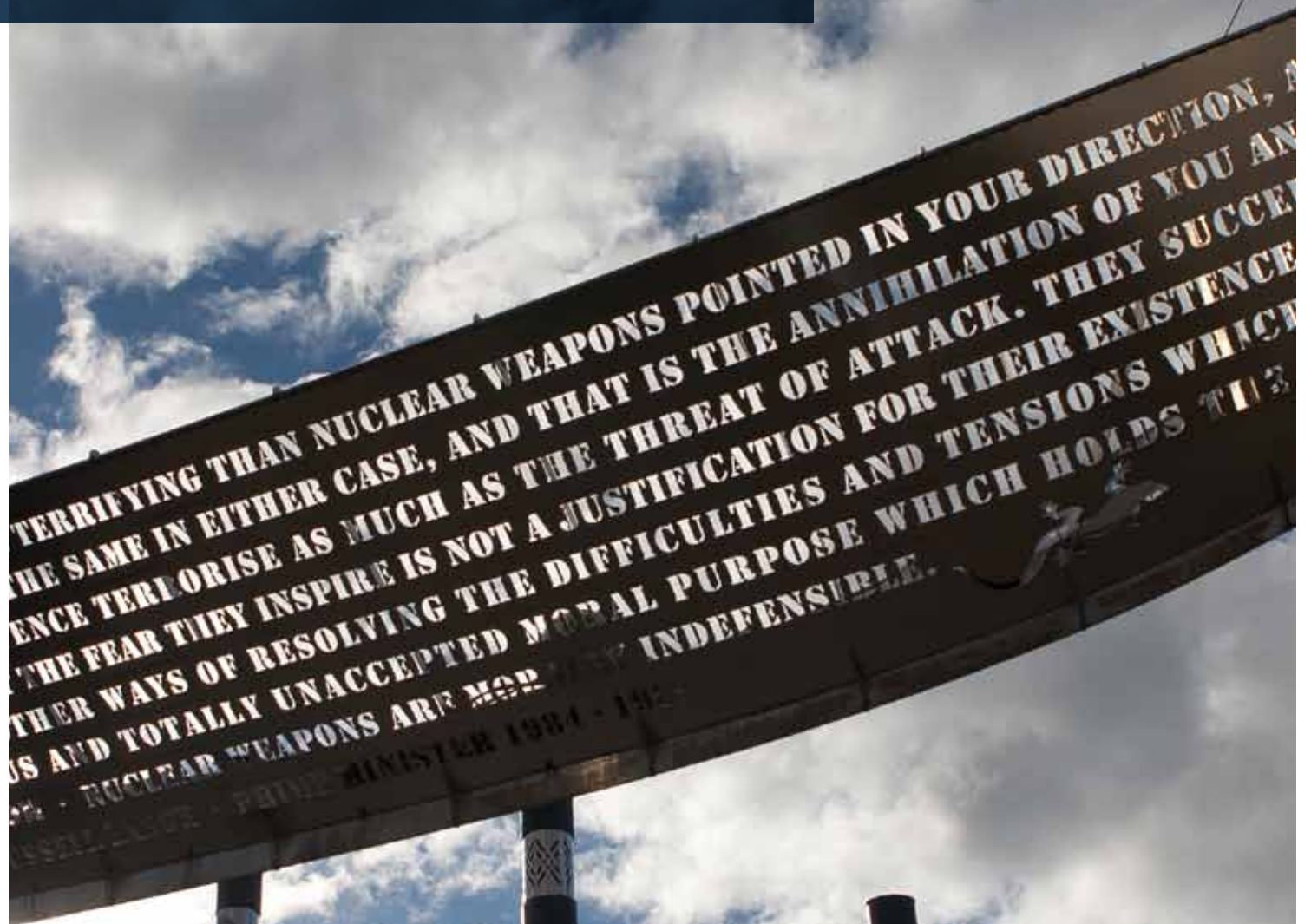


# What you told us - what we have done

Māngere-Ōtāhuhu Area Plan

Summary of feedback and responses/  
changes made to the Area Plan.



