to-energy or mechanical carbon capture



Besides reducing emissions, invest in research to meet Auckland’s GHG reduction targets by sequestering natural soil carbon reserves using plants, organic wastes and biochar. Do not even consider mechanical carbon capture!



The soil is the planets second largest carbon sink, after the ocean and not counting the continental crusts and upper mantle. The top metre of soil holds more than 2x the amount of carbon than all the vegetation and animals on the planet

- In temperate climates like ours, the soil is capable of storing more carbon per hectare than a mature pine forest

A local project experimenting with the creation of Terra Preta is showing evidence of success. Soil Organic Carbon (SOC) increased from 1% to 20% in five years with improvements in infiltration rates, soil fertility and water storage. Over 200 tonnes of food scraps have been diverted on 0.2ha of land, mainly from schools and kindys. There are many environmental, economic and soil benefits to improving our true wealth—the soil.



Horse grazes on the only green grass growing next to soils containing biochar and food scraps during the 2020 drought



Bananas from the Terra Preta project go back to a Kindy to demonstrate local food resilience and circularity.

Other comments

- SNT does not understand the impacts, economically or environmentally, on leasing the Port of Auckland or creating a council-owned, diversified wealth fund. But generally SNT supports a council-owned and managed fund containing Auckland's major assets provided these cannot be sold off to entities with no interest in maintaining them for Aucklanders benefit.
- What SNT wants is an environmentally healthy, climate change resilient, "safe" city. Beauty and economic vitality will follow if an environmental healthy and climate resilient city is created.
- Auckland's needs a planned response to climate change, with big questions answered around insurance, property transfer and who should pay for managed retreat.
- SNT is unsure about a Regional Wealth fund controlled by a fund manager because it is not clear if these assets could potentially be sold to others with little interest in maintaining them for the benefit of Aucklanders. If it could be guaranteed that assets would not be sold to non-interested buyers then it seems there are many benefits.

Thank you!





Long-term Plan 2024-2034

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Local Board: I don't know

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

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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?



#27290



2. What do you think of the transport proposal?

Tell us why:

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

more cycle ways

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:

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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:

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Re-introduce recycling charges for schools .	
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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?

stop wasting ratepayer money



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): Hotel 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?

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?



#27291



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:



#27291



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.</p>	



#27291



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 .	
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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?

Council is (still) cutting destination marketing and events funding TOO far

Hotel Council Aotearoa feedback on proposed Auckland Council Budget



26 March 2024

1

**HCA
acknowledges
that councillors
face difficult
trade-offs...**

2

**But Council is
(still) cutting
event attraction
and destination
marketing too
far.**

3

**HCA would
support
Council's
request for
interim central
government
funding.**

4

There's no compelling reason why DME shouldn't be funded by general rates.

5

Unfortunately, all the options are inadequate. Ratepayers will start to notice.

6

HCA has a track record of being right. That should count for something.

7

Council should work in partnership with industry on the tourism funding problem.

Next step – genuine engagement

Hotel Council Aotearoa is:

- available to the Mayor and **each and every Councillor who wants to better understand tourism and what is going on in Auckland, New Zealand and globally.**
- available to the **Tataaki Auckland Unlimited Board, who should be looking to engage directly with HCA.**
- committed to finding a fair, reasonable and nationally-endorsed solution to New Zealand’s tourism funding problem.





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 conservation board

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	
Water	
City and local development	
Environment and regulation	Do more
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?

The vision and objectives
are not achievable
without more targeted
action and investment



#27292



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:

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:



#27292



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?

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<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>
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#27292



