

Kaipātiki Local Board Workshop Programme

Date of Workshop: Wednesday 6 April 2022
Time: 10.00am
Venue: Via Microsoft Teams

Time	Workshop Item	Presenter	Governance role	Proposed Outcome(s)
10.00 – 11.00am	Community Facilities Network Plan Revised Action Plan 2022	<p>Sarah Jones Manager Area Operations – Kaipātiki & Devonport-Takapuna, Community Facilities</p> <p>Kimberley Rees Service and Asset Planning Specialist, Regional Service Planning, Investments and Partnerships</p> <p>Judy Waugh Work Programme Lead – Area Operations Kaipātiki & Devonport-Takapuna, Community Facilities</p>	<ul style="list-style-type: none"> Setting direction 	<ul style="list-style-type: none"> Define board position and feedback
11.00 – 11.30am	Infrastructure & Environmental Services <ul style="list-style-type: none"> Water Quality Monitoring and Implementation 	<p>Anna Halliwell Healthy Waters Specialist, Infrastructure and Environmental Services</p> <p>Nicola Perry Relationship Coordinator, Infrastructure & Environmental Services</p>	<ul style="list-style-type: none"> Keeping informed 	<ul style="list-style-type: none"> Receive update
11.30 – 11.35am	Break			

11.35am – 12.30pm	Locally Driven Initiatives Capex budgets	<p>Sugenthy Thomson Lead Financial Advisor, Financial Strategy and Planning</p> <p>Sarah Jones Manager Area Operations – Kaipātiki & Devonport- Takapuna, Community Facilities</p>	<ul style="list-style-type: none"> • Setting direction 	<ul style="list-style-type: none"> • Define board position and feedback
12.30 – 1.15pm	Lunch			
1.15 – 2.15pm	Birkenhead War Memorial Park Masterplan – One Local Initiative (OLI)	<p>Sarah Jones Manager Area Operations – Kaipātiki & Devonport- Takapuna, Community Facilities</p> <p>Judy Waugh Work Programme Lead – Area Operations Kaipātiki & Devonport-Takapuna, Community Facilities</p>	<ul style="list-style-type: none"> • Setting direction 	<ul style="list-style-type: none"> • Define board position and feedback
2.15 – 3.15pm	Auckland Transport <ul style="list-style-type: none"> • Onewa Road Clearway 	<p>Marilyn Nicholls Elected Member Relationship Manager, Auckland Transport</p> <p>Chris Martin Operations, Planning and Performance Manager, Auckland Transport</p> <p>Imran Rashid Principal Transportation Engineer, Auckland Transport</p>	<ul style="list-style-type: none"> • Keeping informed 	<ul style="list-style-type: none"> • Receive update
3.15 – 3.30pm	Break			

3.30 – 4.30pm	Draft Regional Parks Management Plan	<p>Tristine Le Guern Advisor Regional Parks, Parks Sports and Recreation</p> <p>Jo Mackay Project Manager, Regional Service Planning, Investments and Partnerships.</p>	<ul style="list-style-type: none"> • Setting direction 	<ul style="list-style-type: none"> • Define board position and feedback
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Next workshop: Wednesday 13 April 2022

13 April 2022	9.30am	10.00am	Board members time
	10.00am	11.30am	Connected Communities - Management of Northcote War Memorial Hall (Highbury Community House) and Birkdale Hall (Birkdale Beach Haven Community Project)
	11.30am	12.30pm	PSR - To seek feedback on the draft Toilet Provision findings (#1225)
	12.30pm	1.15pm	Lunch
	1.15pm	2.15pm	LB Annual Planning – Performance Measures and Fees and Charges
	2.15pm	4.15pm	CCO Joint Engagement Plans - review in preparation for agreeing 2022/23 plan

Role of Workshop:

- (a) Workshops do not have decision-making authority.
- (b) Workshops are used to canvass issues, prepare local board members for upcoming decisions and to enable discussion between elected members and staff.
- (c) Workshops are open to the public however, decisions will be made at a formal, public local board business meeting.
- (d) Members are respectfully reminded of their Code of Conduct obligations with respect to conflicts of interest and confidentiality.
- (e) Workshops for groups of local boards can be held giving local boards the chance to work together on common interests or topics.

Community Facilities Network Plan Revised Draft Action Plan 2022

April 2022

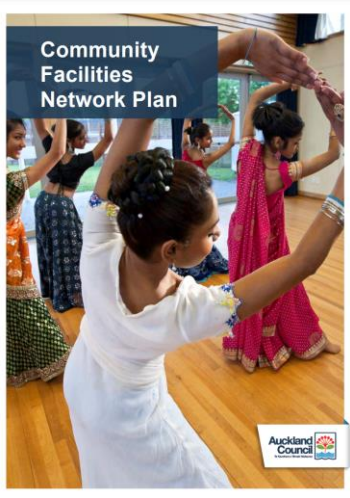


Purpose

- Share the revised draft Community Facilities Network Plan (CFNP) Action Plan 2022
- Answer any questions about the process where clarification is required

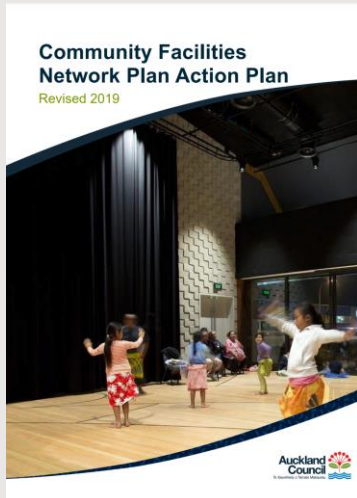
Note: Local board views will be sought at business meetings in May before reporting to the Parks, Arts, Community and Events Committee for adoption





Community Facilities Network Plan

- Adopted 2015
- Council's vision, objectives, provision guidance and implementation approach for arts and culture, community, libraries, pools and leisure space
- Not being reviewed at this time



Community Facilities Network Plan Action Plan

- Specific projects and initiatives that have been prioritised to contribute towards implementation of the Community Facilities Network Plan
- Reviewed every three years (previous Action Plans 2015 and 2019)
- Progress reported annually
- Developed within framework of Community Facilities Network Plan and in response to current priorities



Focus of 2022 review

- Consistent with Community Facilities Network Plan objectives
- Applied the Community Facilities Network Plan's implementation approach
- Developed in the context of the 10-year Budget 2021-2031 priorities
- Realistic in terms of organisational capacity



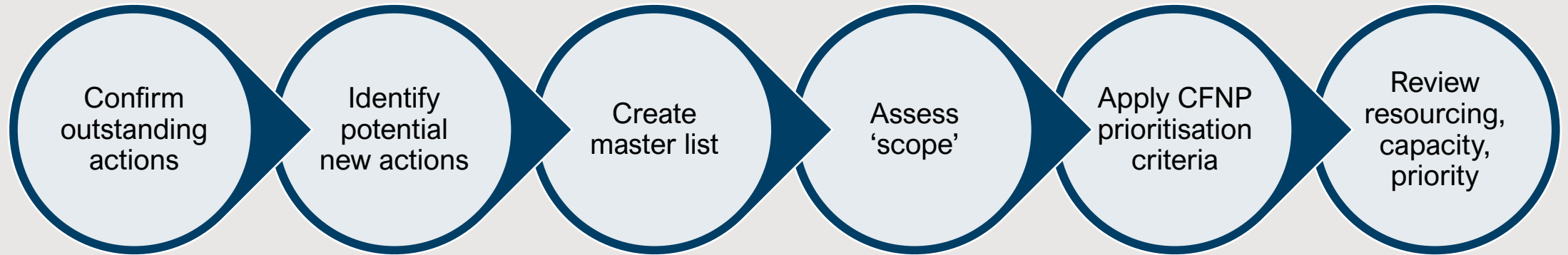
Structure of 2022 review

**Action Plan
groups
actions into
three
categories**

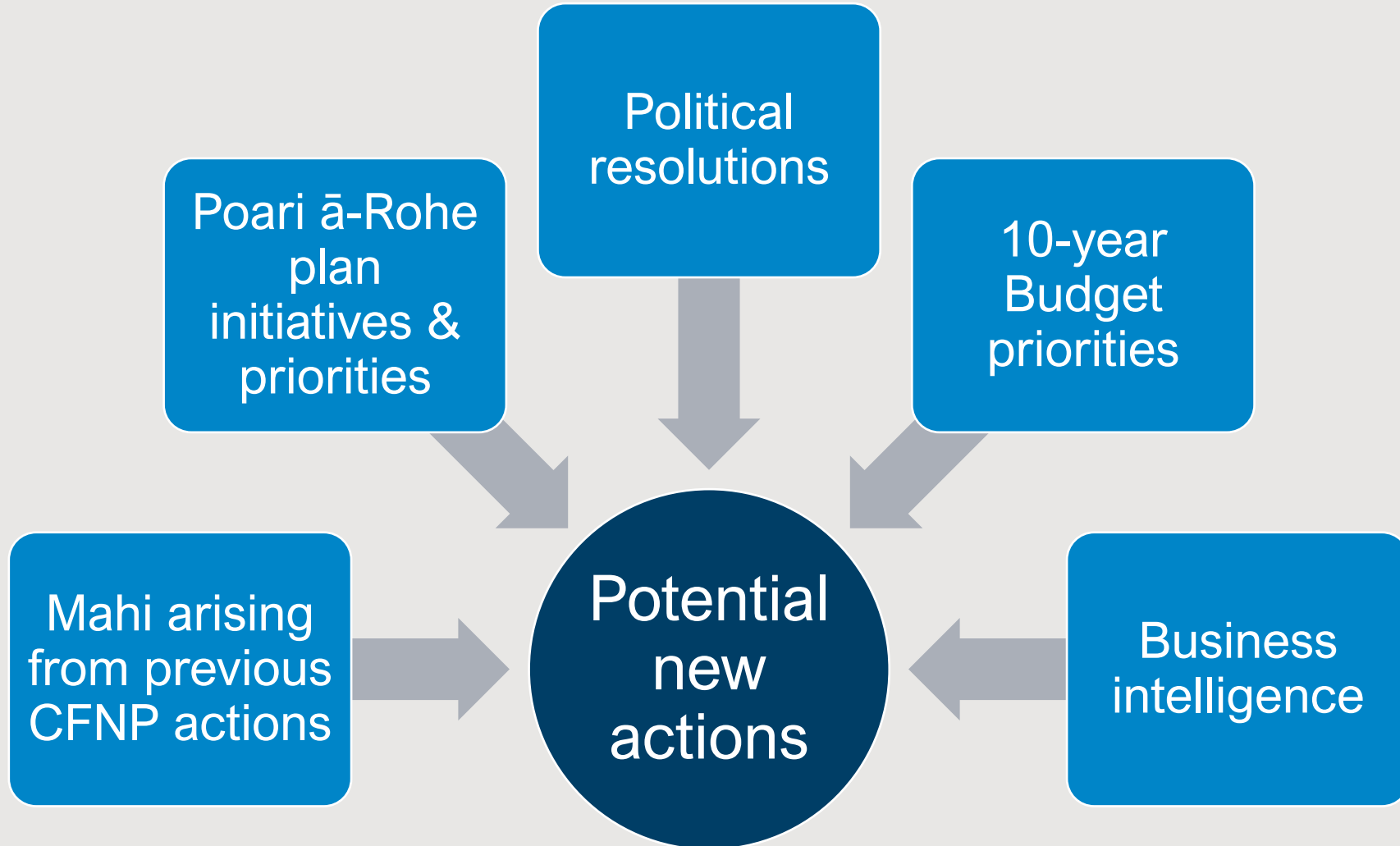
- **Strategic improvements**
- **Business improvements**
- **Area-based improvements**