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# Introduction

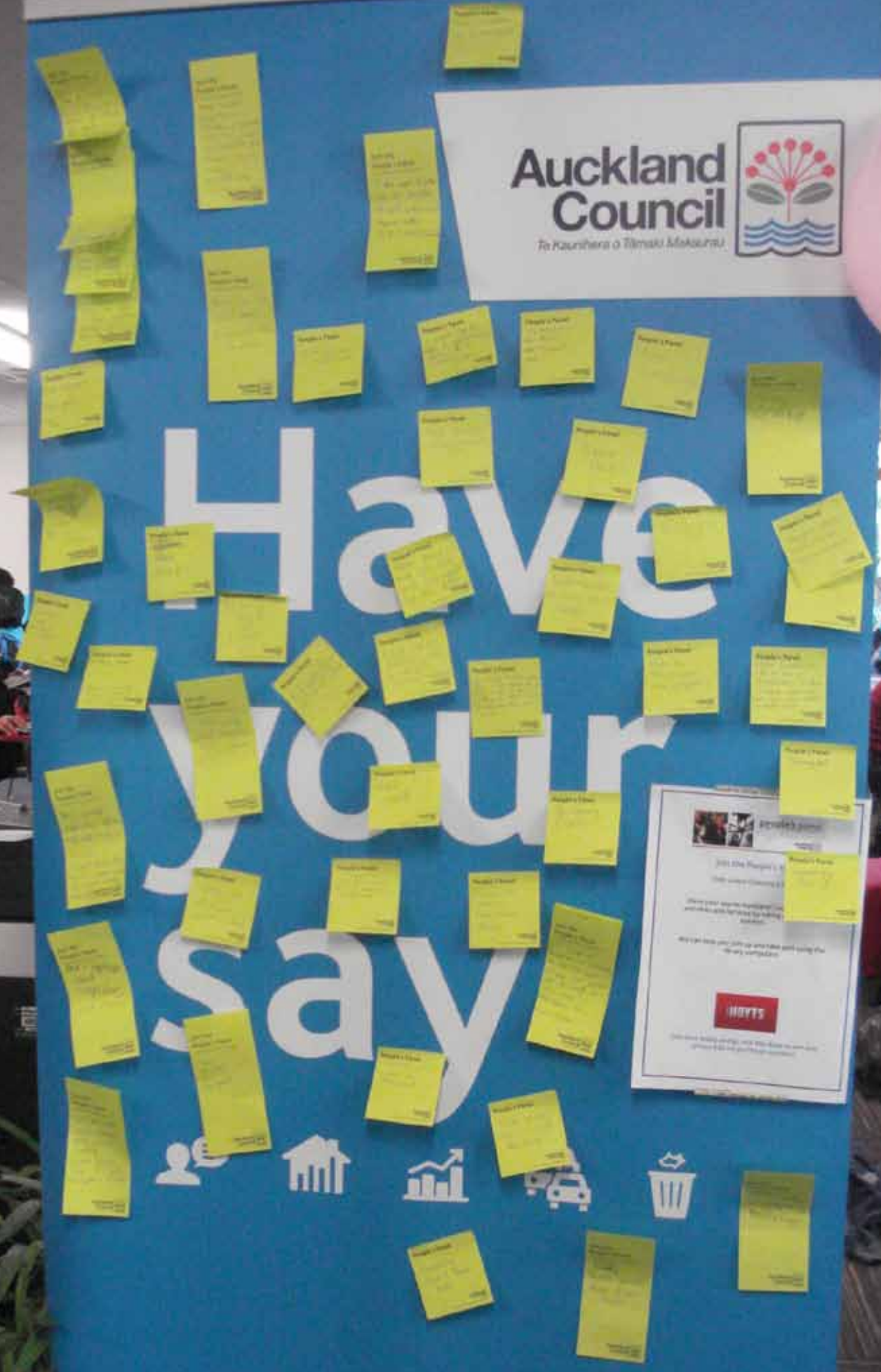
## This report provides

- An overview of public engagement undertaken in relation to the Māngere-Ōtāhuhu Area Plan, and
- A high level summary of the feedback received, and key decisions made in relation to specific sections of the Area Plan, particularly those that have resulted in changes to the text and maps. This summary is set out in general accordance with the structure of the Area Plan, and addresses:
  - o The entire Area Plan document, its structure and layout
  - o Key Moves
  - o Area Plan Framework
  - o Economic and Community Development
  - o Transport and Network Infrastructure
  - o Natural Environment, Heritage and Character
  - o Implementing the Area Plan and 10 Year Project Prioritisation Schedule.