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Local board priorities

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

8. Do you have any other comments?

- No significant environmental outcomes are specified



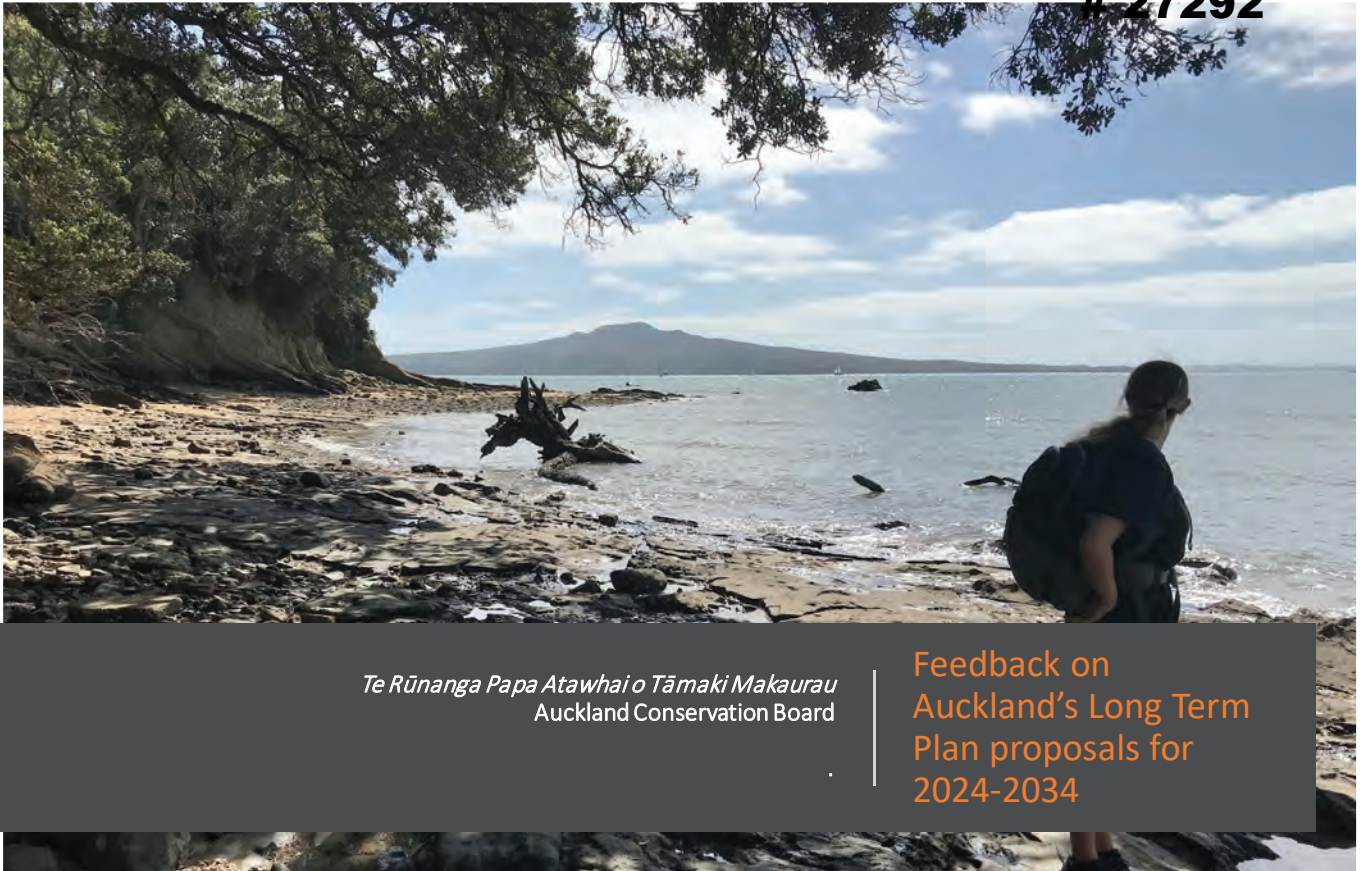
#27292



- No goals for water quality – freshwater bodies, harbours or estuaries
- No goals for invasive species control
- Silent on species abundance and species extinctions
- Marine biodiversity and ecosystems are under huge pressure but there is little investment in these areas
- Climate warming will increase threats

Advocate to government for a fit for purpose plan and budget

- Increase marine biosecurity capacity to match Auckland's coastal risks
- Regional co-ordination and control/removal plan
- Truly enable local response from iwi and communities
- Streamline approvals
- Build long term marine capacity and knowledge systems at same time
- Include invasive marine species in RPMP



Te Rūnanga Papa Atawhai o Tāmaki Makaurau
Auckland Conservation Board

Feedback on
Auckland's Long Term
Plan proposals for
2024-2034



Purpose of the Auckland Conservation Board

- Appointed by the Minister of Conservation
- An independent advisory body to DOC, established by statute, to represent the Auckland community and tangata whenua.
- Part of a network of 15 Conservation Boards across New Zealand.
- Empower local communities and iwi to contribute to the management of conservation, providing a voice for local concerns in DOC's work, and nationally where required.

Our rohe mirrors Auckland Council's rohe

- Kaipara to Mangawhai Heads to North bank of Waikato River and the Firth of Thames at Pūkoro Mirānda
- Extends out to the 12-nautical mile limit with respect to coastal and marine issues, and to the 200-nautical mile limit with respect to protected species.



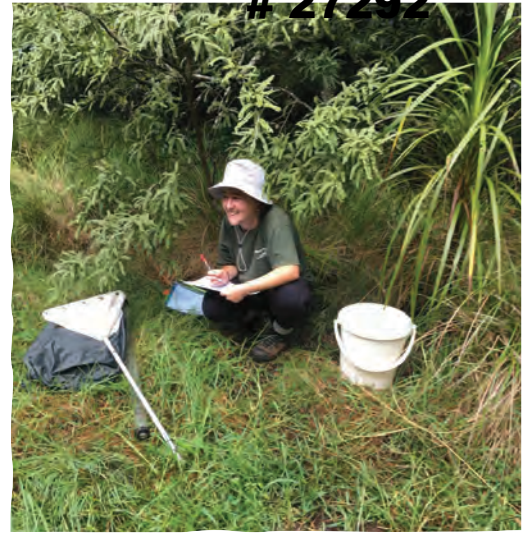
Part of our role is to advocate for nature...