Process to develop the revised list of actions



Potential new actions are identified through various sources



New area-based actions must be triggered by at least one of four drivers

Existing facility has significant issues

Area has significant population growth

Area has a provision gap or duplication

Impact of external catalyst



Format of the 2022 Action Plan

Part A

Actions arising from:

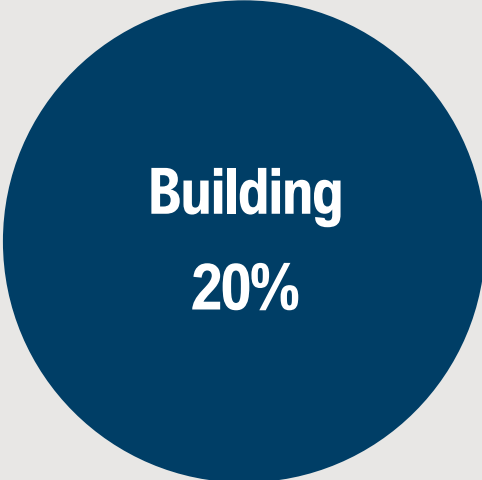
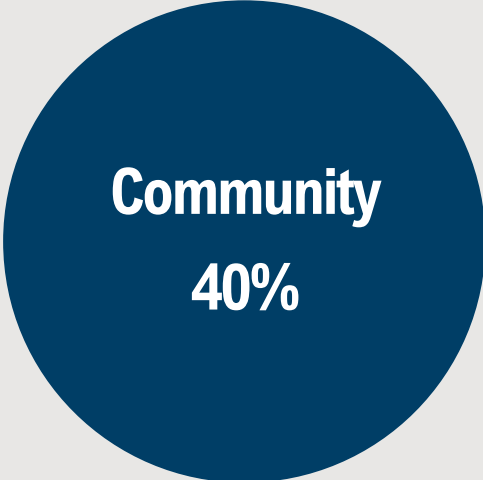
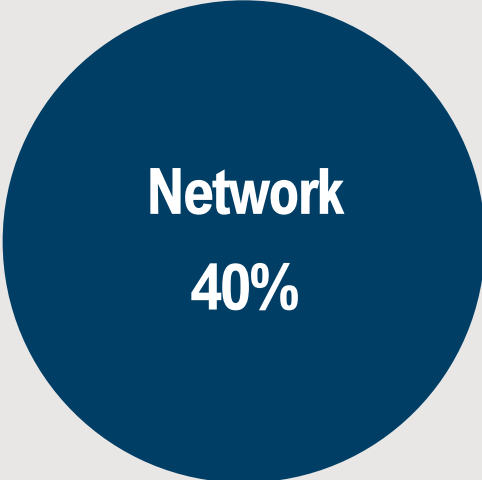
- completion of actions in 2019 action plan
- 10-Year Budget 2021-2031
- 2022 action plan review process
- reassessment of actions (not currently started, carried over from 2019 action plan)

Part B

Actions underway from the 2019 action plan or completed since 2015



Criteria to prioritise area-based actions



Network contribution	10%
Demand	10%
Catchment size	10%
Optimisation or divestment potential	10%

Poari ā-Rohe priority	15%
Impact in the community	10%
Alternative provision	5%
Catalyst / opportunity	10%

Size and layout	10%
Physical condition	10%



Summary of the revised CFNP Action Plan 2022

153

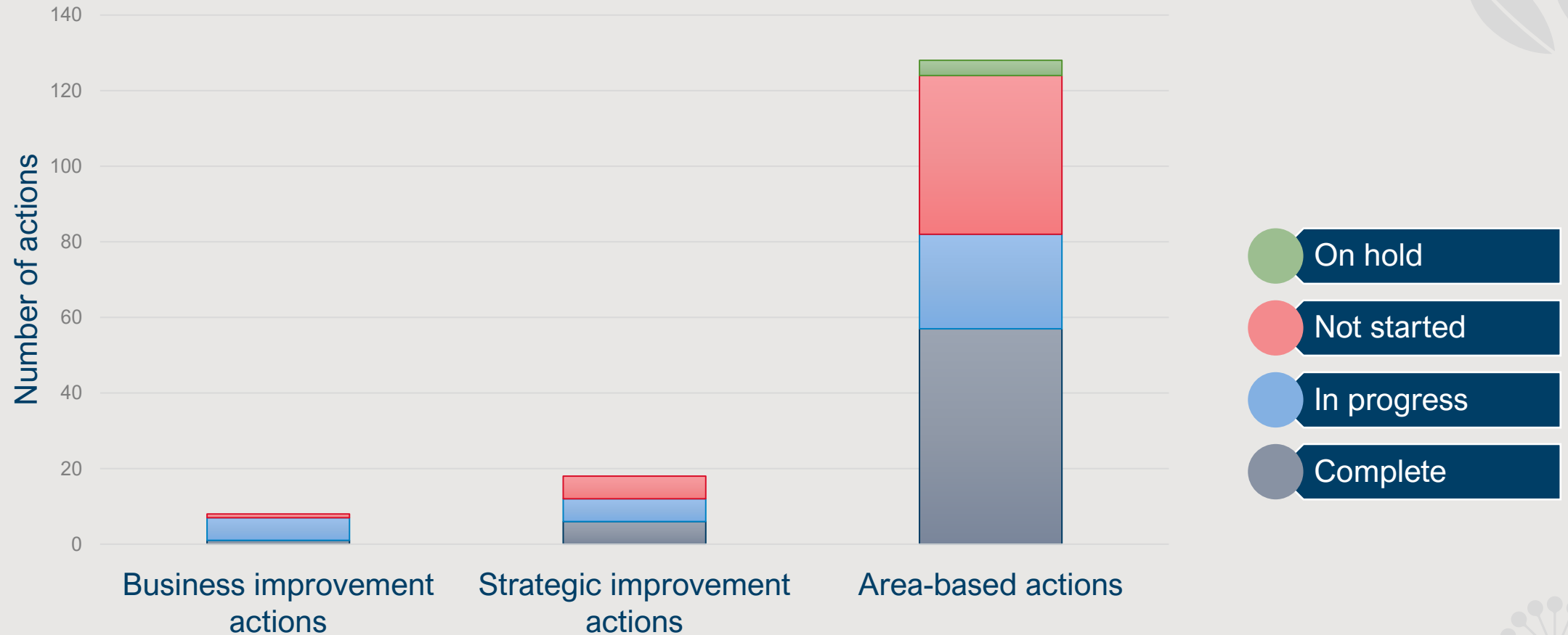
	Business improvement actions	Strategic improvement actions	Area-based actions
Part A Actions arising from other mahi or carried over	1 not started 3 underway <i>Includes 3 new projects</i> 4	6 not started <i>Includes 3 new projects</i> 6	42 not started 8 underway <i>Includes 25 new projects</i> 50
Part B Actions from 2019 Action Plan that are underway or completed since 2015	3 underway 1 complete 4	6 underway 6 complete 12	16 underway 4 on hold 57 complete 77