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# Māngere-Ōtāhuhu Area Plan Engagement and Feedback Process

In August and September of 2012 Auckland Council undertook public engagement on a draft version of the Māngere-Ōtāhuhu Area Plan. The engagement process included:

- public roadshows to display the draft Area Plan and engage with the community. These road shows were held throughout Māngere-Ōtāhuhu, including at town centres, libraries and markets
- seven World Cafés (focussed conversations workshops) held with regional and local stakeholders, businesses and community organisations in the area
- a joint People's Panel feedback event held at Ōtāhuhu Library that provided an opportunity for members of the Ōtāhuhu community to sign up to the Council Online People's Panel Forum and provide feedback on the draft Area Plan
- school workshops and a Youth Forum event, held with local school and university students
- individual meetings with key stakeholders, Mana Whenua, central and local government agencies, infrastructure providers and business associations.

In total, 241 responses (approximately 1500 comments) were received on the draft Area Plan. This included 185 responses, from individuals, as well as feedback from central government departments and agencies, local iwi, community organisations, the business sector and key stakeholders.

All feedback received was considered and reviewed by the Māngere-Ōtāhuhu Local Board Area Plan Working Group in October and November 2012, and a number of amendments and updates were made to the Area Plan document as a consequence of the Working Group's decisions.

The final version of the Māngere-Ōtāhuhu Area Plan was reported to and endorsed by the Māngere-Ōtāhuhu Local Board at its 13 February 2013 meeting, and was ratified by the Auckland Plan Committee at its 12 March 2013 meeting.

# Summary of the feedback received and key decisions made to sections of the Area Plan

(set out in general accordance with the structure of the Māngere-Ōtāhuhu Area Plan)

## Area Plan document, including structure and layout

### Summary of feedback received

91 respondents provided feedback and comments on the Area Plan document structure and layout, either on specific sections, content or the whole plan itself.

In general, the majority of the feedback received was supportive of the Area Plan as drafted. Specific concerns were expressed about:

- the lack of clarity and 'flow' in the document structure
- the need to provide more clarity on Māngere-Ōtāhuhu's relationship with the Auckland Plan; the Southern Initiative; Māngere Gateway Programme; and contributing documents
- the need to give more profile to regional and local stakeholders and Māori/iwi in and throughout the document
- the need to be clearer on the plan's vision and the engagement process
- the need to provide a clearer 'thread' in the document, that links key moves, outcomes, steps (actions) and projects
- the need to include Māori words and text in the document
- ensuring Māori outcomes are outlined throughout the document.

### Summary of key decisions made

Having regard to the discussion above, and taking into account the wider ambit of feedback received on this theme, the following decisions have been made in regard to the draft Area Plan:

- The document has been amended to make it clearer, more user-friendly and easy to follow. Unnecessary explanatory text at the front of the document has been reduced, and projects are now included within each of the outcomes and actions sections, to provide clearer links between the outcomes sought and the implementation methods.
- To assist in providing greater readability, production of the document uses colour to coordinate key themes.
- To provide greater clarity to readers of the relationship with other documents (and specifically the Auckland Plan) and projects (e.g. the Southern Initiative, the Māngere Gateway Programme and Auckland Airport future planning) further detail has been provided within the forerunning sections of the document.
- Sections relating to engagement have been revised and updated.
- The challenges and opportunities section of the document has been redrafted as a table to clarify these issues and help them to be clearer to the reader.
- Outcomes and actions relating to Māori have been restructured to better align with the themes to which they relate.
- All headings have been translated to Māori throughout the document and a mihi has been included.

## Key moves

### Summary of feedback received

A total of 202 specific comments were received in relation to the Key Moves. In response to the question about their agreement or disagreement with the Key Moves, more than 88% of all respondents agreed with all Key Moves.

The following specific concerns were expressed:

- specific Key Moves needed to be made clearer in relation to:
  - centres revitalisation and cultural identity/history
  - economic development and tourism
  - access not being permitted to the coast around Auckland International Airport
  - the timing and form of housing development; how will this impact on local residents living in the homes currently, who will be impacted, the level of involvement and change envisioned.
- the need to recognise the South-West Multi-Modal Airport Rapid Transit (SMART) project and public transport improvements for the local area.