- Highlighting the Auckland region's declining indigenous biodiversity
- Protection and regeneration of marine habitats and ecosystems
- Freshwater ecosystem and species protection and restoration
- Championing community and iwi led conservation work
- Increase public support for conservation and restoration outcomes by advocating for improved access to nature

Auckland Council is the single biggest influencer of natural environment outcomes in the region

- The heavy lifting of conservation in the Auckland region is done by Auckland Council, tangata whenua and communities
- Auckland Council alone is responsible for maintaining indigenous biodiversity in the region and in our coastal waters
- The 2024-2034 LTP must resource Council teams, iwi and communities efficiently to continue work already started
- And ensure negative environmental impacts from growth, infrastructure and land use do not occur



Recognition of the environment is clear in the proposal and this is welcome

...but more investment and focus on outcomes is needed

- The vision and objectives are not achievable without more targeted action and investment
- The options discussed (Central, Pay More, & Pay Less) are not the only options
- Restoring NETR and WQTR should be a bottom line for the 2024-2034 LTP
- Even with this investment, more needs to be done to reverse biodiversity and ecosystem declines



"We want to create an Auckland that is beautiful, thriving, and safe, for all Aucklanders...

... a stunning natural environment – harbours, beaches, forests, maunga, islands, urban trees – that can be accessed and enjoyed by Aucklanders across the region".

This LTP sets a **vision** for Auckland's environment – but how will it be made a reality, given the scale of the **problems** we need to solve?

- ❖ Access to nature is limited for many Aucklanders
- ❖ Native species are under threat from pest plants and predators
- ❖ Wetland and freshwater systems lost or degraded
- ❖ Multiple threats to harbours
- ❖ Hauraki Gulf has been declining for more than two decades
- ❖ 25 species of seabirds breed in the region, all threatened
- ❖ Marine life in coastal waters is a shadow of what it was



Auckland's biodiversity will continue to decline under the 2024-2034 LTP proposal

- No significant environmental outcomes are specified
- No goals for water quality – freshwater bodies, harbours or estuaries
- No goals for invasive species control
- Silent on species abundance and species extinctions
- Marine biodiversity and ecosystems are under huge pressure but there is little investment in these areas
- Climate warming will increase threats

What does
Priority 5:
“making the
most of our
harbours and
environment”
mean in reality
in 2024-2034?

- NETR and WQTR were created because Auckland Council had not prioritised the natural environment or water quality
- Historic levels of investment had not been enough and the environment suffered
- On the other hand, community and iwi participation and support have increased markedly in the last 6 years
- And blue/green infrastructure is now known to be critical as our climate warms

**Now is not the time to
trade off Auckland's
natural assets**

27292



Caulerpa: LTP can do
more than allocate
\$200k – and can change
the outcomes...

- Advocate to government for a fit for purpose plan and budget
- Increase marine biosecurity capacity to match Auckland's coastal risks
- Regional co-ordination and control/removal plan
- Truly enable local response from iwi and communities
- Streamline approvals
- Build long term marine capacity and knowledge systems at same time
- Include invasive marine species in RPMP





Local Boards are key

- But most of the significant natural taonga in the region are found in a few Local Board areas – and those communities and iwi need to be supported long term to protect them
- “Fairness of funding” is therefore also needed to achieve better natural environment outcomes
- Consider which Local Boards can enable the best outcomes and fund them accordingly eg Aotea, Rodney, Waitakere Ranges, Franklin












We support further investment in Māori outcomes in the LTP in relation to te Taiao

“Kaitiakitanga: the council actively provides for Māori participation in the management of taonga resources. The council works with mana whenua and Māori in the management, restoration and protection of our water resources, and works with mana whenua and Māori to design/co-design and deliver environmental management and community-led conservation initiatives”.

The LTP investment in Māori Outcomes should support this intent, as well as Auckland Council’s commitments to Te Tiriti o Waitangi and all existing and future treaty settlements



We request that Council honour the intent of the LTP’s vision and priorities and increase investment in the natural environment **regardless of which option Aucklanders choose....** including:

-  The “Pay more” environmental components (Option 4) as a minimum investment for the 2024-2034 LTP
-  An increase in investment in marine biosecurity and Caulerpa response
-  More targeted environmental investment in Local Board areas with high biodiversity values
-  Partnership with DOC, iwi and landowners, more investment in increasing public access to nature
-  Continued infrastructure investment to reduce sewerage and pollutants entering harbours and waterways
-  Continued investment in pest-free islands (Aotea, Kawa, Waiheke) and island biosecurity
-  Allocation of resources to define regional environmental bottom lines to guide future LTP investment and prioritisation
-  Continuing the climate change targeted rate partnering with iwi and communities to improve resilience and reduce emissions
- 

Thank you for your attention

PATAI/QUESTIONS?