60

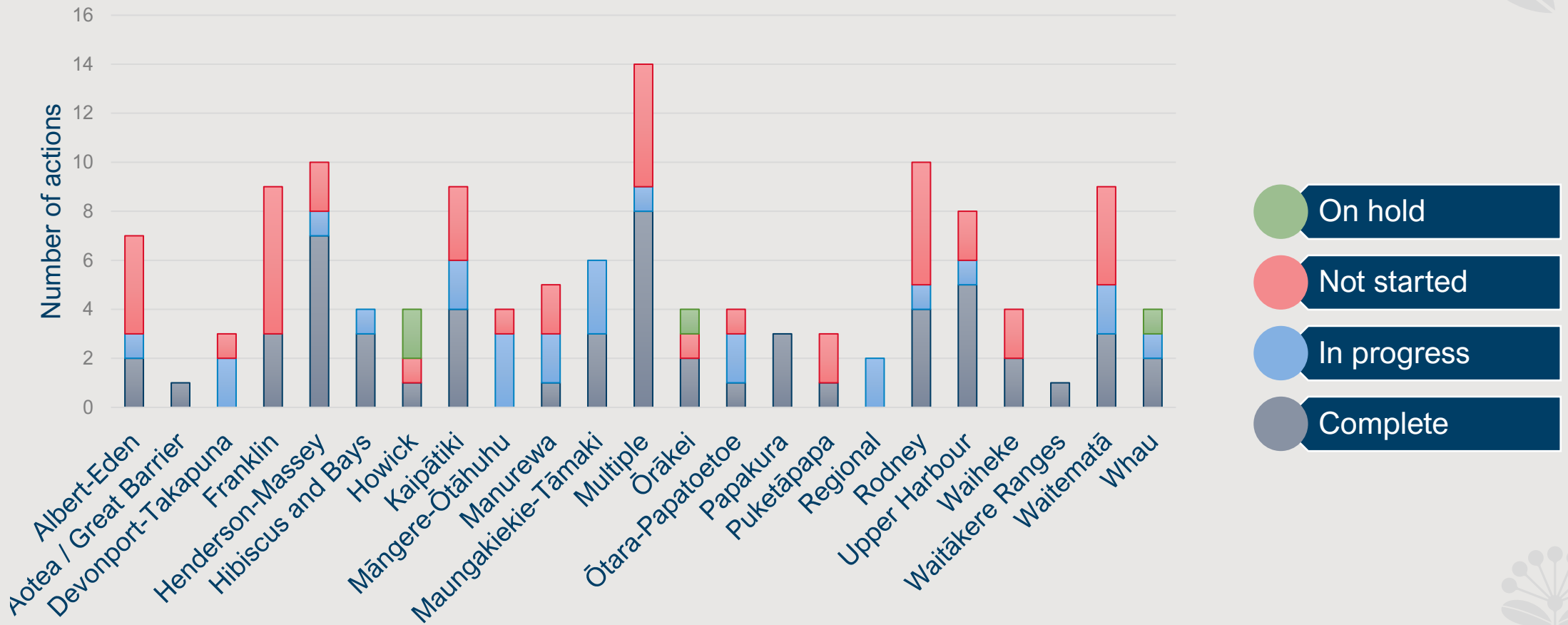
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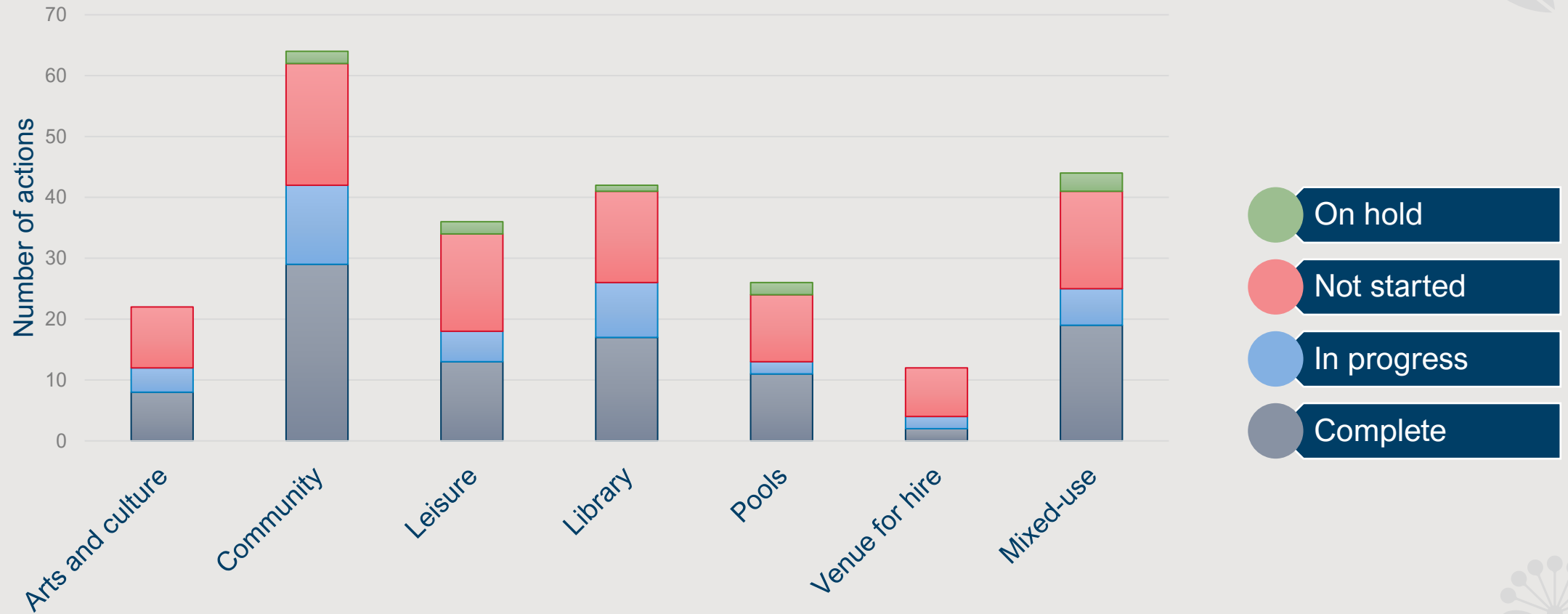
We have made (or are making) progress in all types of actions



We have made (or are making) progress in all local board areas



We have made (or are making) progress across all service types



Focus of 2022/2023 mahi programme

40

	Business improvement actions	Strategic improvement actions	Area-based actions
Actions arising from other mahi or carried over	Complete actions, already underway, arising from LTP/SAMP 3	Start mahi as part of other reviews 2	Complete actions, already underway, that are network priorities Start actions related to Investment Priority Areas 10
Actions underway at time of Action Plan review	Complete actions, already underway, from the 2019 Action Plan 3	Complete actions, already underway, from the 2019 Action Plan 6	Complete actions, already underway, from the 2019 Action Plan 16

15

25



Next steps for 2022

May to June

Seek local boards' feedback at local board business meetings

June to July

Consider local board feedback & finalise revised Action Plan

August

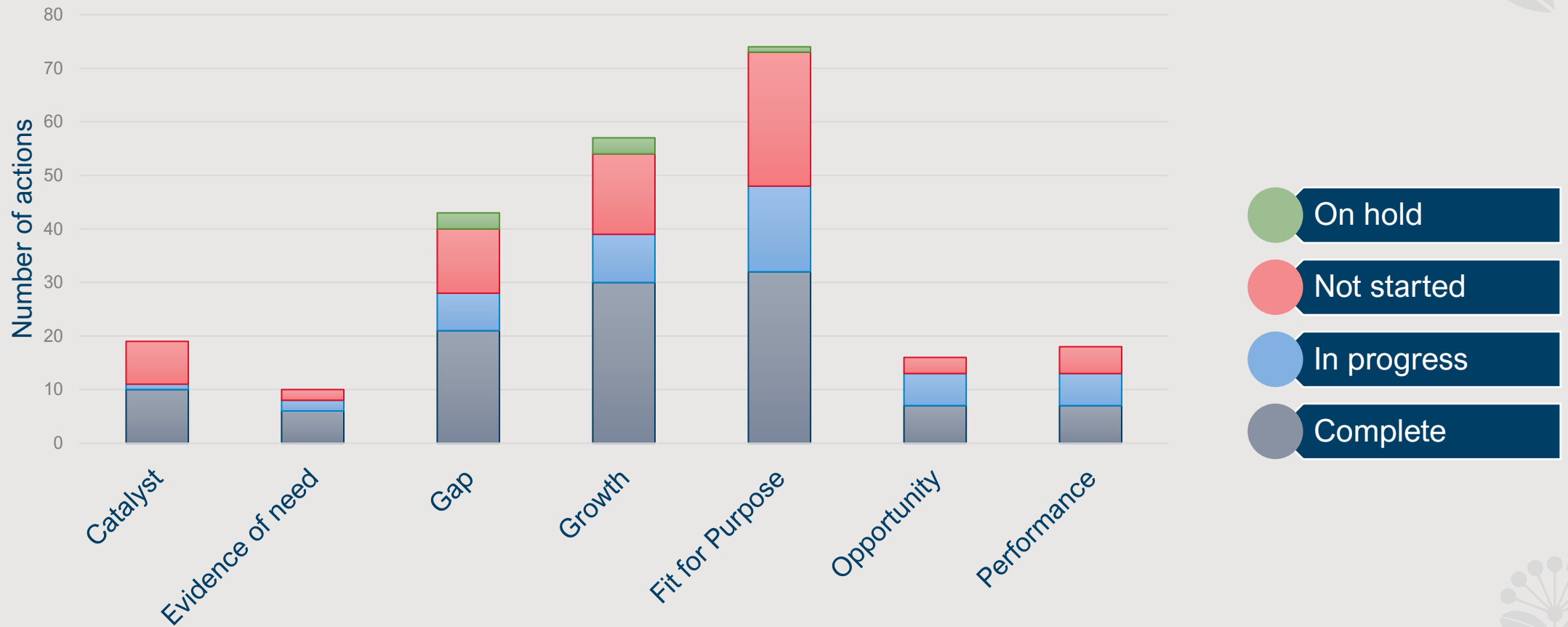
Present report with revised Action Plan to PACE



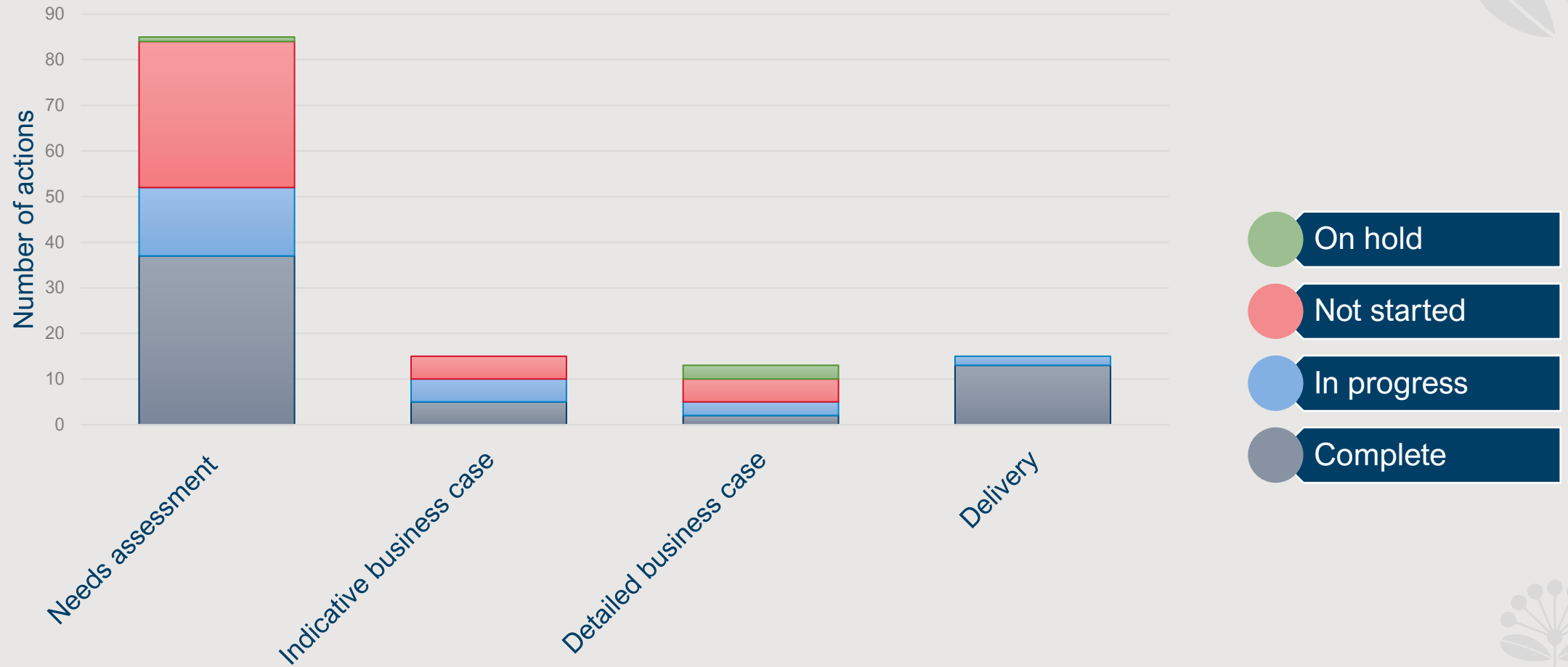
Pātai?



We have made (or are making) progress on actions across all drivers



Most area-based actions are investigations involving strategic and/or needs assessments



Water Quality Monitoring and Implementation

Anna Halliwell – Healthy Waters Specialist

06 April 2022

Local Board Plan

This work fits into the following areas of your local board plan:

Outcome 2: Te taiao | Environment Our natural environment is protected and restored for future generations to enjoy.