### Summary of key decisions made

Having regard to the discussion above, each of the Key Moves identified in the draft Area Plan and supporting explanatory text has been amended to reflect the following outcomes:

- Key Move 1 has been amended to separate the issues of revitalisation of centres and cultural identity / heritage. A new Key Move 6 was created to focus on cultural identity/ heritage.
- Key Move 2 has been amended to include wider reference to public transport and multi modal transit improvements within the Local Board area

- Key Move 3 has been amended to provide greater definition between access to the coast and water quality; noting that not all of the coast will be 'accessible'; and removing the access to coast annotation from around the airport lands.
- Key Move 4 has been amended to include all Māngere-Ōtāhuhu businesses and recognise the role of which the local businesses and Auckland Airport play in promoting Māngere-Ōtāhuhu as a local and regional destination in employment, tourism and recreation activities.
- Key Move 5 has been amended to add further clarity in relation to Housing New Zealand's role in housing regeneration.
- a new Key Move 6 has been included that focuses and highlights the cultural identity and heritage of the area, distinctive to the region.
- the Key Moves Map and explanation to each key move was amended to reflect the decisions made above.

## Area Plan Framework

### Summary of feedback received

A total of 107 respondents provided feedback and comments on the Area Plan Framework. The most common point noted was support for intensification, particularly around town centres. Most respondents thought that it would help to revitalise the centres and wider area, accommodate much needed housing, and help to improve public transport. Many considered that intensification was good, provided that:

- new development is of a high quality, with adequate private space, design and scale consistent with surrounding character, adequate noise attenuation, and well managed
- opportunities for single residential, large house sites are accommodated and protected for young and extended families
- green spaces are maintained and enhanced
- safety and security in streets, walkways, and parks is maintained and enhanced; and
- new buildings are not overly high - three to four storeys are acceptable, five to eight storeys are unacceptable.

The second most common point raised was concern about the impact of intensification on the 'village feel' of Māngere Bridge. Height was a key issue, with two to three storeys generally expressed as the maximum. Many expressed a preference for the removal of the mixed housing zone along Kiwi Esplanade and for intensification east side of Coronation Road rather than the west.

The third most common point raised was concern about the impact of high density development on Ōtāhuhu and its heritage, and the loss of good affordable housing stock for young families. Many wanted areas with larger sites protected, and others wanted a four storey maximum height limit in the town centre, particularly around Sturges Park.

### Other key issues raised included:

- retaining 'Heavy Industry' on James Fletcher Drive and Saville Drive (as opposed to light industry); and retaining 'Light Industry' on Saville Drive (as opposed to business activities)
- the need to demarcate the Future Development Zone (FDZ) identified in the Environment Court's decisions on Plan Changes 13 and 14 on land adjacent to Otutāua Stonefields Reserve
- correctly identifying the Special Purpose Zone boundary for Auckland International Airport Corporation (AIAL) land
- identifying the outcomes for the Comprehensive Development Area at Māngere more clearly.

### Summary of key decisions made

Having regard to the discussion above, and taking into account the wider ambit of comments received on this theme, the following decisions have been made in regard to the draft Area Plan:

- The Area Plan has been drafted to signal its aspiration to further investigate building height as part of future planning exercises for three centres, namely Māngere, Māngere Bridge and Ōtāhuhu. It is envisaged that future planning (e.g. precinct or structure planning) within these centres will be carried out in collaboration with local communities, major landowners, key stakeholders, and the local board. The Area Plan indicates specific matters/ desired outcomes to be considered for each centre as part of any future planning process, including height.
- Properties along Kiwi Esplanade have been changed from Mixed Housing to Single House, to remain in keeping with the existing built form.
- The Mixed-Use site at 123 Coronation Road has been changed to a Mixed Housing 'key site', to remain in keeping with the surrounding land use, while acknowledging its potential to have a positive outcomes for the wider community.



- The land next to Ōtuataua Stonefields Reserve zoned 'Rural Production' has been changed to 'Future Urban'. The outcomes for this area have been identified, and seek to create a buffer between the stonefields and the business development land, while providing for the significant characteristics of the area.
- The 'Special Purpose' zone on AIAL land has been amended to reflect the correct extent of the zone.
- The 'Heavy/Light Industry' zones have been changed to reflect the current equivalent Unitary Plan business zones, with the exception of:
  - land at the east end of Saville Drive, as it is close to housing, Radonich Park and already contains mixed use activities (this has been retained as Mixed Use)
  - land to the west of Walmsley Road, as it is close to housing and Ōtāhuhu Station (retained as Mixed Use)
  - land along Station Road, which will assist with connecting the town centre to the Ōtāhuhu Station (left as Mixed Use).
- The Comprehensive Development Area zoning shown on the draft area plan maps has been replaced by Mixed Housing, as the former zone is no longer to be used within the proposed Unitary Plan. To provide for the opportunity for forward planning to take place in a comprehensive manner, the Māngere Town Centre Detailed Planning Area has been extended to include the surrounding neighbourhoods, and the outcomes for this wider area have been identified.



## Economic and Community Development

### Summary of feedback and comments – Economic Development

A total of 139 comments from the public specifically relate to the Economic Development theme. The feedback form raised the question “what would encourage new business to locate in the Māngere-Ōtāhuhu Area?”. Twenty nine percent of the responses relating to this question stated that upgrading of and access to public transport along with motorway access is a key issue. Eleven percent wanted a safe and clean environment for people to work in, while 8% stated that access to a skilled local workforce was also important.

Many respondents also expressed the need to upgrade the quality of existing business buildings and a desire for a better quality mix of tenants, in particular a reduction in the number of gambling and alcohol establishments in the area. Other comments related to the retention of the markets within the area and creation of better access to them.

The majority of comments received from stakeholders were supportive of the Area Plan and the outcomes it tried to achieve. There were some concerns expressed in regard to the loss of 'heavy industrial' land along James Fletcher Drive and west of the Ōtāhuhu Station.

Other key messages included the necessity for provision of more education facilities for youth and adults to help with the creation of a skilled local workforce, and improved quality of business areas and centres.

### Summary of key decisions made – Economic Development

Having regard to the discussion above, and taking into account the wider ambit of comments received on this theme, the following decisions have been made in regard to the draft Area Plan:

- AIAL has developed a masterplan and is seeking to undertake comprehensive development of their land in accordance with relevant designations. AIAL's focus is on developing comprehensively planned precincts, as opposed to 'corridors'. Accordingly, corridors have been removed from the Economic and Community Development map, and the “employment node” notation has also been removed from the proposed Airport rail station location (noting that the reference to a rail station has also been removed).
- The need to emphasise employment growth and skilled job opportunities was raised by a number of respondents. Employment growth and the creation of skilled jobs is a key aspiration of the Local Board and Māngere Ōtāhuhu community and, therefore further emphasis has been given to these matters within the relevant outcomes and actions of the Area Plan.
- The multiculturalism of Māngere Ōtāhuhu is the backbone of the community, and needs more focus in the Area Plan. To raise the profile of the importance of the area's culture in the Area Plan a new Key Move has been introduced. This Key Move will assist in responding to the challenges and opportunities facing the area.



- The overall aim of rezoning existing 'heavy industrial land' north and south of James Fletcher Drive around Pacific Steel and west of Ōtāhuhu rail station to 'light industrial' was to achieve better environmental outcomes for the area. However, following further appraisal, it was considered that the aim of better environmental outcomes could be adequately achieved through existing resource management processes, and that the economic loss to the area should long-established heavy industrial activities be discontinued would be severe.
- Rezoning land north of Favona Road to mixed use to allow for residential and high employment/low impact activities such as shops and community services was suggested. Significant work was carried out as part of the Favona Structure Plan process under the Manukau City Council Operative Plan, which identified a clear vision for the area. As such, it is appropriate to retain the 'light industrial' zone and rely on existing resource management processes to appropriately assess any effects associated with any change to the zoning.
- Many comments were received in relation to the large number of liquor outlets and gambling establishments in the Māngere-Ōtāhuhu area. All of the comments in relation to this theme strongly preferred the number of these facilities to be reduced. Unfortunately, the Area Plan process does not get into the level of detail that can control the type of businesses that can establish in the zones provided.
- No reference has been made to the role Progressive Enterprises plays through the redevelopment of the Countdown site in Māngere East, because Māngere East has not been identified as an area for further planning work.



## Open Space and Community Development

### Summary of feedback and comments – Open Space and Community Development

The engagement process drew 235 comments specifically relating to the Open Space and Community Development theme. Stakeholder comments ranged across a number of issues including education, healthcare, disabled access, public shared spaces, affordable and sustainable housing and safety. The majority of respondents want to see more recreation facilities within the Māngere-Ōtāhuhu area. Some suggestions were for more gym facilities, basketball courts and for extending opening hours for already established recreation facilities.

The second most frequently made requests related to public transport options and additional sports fields, with half of these responses requesting new sports fields in Māngere Bridge.