Background

- The Kaipātiki Local Board has funded a water quality monitoring programme for three years. Work has been carried out by Ecological Impact Assessments (EIA)
- 10 streams are monitored for 20 analytes. Aquatic invertebrates and fish species and numbers are studied.
- The funding will stop at the end of this financial year (June 2022)
- A full report on this work will be presented to the board at the end of this financial year.
- Additional work is being done by Kaipātiki Project to educate the public and students. This is funded by a Community Conservation Fund grant. This funding is due to expire in June 2022.

How do we turn this information
into practical work on the ground?



Glendhu Catchment

- ✓ Baseline monitoring done
- ✓ Presence of kākahi established
- ✓ Strong community group and
- ✓ existing relationship with the school

Actions can include reforestation,
erosion and sediment controls,
and litter removal

Similar to the Stream Ranger programme



Schools Work

- Continue to work with 5 local schools
- Support students to undertake WaiCare monitoring and fish monitoring
- Support students to undertake environmental actions



Any questions?



KLB CF LDI capex discussion

6 April 2022

Sarah Jones | Manager Area Operations
Devonport Takapuna and Kaipātiki
Community Facilities



Purpose

- Update on capex delivery progress
- Present proposed LDI capex projects 2022/2023 to 2024/2025 years
- Illustrate where the additional Accessible play LDI capex comes from

What is needed from the local board

- Direction on LDI capex projects for the 2022/2023 to 2024/2025 years





Background

- The report to approve allocation of additional LDI capex funding to the Accessible play equipment - one location in Kaipātiki, has caused confusion
- Staff need direction on the proposed LDI capex projects to finalise the 2022/2023 to 2024/2025 work programme



Current work programme

Financial year 2021/2022



Current work programme delivery 2021/2022

Total programme

- Budget \$ 10.9 million
- Estimated spend \$ 9.9 million 90%
- Spent so far \$ 4.9 million 45%

LDI capex

- Budget \$ 350,000
- Estimated spend \$ 332,000 92%
- Spent so far \$ 314,000 90%



LDI capex



LDI projects funding mix 2021/2022

Project	LDI capex \$	Renewal \$	Total \$
Accessible play equipment <i>Requires more funding</i>	\$ 45,000		\$ 45,000
Nell Fisher play	\$ 50,000	\$22,103	\$ 72,103
New signage	\$ 40,000		\$ 40,000
*Sunsmart	\$ 150,000		\$ 150,000
Urban Forest (Ngahere) Strategy	\$ 20,000		\$ 20,000
Windy Ridge Reserve play	\$ 45,000	\$333,000	\$ 378,000

*

Likely to be underspent by \$30,000, which will be carried over





LDI capex work programme funding changes

Funding	2021/ 2022	2022/ 2023	2023/ 2024	2024/ 2025
LDI capex Current work programme*	\$495,000			
LDI capex Draft new work programme		\$1,473,000		

*

Includes this years spend
Unallocated \$75,000
Cadness & Taurus provisional allocations





LDI capex draft new work programme proposed LDI projects

LDI capex - continuing projects

- Accessible play - additional funds
- New signage – additional sites
- Sunsmart – additional sites
- Cadness Reserve play – add to renewal project
- Taurus Reserve play – add to renewal project





LDI capex draft new work programme proposed LDI projects

New projects proposed

- Stafford Park - investigate the installation of a permanent baseball backstop and fencing
- Elliott Reserve - investigate a new path connections to playground
- Fernglen Reserve - implement actions from the service assessment
- Little Shoal Bay Reserve - upgrade playground and park amenities
- Linley Reserve play
- Jean Sampson Reserve - development stage 2 & 3
- New seats in parks
- BWM Mara Hūpara play



Accessible play project



Accessible play equipment - one location in Kaipātiki

Funding	Financial year	Amount	Approval
LDI capex	2021/2022	\$45,000	Approved
LDI capex	2022/2023	\$20,000	Supported requires approval
Local park renewals	2021/2022	\$29,000	Supported requires approval





Next Steps



April 2022



May 2022



June 2022



July 2022



Thank you

Ngā mihi

Birkenhead War Memorial Park OLI

6 April 2022

Sarah Jones | Manager Area Operations - Devonport
Takapuna and Kaipatiki
Community Facilities



Purpose

Discuss the current status and how to get the project moving ready for the future OLI budget

What is needed from the local board

- Direction on local park renewals allocation to get the project ready
- Direction on consideration of a temporary toilet and changing facility





Project background

Previous work

- Grandstand demolished in 2018, leaving limited sports toilet and changing facilities at the cricket club building
- Master plan adopted in 2019
- Business case was started in 2020, but stopped with the emergency budget, funding pushed out with recovery budget
- Implementation report to approve service requirements and staged approach for multi-use sports facility & aquatic play, July 2021
- Renewals funded through local park renewals are under way and in the work programme, with the aim of keeping the current assets useable & safe



Project re-activation



Project timeline

– multi-purpose building only

Project phase	Likely time required
Business case completion	6 months
Concept design including consultation	12 months
Board approval & consent	6 months
Detailed design	3 months
Building consent	3 months
Construction tendering	6 months
Construction	12 months
Total	4 years



Funding

Financial year	Funding source	Current budget amount	Amount spent	Proposed action
2020/2021 + prior	Original project OLI funding prior to emergency budget	\$ 400,000	\$ 306,837	
2021/2022	Deferred OLI budget unspent from 2020/2021	\$ 93,163	\$ 11,268	
2022/2023	Proposed local parks renewal + deferred OLI budget	\$ 50,000 + \$ 81,895		Business case completion Temporary facilities?
2023/2024	Proposed local parks renewal	\$ 50,000		Concept design Temporary facilities?
2024/2025	OLI	\$ 319,627		Consenting and detailed design Push out majority of budget to 2025/2026
2025/2026	OLI	\$1,600,000		Construction start
2026/2027	OLI	\$5,917,573		Construction complete



Temporary facilities



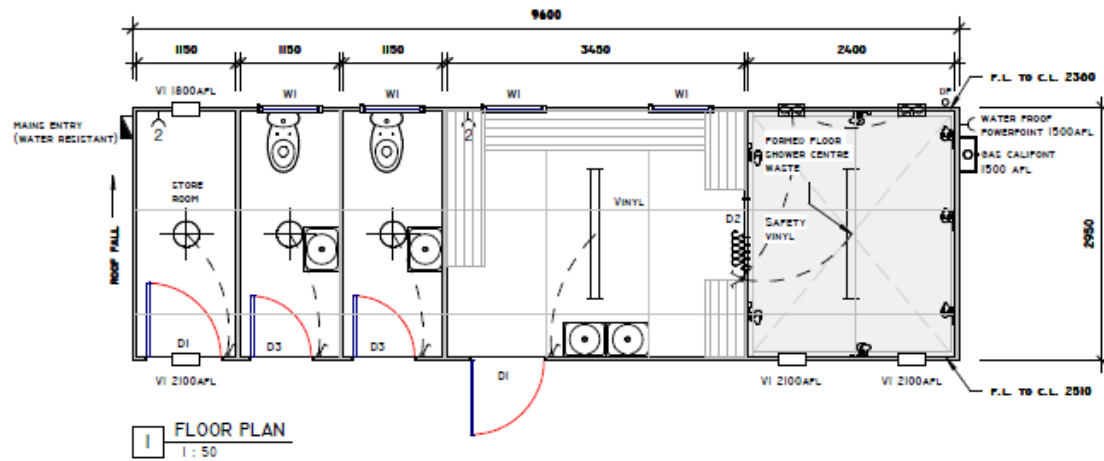
Temporary facilities

- Temporary facilities, likely to cost \$100,000
- Multi-purpose building not likely to be ready until 2027, with early start provided by local park renewals
- If wait for OLI funding, will be 2029





Temporary facilities



2 PERSPECTIVE





Other items

- Mara Hūpara play – LDI capex funding required
- Auto-belay – to be discussed with Active Leisure
- Splash pad – OLI funded, needs to be designed at the same time to prioritise funding along with the multi-purpose building
- Osbourne Pool and buildings – renewals done under existing local parks renewal funding and prioritised through the work programme process





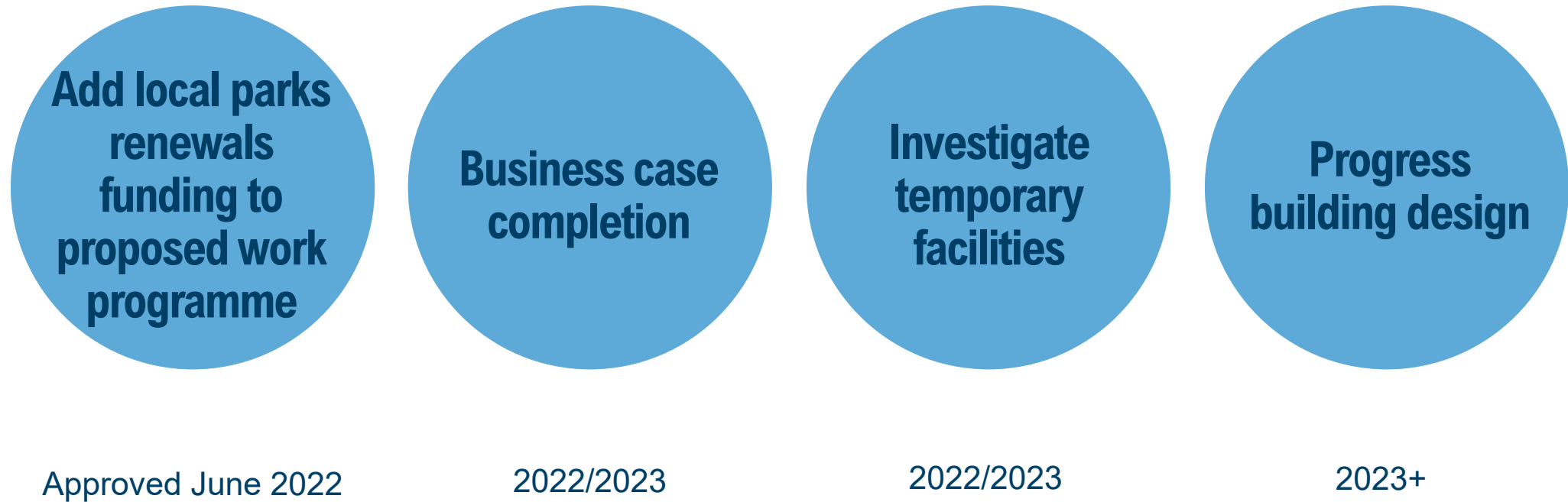
Recommendations

- Propose minimal local parks renewals allocation to get the project going
- Propose to RAP
- Propose Mara Hūpara LDI funding in future years





Next Steps



Thank you

Ngā mihi

Onewa Road Clearway Update



Purpose

Confirm AT's solution for the Onewa Road Corridor

Background

- Presented to the Local Board in October 2021 on the consultation outcome, safety review and proposed solution
- AT were concerned about the safety impacts of increased speeds, potential lack of visibility and vulnerable road users
- Network performance data does not indicate that a clearway will provide desired operational benefits

Preferred solution

- **Step 1-** Fix the pinch points as this is expected to provide equal operational benefits as a clearway, without the safety issues (within 3 – 6 months).
- **Step 2** – Review the performance of the pinch point solution. This will be co-ordinated with the High Risk Corridor Improvements review of safety. (planned for first half of 2023)
- **Step 3** – Discuss results and issues with the Local Board (By June 2023).