There were also requests for more youth facilities and community centres; for extending the Māngere Bridge library; upgrading parks; and improving education facilities such as schools, University campuses and training facilities.

In addition to the comments above, there was also interest in community gardens, a cinema, cycling paths as well as more markets and pool facilities in Ōtāhuhu and Māngere Bridge.

Twenty nine comments related to safety in public places, with better lighting in parks and sports fields the most common request relating to this issue.

### Summary of key decisions made – Open Space and Community Development

Having regard to the discussion above, and taking into account the wider ambit of comments received on this theme, the following decisions have been made in regard to the draft Area Plan:

- Housing New Zealand commented that the lack of investment targeted at the locations where comprehensive development is to occur is of concern. While the organisation was in support of high density housing typologies, it pointed out that these would need to be accompanied by public open space improvements in and around Māngere Town Centre, but this area had not been identified in the plan for open space investment. In response to this and other matters, comprehensive development areas on the Area Plan Framework have been changed to 'Mixed Housing', with Māngere Town Centre and adjacent residential neighbourhoods identified for further detailed planning.
- Discussions with the Counties Manukau and Auckland District Health Boards highlighted that the text in the Southern Initiative section of the Area Plan must acknowledge quality, quantity, access and location of healthcare. Accordingly, the text relating to the Southern Initiative in the Area Plan has been amended to acknowledge this outcome.
- A number of respondents referenced the aspiration for good quality and affordable housing. Outcome 2 was developed in a way to recognise the importance of having high quality, affordable and accessible neighbourhoods to help support the town and local centres.
- In relation to the provision of open space and community facilities, including matters relating to safety, it was considered that the draft Area Plan covers this to an appropriate level (taking into account that many of the requested place specific projects are too detailed for the Area Plan) and therefore no further additions were required.

## Transport and Network Infrastructure

### Summary of feedback and comments – Transport

A total of 182 respondents provided feedback and comments on the Transport theme.

The focus of the feedback was on public transport, with 82 respondents commenting on the topics of bus services and infrastructure such as bus stations and bus stops. There was strong support for more frequent bus services that transported people where they wanted to go, and better quality facilities, such as bus stops and shelters. Slightly fewer numbers commented on the Area Plan's proposals for rail, and in particular rail to the airport. Rail to the airport was strongly supported and was seen as a key means of improving connectivity in the Māngere-Ōtāhuhu Local Board area. Five respondents suggested that any future rail station should be located at the Māngere Town Centre.

There was strong support for all forms of safe transport across Māngere-Ōtāhuhu, including buses, cycling and walking. Improving movement of passengers and freight were seen as key issues, and many respondents were very passionate about how the transport network should develop. There were suggestions that there should be emphasis on cycling and walking in any transport initiatives, including having access to the Manukau and Tamaki harbour foreshores. A number of respondents called for a general improvement of the roading network with particular focus on achieving better east-west traffic movement in the Māngere Ōtāhuhu area.

The SMART project linking Onehunga, the airport and Manukau City was a focus for a number of comments. The New Zealand Transport Agency (NZTA), Auckland Transport and Auckland International Airport Limited (AIAL) considered that a proposed link needed to be

shown as a 'Transport Corridor', rather than reflect a rail solution exclusively. This approach was also supported by Auckland Transport, who suggested the motorway interchanges be removed from the Area Plan maps.

AIAL submitted that the indicative rail line and rail stations, particularly Ascot Road and the proposed airport station, be removed from the Transport and Network Infrastructure map.

HNZC identified that there needed to be better co-ordination between future housing development programmes and transport infrastructure.

### Summary of key decisions made - Transport

Having regard to the discussion above, and taking into account the wider ambit of comments received on this theme, the following decisions have been made in regard to the draft Area Plan:

- On the relevant maps, the proposed graphic indicating rail to the airport has been replaced with a more conceptual notation that indicates a multi modal transport corridor, (as set out in the SMART Study), with the proposed transport corridor continuing to Manukau City. The SMART project is identified as a key project for the development Māngere-Ōtāhuhu that will establish the future of this transport corridor to the airport. The study will determine the best long-term public transport options for the airport and wider south western area.
- Transport outcomes and actions have been reordered to relate to such specific topics, as public transport, walking and cycling, so as to provide further clarity to the outcomes sought through the Area Plan.
- The need for public transport to local communities has been further emphasised throughout the text and relevant outcomes, and align with Auckland Transport public transport strategies.