Preferred solution

- **Step 4** – Opportunity to implement further improvements (i.e. Clearways) if required when High Risk Corridor Improvements project implement their solution (2023/2024).

This phased approach allows us to co-ordinate the safety risks of a clearway with the High Risk Corridor Safety Improvements project.

Appendix 1

Presentation to the Local Board – 27 October 2021

Onewa Road Clearway Update



Purpose

- Background
- Overview of the Project
- Review the outcomes of the consultation
- Further analysis
- Recommendation of a way forward

Background

- Request from local elected members to trial alternative solutions to ease congestion
- Four options were consulted on in December 2020

Proposed Clearway Options

Option 2 - Extend the Onewa Road clearway to all hours.No vehicles would be able to park on Onewa Road at any time.

569 32%

Option 4 - Extend the clearway hours to run from 7am - 7pm everyday.Vehicles would no longer be able to park on Onewa Road unless it is after hours.

555 31%

Option 1 - Maintain the current parking arrangement on Onewa Road.Parking would still be available outside of peak hours when the T3 lanes aren't operational

354 20%

Option 3 - Extend the clearway hours to run from 7am - 7pm.Vehicles would no longer be able to park on Onewa Road unless it's after hours or during weekends.

311 17%

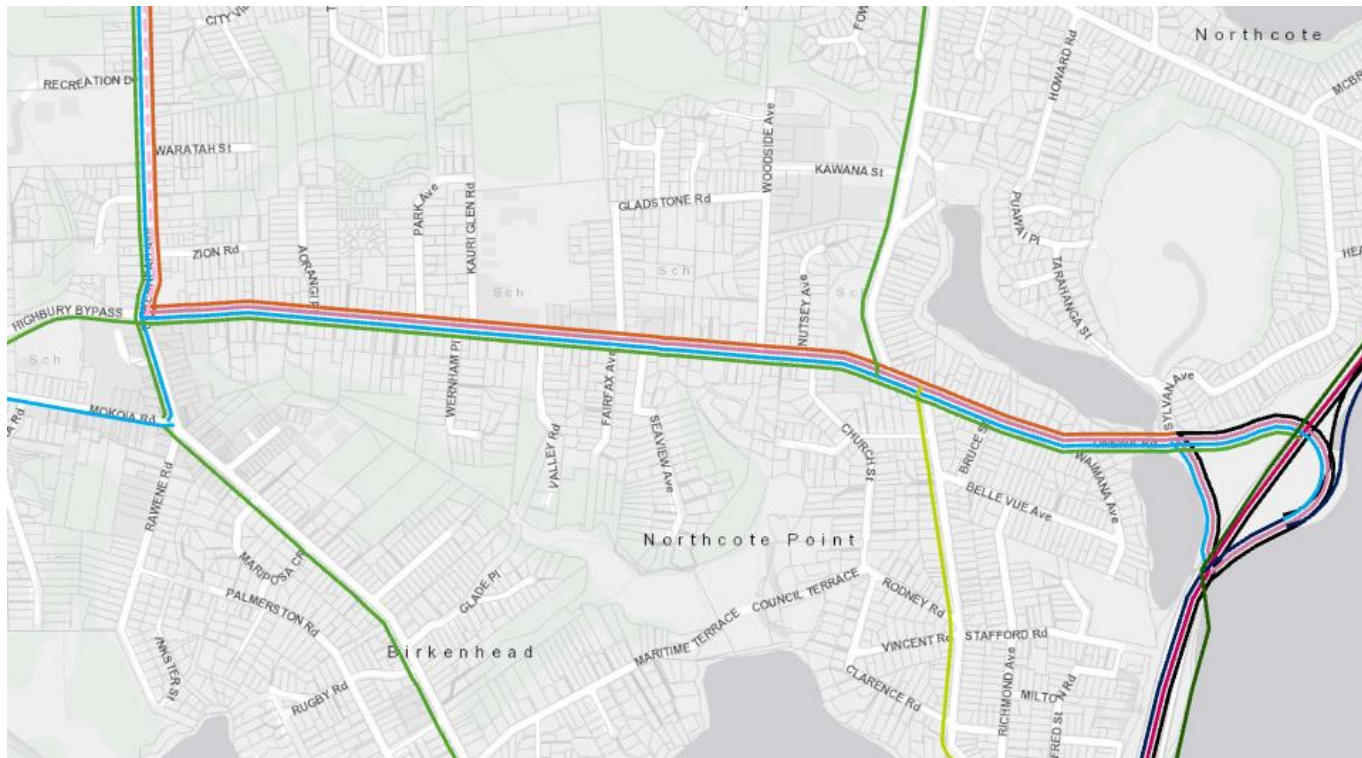
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Project Overview

- Work completed to date
 - Consultation on Clearways
- Further work completed since the consultation
 - Road Safety Audit
 - Review of Corridor
 - “Pinch Point” Assessment
- Longer Term Options
 - Potential for clearways in the future
 - Potential to convert T3 to bus lanes in the future

Project Context

- Future Connect



Current Network

Integrated Network

Cycle and Micromobility

- Regional
- Major
- Connector

Public Transport

- Rapid Transit Network (Below Ground)
- Rapid Transit Network
- Frequent Transit Network 1
- Frequent Transit Network 2
- Other Strategic PT Corridors

Freight

- Rail
- Level 1A
- Level 1B
- Level 2
- Level 3

General Traffic

- Motorway
- Strategic Arterial
- Primary Arterial

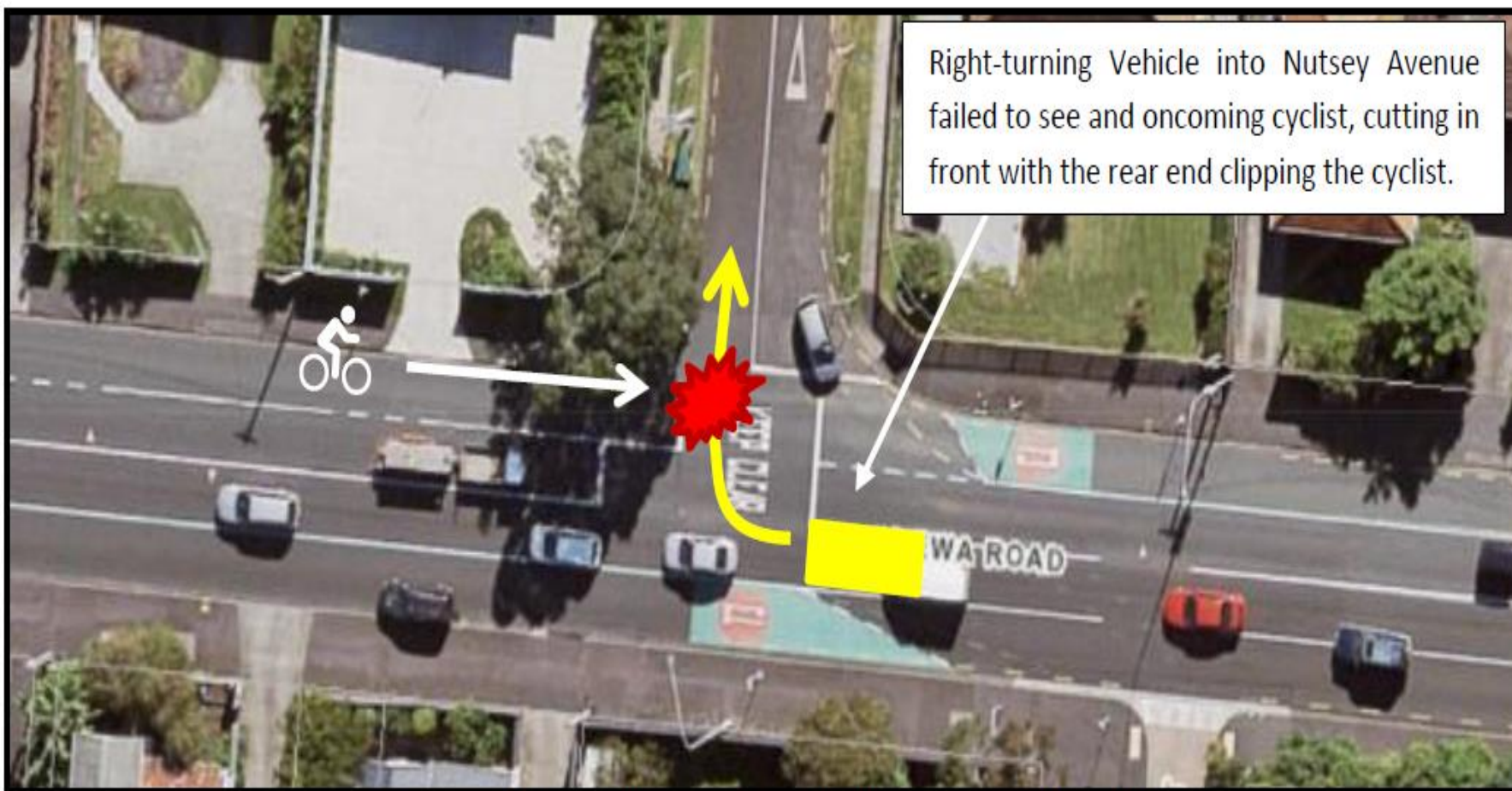
Consultation Overview

- Public preference:
 - Extension of the clearway restrictions
 - Majority of responses referred to car parking blocking traffic flow especially where turning right
- Internal AT feedback:
 - Concerns over severance and increase in speeds
 - Travel data doesn't show significant delays outside of peaks
 - Safety concerns due to potential speed increases
- Summary: the options consulted on would support some modes, but may have unintended consequences for walking and cycling

Operational and Safety review

- Road Safety Audit findings
 - Existing turning issues, including vulnerable users
 - Turning vehicles block through movements
 - With the proposal higher speeds would occur
 - Rear end and side-swipe crashes may increase
 - Right turning drivers would also then have to turn across two live lanes instead of one
 - Recommendation of a flush median (constrained width)

Safety Review



Operational Review

- Operates as a single lane outside of T3 times
- Limited on-street parking Mon-Fri
- Weekend parking busier
- 6 “pinch point” locations identified that can lead to Onewa Road being blocked when one vehicle is parked on street