## Summary of feedback and comments – Network Infrastructure

Fifty one comments specifically related to the Network Infrastructure theme, with responses received from a number of key stakeholders in the Area Plan process. These included Transpower, AIAL and Vector, who identified areas for change both in the maps and text.

Thirty three responses related to flooding in particular streets or areas, with most of these located in Māngere and Favona. These responses were prompted in part by a question on the public engagement form specifically asking about flooding in the area. Seven respondents related to stormwater, runoff and water quality. There were a number of comments supporting the emphasis on improved water quality in the Māngere-Ōtāhuhu Area Plan, and its identification as a key move for the area.

## Summary of key decisions made – Network Infrastructure

Having regard to the discussion above, and taking into account the wider ambit of comments received on this theme, the following decisions have been made in regard to the draft Area Plan:

- there has been clarification of the desired emphasis for each infrastructure outcome. Outcome 5 was amended to focus on capacity and development, while Outcome 6 focuses on the receiving environment, including the Manukau Harbour and Tamaki River.
- clearer emphasis on the management of stormwater and potential flooding issues has been provided in Outcome 5, with focus on water sensitive and sustainable designed development.
- the South Western Interceptor has been removed from both the map and the Project Prioritisation Schedule.
- reference to the Manukau Harbour has been included within Outcome 6, Bullet Point 3, to identify this water body as the focus for water quality improvement.



## Natural Environment, Heritage and Character

### Summary of feedback and comments – Heritage and Character

A total of 89 responses specifically related to heritage and character.

Many respondents recognise and value the distinctive character of the various suburbs within Māngere–Ōtāhuhu, mentioning Māngere Bridge, Ōtāhuhu and Central Māngere in particular. Several recognise the commercial and residential areas of Māngere Bridge and Ōtāhuhu as having heritage buildings that need to be better protected and managed. Many consider that natural elements, like the Manukau Harbour and volcanic features, including Māngere Mountain, Mt Richmond and Sturges Park are important contributors to Māngere–Ōtāhuhu’s distinctiveness. Many people also identify the spaciousness of the area as valuable to them. Overwhelmingly, submitters on this theme expressed a desire to improve public access to the coast and to volcanic features, and to be able to have their historical and cultural importance better understood and appreciated.

Significant numbers (90%+) support in principle the draft Area Plan’s outcomes for built and natural heritage, and the retention of existing neighbourhood character.

#### Many comments expressed the following views.

- Heritage places and buildings, and the traditional character of suburbs and neighbourhoods, are important and must be protected, maintained and enhanced while allowing for growth and development.
- The area’s natural heritage is important. Although it is currently degraded, the enhancement and clean-up of the harbour is a key aspiration, as is coastal recreational access.

- Better and more investigation, protection and appreciation of the area’s built heritage geological and archaeological values is needed.

Twenty nine percent of submitters consider Māngere Mountain of great significance to them. Ambury Farm Park, the Otuataua Stonefields and the Manukau Harbour, particularly around Māngere Bridge, are also important places to the community.

#### Key issues raised in connection with the Area Plan’s outcomes included:

- inadequate acknowledgement of and emphasis on issues of identification, assessment and protection of historic heritage, especially outside of the town centres
- strong support for outcomes and actions, but concern about the Area Plan’s lack of clarity, certainty about, and clear commitment to resourcing, timing and the process by which heritage outcomes will be introduced into the Unitary Plan
- the lack of certainty in respect of setting out a process that ensures that identification, assessment and protection of heritage resources will occur prior to release or up-zoning of land for intensification/growth
- the plan needs to be more explicit about how aspirations and outcomes relating to iwi will be implemented
- sequencing of the plan’s actions for growth and those that seek protection of environmental, heritage and character values/resources
- the Area Plan should identify mangrove management areas and a beach at Māngere Bridge as additional aspirations on the relevant maps.

The AIAL expressed concern about the implications of the 'Recognise /manage historic heritage' and 'Priority investigation area – sites of significance to Māori' notations over its land, shown on the Natural Environment, Heritage and Character map.



## Summary of key decisions made – Heritage and Character

Having regard to the discussion above, and taking into account the wider ambit of comments received on this theme, the following decisions have been made in regard to the draft Area Plan:

- An additional Key Move 6 has been added that focuses and highlights the cultural identity and heritage of the area and its people, distinctive to the region.
- Additional text in relation to the need to carry out heritage assessments as part of future planning has been added to the Area Plan Framework section of the Plan, to assist in avoiding negative impacts of future development on heritage values.
- The heritage outcomes and actions have been revised to better integrate with the Key Moves and prioritisation schedule.
- Changes have been made to the 'Challenges and Opportunities' section to identify issues relating to Mana Whenua's capacity to participate in co-management and to capitalise on heritage and cultural opportunities. Additional outcomes have also been added, with a focus on Māori/iwi.
- A new Glossary definition of 'sites of significance to Māori' and 'Priority areas for investigation' has been added to provide clarity in relation to these mapping annotations.
- Changes have been made to the Natural Environment, Heritage and Character map in respect of the 'Recognise/manage historic heritage' and 'Priority investigation area – sites of significance to Māori' notations over the airport land. The latter notation has been amended to read 'Priority research area - Sites of Interest to Māori', and definitions relating to these terms have been included in the Area Plan Glossary.



## Summary of feedback and comments - Environment

There was general support for the Key Moves, outcomes and actions relating to the Environment theme.

The two most common suggestions for additional improvements were in relation to mangrove removal and upgrading the water quality of the Manukau Harbour.

### Other popular aspirations included:

- better access to the coast/harbour
- more water recreation facilities
- shared walkways, pedestrian/cycleways along the coast
- protection and enhancement of the natural ecology/ bird feeding areas
- creation of new beaches.

The Department of Conservation noted that the coastal heritage survey should extend to other natural heritage features, including wetlands and streams, and fragments of indigenous vegetation. National biodiversity priorities should be surveyed and included in the strategy. The Department also noted that mangrove management should ensure that associated wildlife and plant communities are not threatened.

AIAL commented that proposals to improve coastal access, manage ecology and habitat areas, particularly as they relate to airport land, and to manage the effects of airport activities on the coastal environment are misleading. The airport company considered that the draft Area Plan's proposals did not acknowledge existing successful effects management regimes under which the Airport operates, nor did they acknowledge that unrestricted public coastal access would not be possible, given the airport's operational and safety requirements.

## Summary of key decisions made - Environment

Having regard to the discussion above, and taking into account the wider ambit of comments received on this theme, the following decisions have been made in regard to the draft Area Plan:

- Many aspirations identified by respondents, with the exception of the creation of a new beach, are covered in the Area Plan. Creation of a new beach was identified as an opportunity in the Environment theme report, but no funding exists to progress this aspiration, which would require careful, detailed investigation to determine feasibility, and thereafter, inform decisions about support, funding and staging. For this reason, it has not been included as an aspiration in the Area Plan.
- Key Move 3 has been amended to provide greater definition between the issue of access to the coast and that of water quality, and to recognise that not all of the coast will be accessible to the public. The notation showing improved coastal access around the airport lands has been removed from the Key Moves map.
- Review of issues relating to mangrove management indicates that it is not clear at this stage which areas could be appropriately identified. This will be dependent on further investigation, which is identified as an action in the Area Plan. Accordingly, no change has been made to the draft Area Plan maps.

# Implementation and Prioritisation Plan

## Summary of feedback and comments

Seventy three respondents provided feedback and comments on the implementation section, either on specific projects, priorities, the prioritisation plan or the section itself.

Overall, the feedback received was constructive and positive. Respondents want to see a 'stronger and more qualitative' implementation section that has certainty of being implemented, and can become a practical tool for influencing other Council and Local Board documents, direction and decisions.

### Key points summarised from general feedback received were:

- there is a need to clarify the sequence, timing of development and intensification with investment in infrastructure and funding
- how projects will be funded should be clarified
- The tools/ mechanisms to be used to fund or implement projects should be identified
- developing relationships and resourcing is very important, especially for iwi and with local board
- some listed projects and delivery partners were inaccurately identified.

## Summary of key decisions made

Having regard to the discussion above, and taking into account the wider ambit of comments received on this theme, the following decisions have been made in regard to the draft Area Plan:

- The Implementation and Prioritisation Plan section has been reformatted as an 'implementation section'. Projects have also been allocated to each of the relevant theme outcomes as they appear in the document, as well as being placed into an appendix with their full detail.
- The prioritisation map has been removed, as this is no longer considered necessary. It is understood that the zoning portrayed in the Area Plan Framework map will be uplifted by the Unitary Plan when it is notified.
- All projects have been reviewed and amended where necessary to ensure that they are accurate and correct, including the funding, timeframe and delivery partner/s.

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