Pinch Points Identification

- Parking adjacent to right turns identified as a concern in the consultation feedback
- Full review of parking and blocking along the corridor
- 6 locations identified that can lead to Onewa Road being blocked when only one vehicle is parked
- Often cars park illegally within an intersection (opposite in an unmarked location)

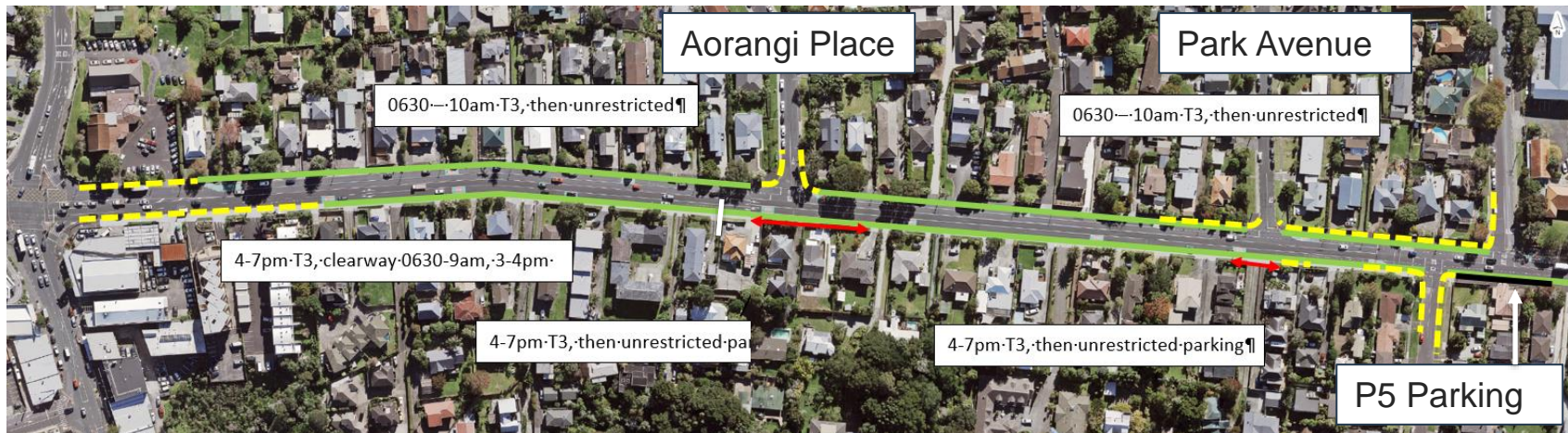


Pinch Point Identification

- Onewa Road / Birkenhead Ave intersection operation can block vehicles entering the T3 lane
- Vehicles queue behind buses and then cut in
- By reducing the number of vehicles in the left lane, progression onto the T3 will improve



Phase 1



- Existing T3
- - - Existing no stopping
- Pinch Point (no stopping needed / recommended)

- Parking adjacent to right turns removal proposed

Phase 1



-  Existing T3
-  Existing no stopping
-  Pinch Point (no stopping line needed / recommended)

- Parking adjacent to right turns removal proposed

Phase 1

- Extending the No Stopping lines closer to the Lake/Onewa Road intersection
- Outside Northcote Primary
- Infrequent use, significant impact to Onewa Road



Future Considerations

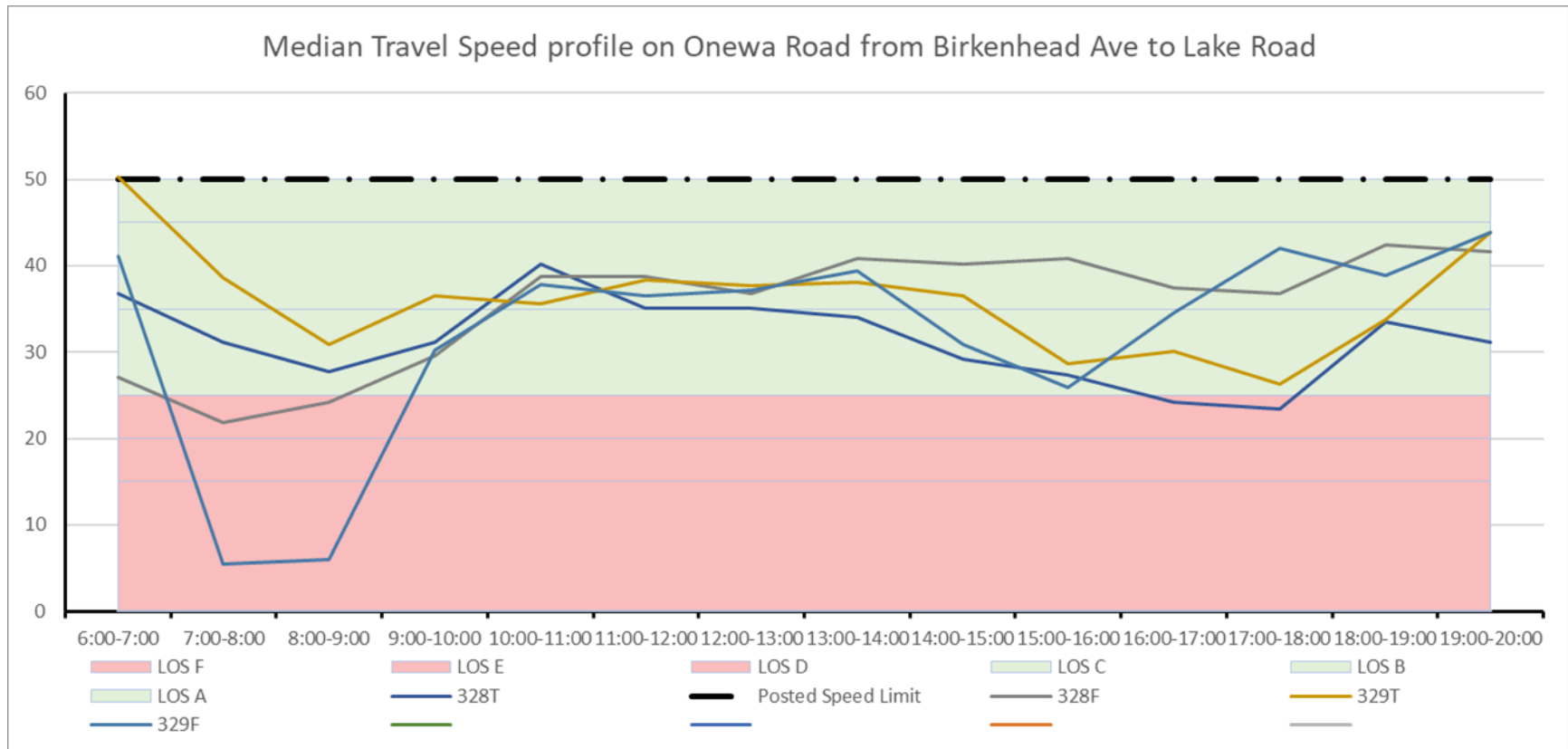
- Potential for clearways to be marked on the eastern extent of Onewa Road.
- Conversion of the T3 lanes to Bus Lanes



Key Points to evaluate

- We lack evidence to support clearways from a network optimisation perspective. Our travel data does not indicate an issue with bus travel times outside of peak time at this stage, though it may change in the future
- The safety risks from this proposed change are difficult or expensive to mitigate. Increased speeds and decreased visibility will result in more crashes, particularly at uncontrolled intersections.

Network Performance Data



Key Points to evaluate

- No Stopping lines will achieve the same or similar outcomes from installing a clearway, to maximise corridor performance and minimise impact of parking removal to community and businesses and impacts to active transport users.
- Existing time restricted parking outside businesses have been retained at this stage.

Key Points to evaluate

- Any future work must accommodate the shared cycleway on the northern side of Onewa Road to support any future growth.
- From a strategic perspective, the transit lanes should become all-day bus lanes. All day bus lanes would also provide a safer option for confident cyclists.

Next steps

- Carry on investigation to finalise options
- Come back to the local board with final options/recommendations

Questions ?

Local board feedback on the draft Regional Parks Management Plan

Local board workshops in April 2022

April 2022

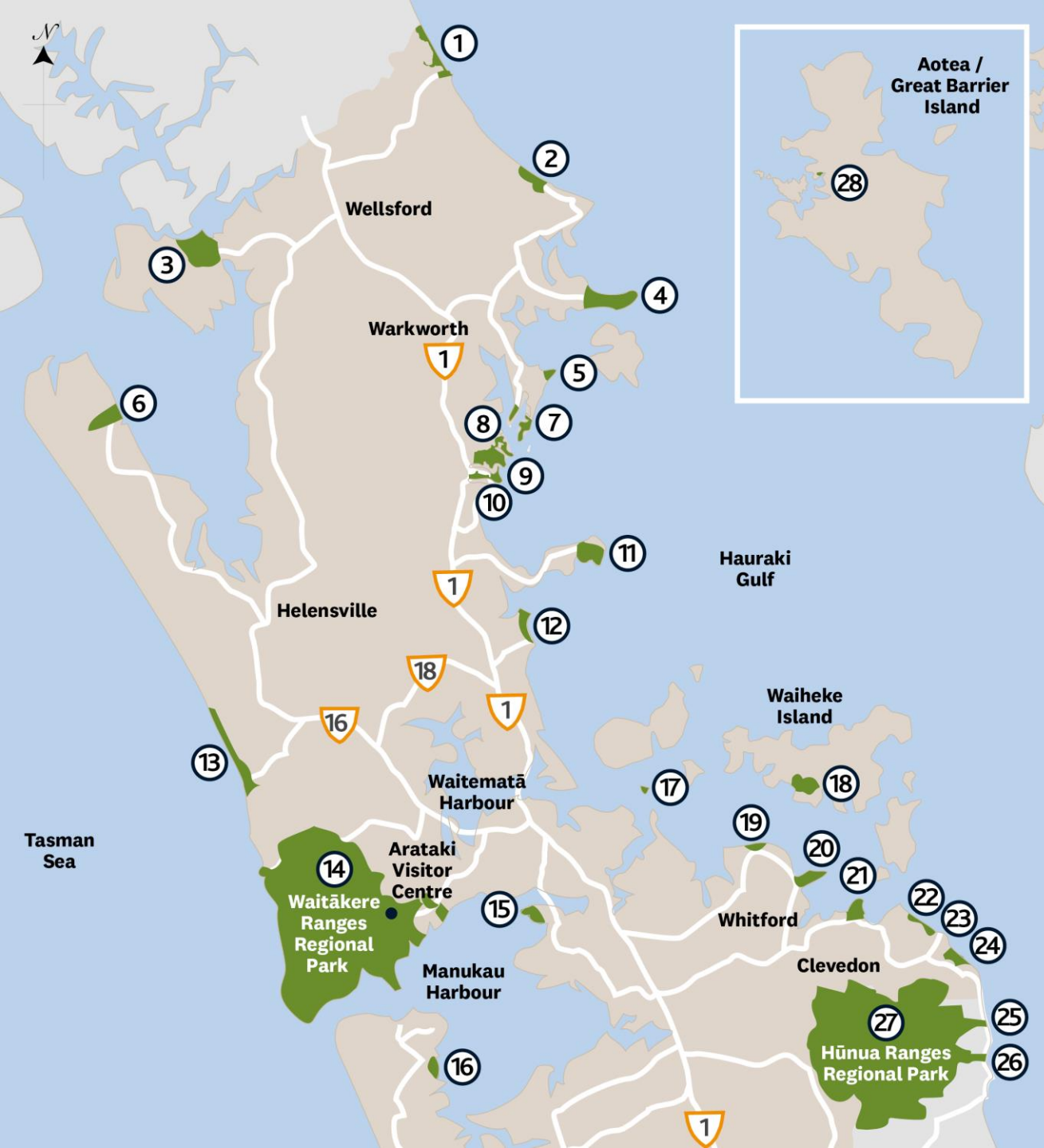


Aim of this workshop

- To assist the local board to develop feedback on the draft regional parks management plan, to be provided via the April business meeting



Regional parks in the draft Plan



Key

- | | | |
|-------------------------------------|------------------------------|----------------------------|
| Regional parkland | 5 Scandrett | 11 Shakespear |
| 1 Te Ārai | 6 Te Rau Pūriri | 12 Long Bay |
| 2 Pakiri | 7 Mahurangi East | 13 Muriwai |
| 3 Ātiu Creek | 8 Mahurangi West | 14 Waitākere Ranges |
| 4 Tāwharanui | 9 Te Muri | 15 Ambury |
| | 10 Wenderholm | 16 Āwhitu |
| 17 Motukorea / Browns Island | 23 Ōrere Point | |
| 18 Whakanewha | 24 Tāpapakanga | |
| 19 Ōmana | 25 Waharau | |
| 20 Duder | 26 Whakatīwai | |
| 21 Waitawa | 27 Hūnua Ranges | |
| 22 Tawhitokino | 28 Glenfern Sanctuary | |

NOT included:

- Auckland Botanic Gardens,
- Mutukaroa / Hamlins Hill,
- the Hūnua Falls area within the Hūnua Ranges



Review process to date

Preparation

2020:
**Community and
organisation
suggestions**

2021:
**Local board, mana whenua
and staff input
PACE committee workshops**

**DRAFT
PLAN
released**

Decision-maker: Auckland Council's Parks, Arts, Community and Events (PACE) Committee

Local board involvement: community interest and (for some) regional parks in local board areas

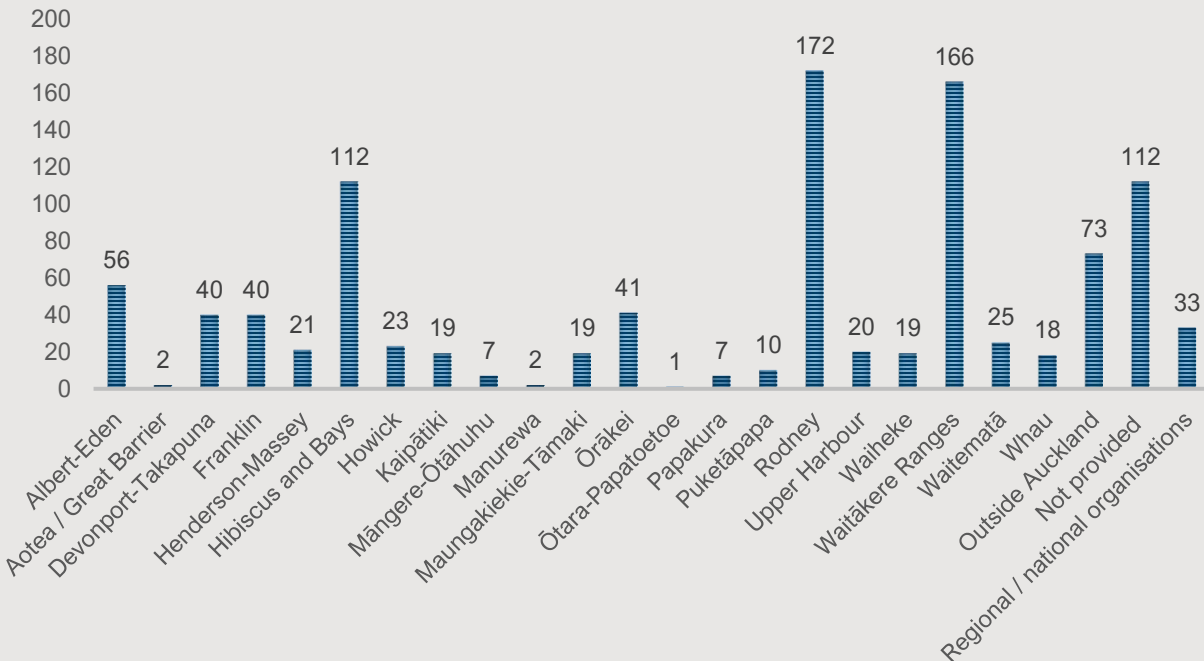
Numbers of submissions received

4684 submissions (about **900** 'unique' submissions and a **large** form submission)

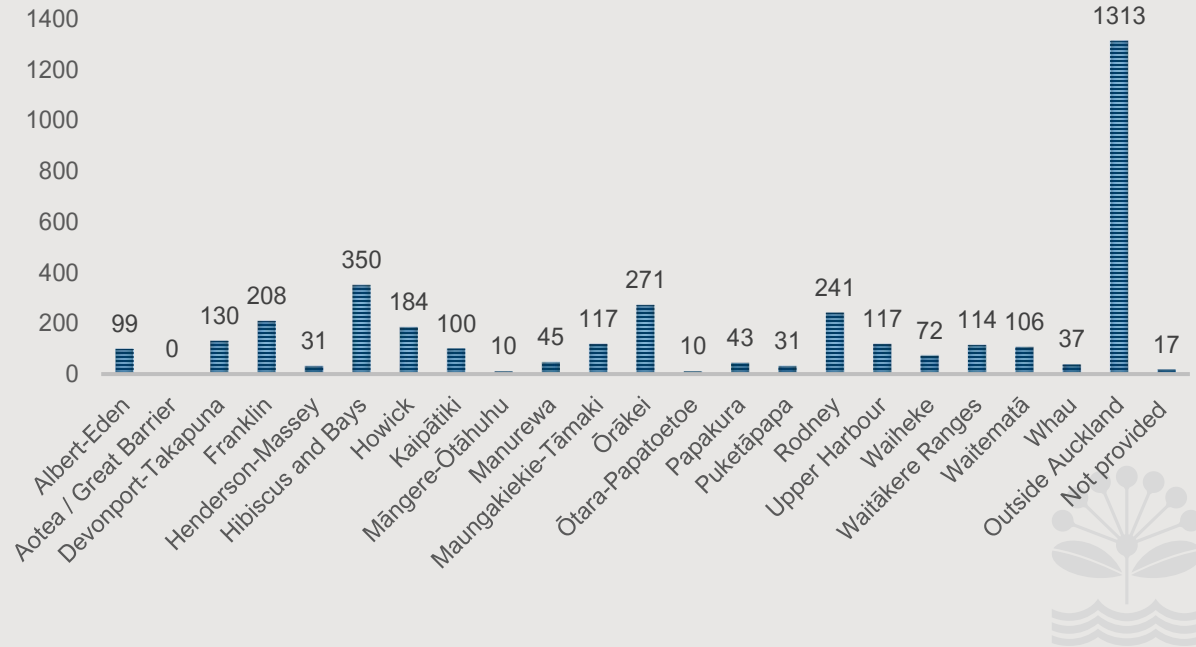
Including: **9** from mana whenua, **4593** individuals, **88** organisations

People submitted by filling in the feedback form, or emailing a submission

NUMBER OF 'UNIQUE' SUBMITTERS



NUMBER OF 'FORM' SUBMITTERS



Draft policy ‘to investigate relevant regional parks joining the Hauraki Gulf Marine Park’

The large form submission:

- Requested removal of all co-governance and co-management proposals from the draft Plan
- Opposed inclusion of regional parks in the Hauraki Gulf Marine Park

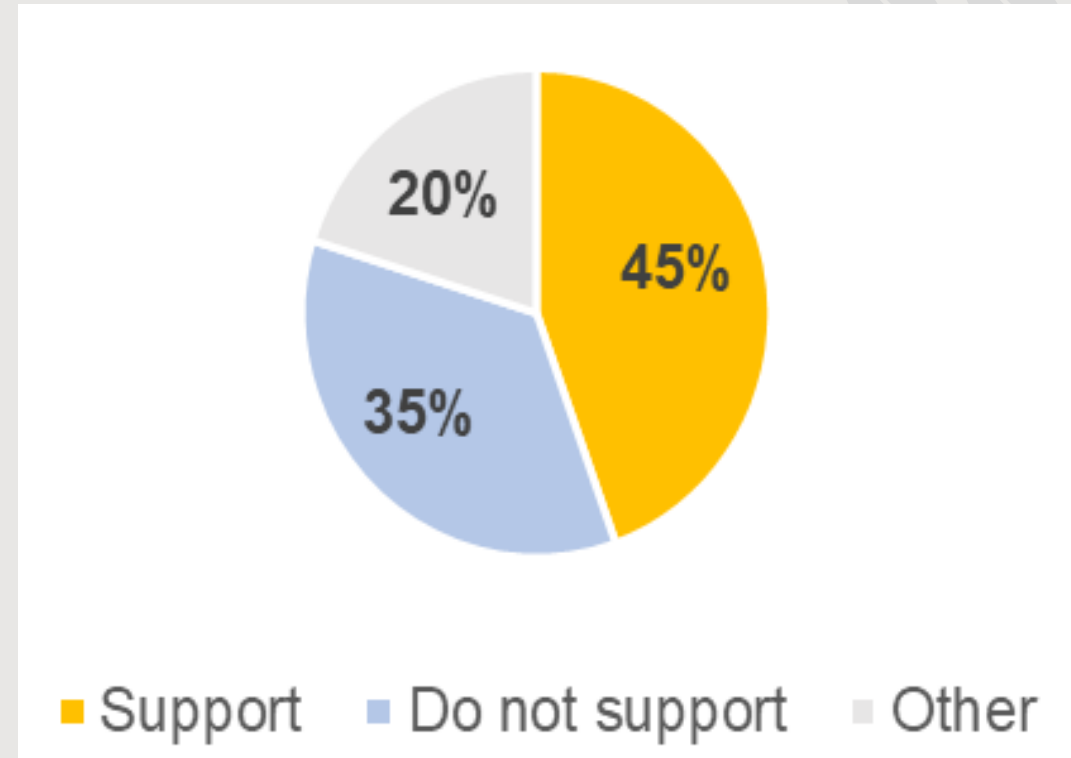
The Our Auckland article titled [‘No plan to change ownership or management of Auckland’s regional parks’](#) released on 11 February 2022 provided reassurance that council was not planning to relinquish control of the regional parks.



Feedback form: General comments

Those who supported the draft Plan liked the focus on environmental protection and climate change, accessibility for all Aucklanders, and protecting cultural heritage.

Some of those who did not support focused on governance / mana whenua involvement while others sought a variety of changes to the draft Plan.



(411 people responded)

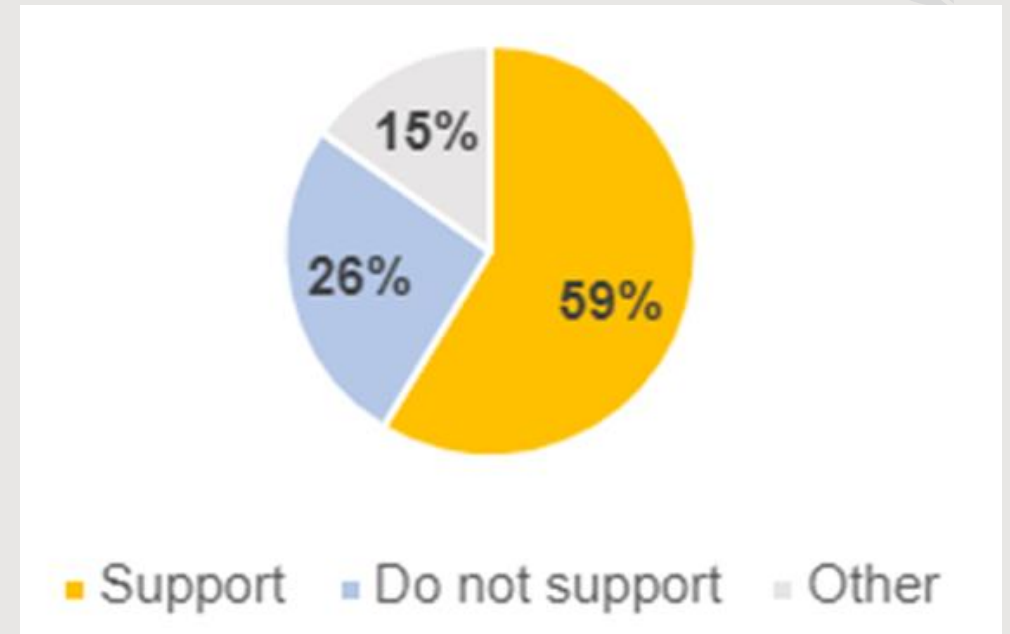


Climate response: improving public transport, cycling and walking options to access parks

The draft Plan proposes to reduce visitor vehicle emissions by improving and promoting public transport, cycling and walking connections to regional parks, and by considering installing electric vehicle (EV) charging stations for bikes and vehicles.

Comments indicated:

- Strong support for public transport
- Good support for cycling and walking
- Mixed views on electric vehicle charging stations



(92 people responded)



Some themes from emailed submissions on general sections of the draft Plan

Mana Whenua Partnerships

Support from mana whenua and others

Some concerned about council losing control (democracy / public access)

Build trust and engagement

Involve large stakeholder groups in co-management

Managing visitor experiences

Reinforce recreation values

More camping for motor campervans

Open more tracks

Dogs, 4WDs, Paragliders / hang gliders

Natural environment and climate change

Support for environmental policies and climate action

Plant more trees

Public transport, cycling/walking links

Farmed settings

Draft Plan proposes to review farming

Future of farming on regional parks drew mixed views



Submissions on individual regional parks

28

Regional
parks

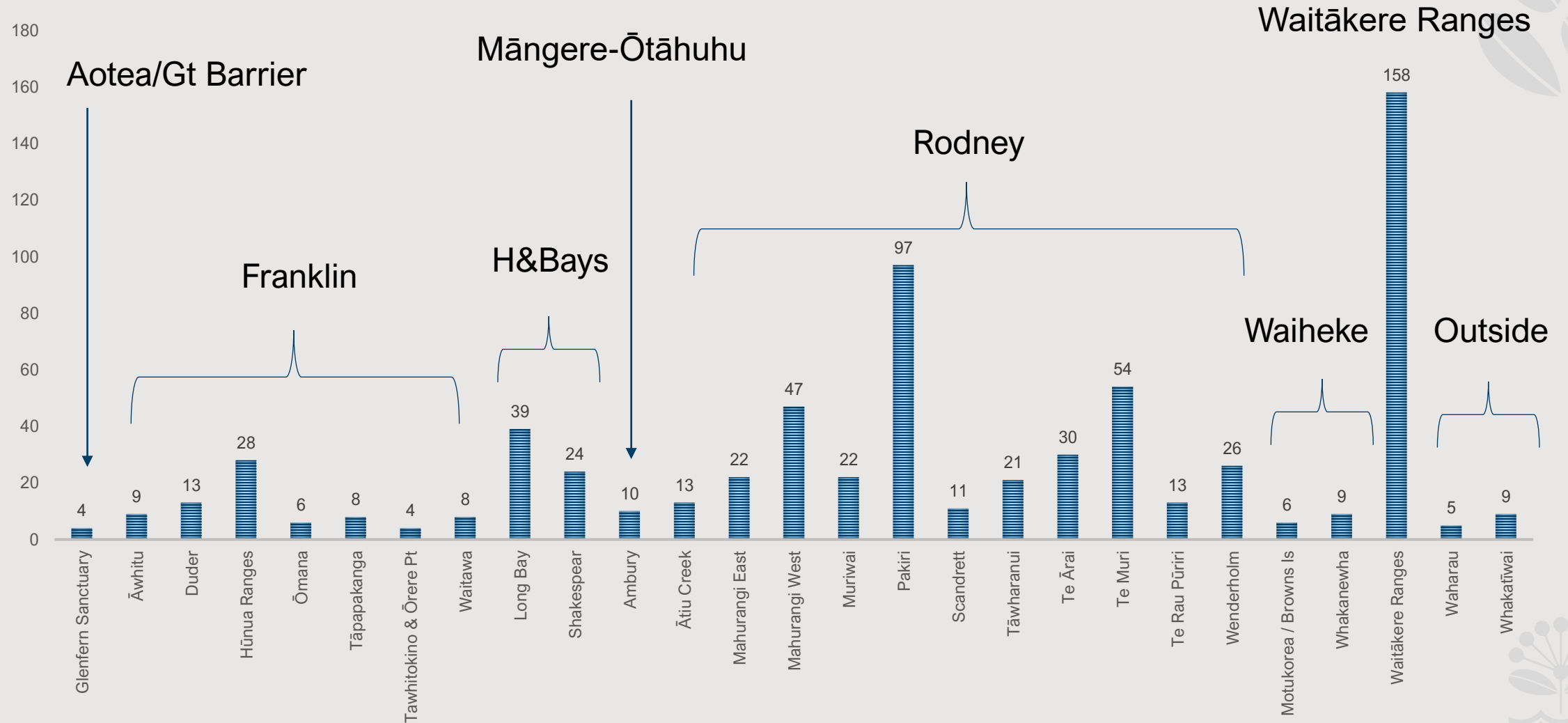
Park chapters were generally well received, with some qualifications and suggestions for improvements

However, the Waitākere Ranges drew many comments on the park vision, approach to manage visitor impacts and opposition to closed tracks / kauri dieback management



Number of submitters to each regional park chapter

NUMBER OF SUBMITTERS BY PARK



Aotea / Great Barrier: Glenfern Sanctuary



- **Biodiversity protection: ‘summit to the sea’**
- **Eduction/visitor centre**



Franklin: Āwhitu and Hūnua Ranges



Maintain park history
Upgrade infrastructure



Hūnua Trail, recreation and track
re-opening plan



Franklin

South-eastern coast

- Walking, cycling links to local areas
- Te Ara Moana / sea kayak trail



Omana

- Enhance local connections
- Te Puru wetlands restoration



Duder

- More accessible camping, new park entry
- Retain Duder name in dual park name



Waitawa

- Develop recreation plan, more camping options
- Marine Education and Recreation Centre



Tawhitokino and Orere Point

- Maintain access /signage
- More information on line for visitors



Tapapakanga

- Improve visitors experience
- Expand vehicle-based camping sites



Hibiscus and Bays: Long Bay and Shakespear



Manage visitors impacts, develop northern area (dogs, camping), remove farming



Extend marine reserve, expand camping, dog access, remove farming, public transport links



Māngere-Ōtāhuhu: Ambury



Expand visitor facilities for large groups

Realise tourist destination potential (education centre)



Rodney

West coast
and
Kaipara
Harbour



Muriwai

- Manage visitors impacts better
- Vehicle access



Te Rau Pūriri

- Develop northern area, boat access
- Extensive wetlands restoration



Ātiu Creek

- Increase recreation options
- Sustainable farming – Kaipara Moana



Rodney

Northern parks

- Links to Te Araroa Trail
- Proposed Puhoi to Mangawhai Trail



Te Ārai

- Conservation focus in the north
- Recreation opportunities in south



Pakiri

- Opposition to development
- Low-impact recreation and access



Tāwharanui

- Wetlands restoration
- Education centre



Rodney

East coast cluster

- Mahurangi great park idea
- Mahurangi Coastal Trail
- Sea kayak trail, water access to parks



Scandrett

- Coastal forest restoration
- Utilise historic farm complex for school education



Mahurangi East

- Open for walking, cycling access
- Protect natural / cultural heritage, pest-free peninsula



Mahurangi West

- Oppose Te Muri bridge
- Retain camping on foreshore at Sullivan's Bay



Te Muri

- Retain sense of remoteness and wilderness
- Access via Hungry Creek Road



Wenderholm

- Allow impromptu self-contained camping in car park
- Advocate for public transport links



Waiheke: Motukorea/Browns Island and Whakanewha



Biodiversity, cultural heritage
protection, low-impact recreation



Track development, pedestrian
access, safety, local connections



Waitākere Ranges

- Retain 2010 plan vision and park category
- Mana whenua involvement
- Kauri dieback management
- Recreation / track re-opening plan
- Limit visitor numbers, no more carparks, retain activity caps
- Upgrade recreation facilities
- Manage visitor impacts better
- Investigate dog access, more enforcement of bylaws



Forming local board feedback



Questions?



Next steps to finalise the plan

DRAFT PLAN consultation

Written submissions: Community, organisations, mana whenua – by 4 March

Local board feedback – April workshops and business meetings

Hearings – in May

Local boards if interested (9 May), mana whenua, community, organisations

Hearings Panel:

Deliberates

Recommends changes to the plan to the PACE Committee

(in June)

PACE committee:

Considers hearings panel recommendations and decides whether to adopt changes

Adopts Final Plan (target: September)

Thank you

Keddle House, Anawhata, Waitākere Ranges Regional Park

