

Attachment D – Advocacy

The following is the most recently approved list of advocacy for the Māngere-Ōtāhuhu local board, adopted in December 2016 as part of the annual plan process.

Initiative	Description	Advocating to
Māngere East Precinct: A priority focus and initiatives to enhance this centre as a thriving, liveable community	<p>The Māngere East area requires coordinated investment for planning and implementation. The local community facilities are rundown, old or not fit for use. A community facility needs assessment was completed in 2015 and next steps need to be progressed. For this, coordinated planning and investment is vital to shape a high-quality built area for a liveable community. The local board requests the governing body commit to capital funding through the next review of the Long-term Plan (LTP) for delivery of the Community Facilities Network Plan.</p> <p>Further to coordinate work through Panuku Development Auckland and Auckland Transport to focus on Māngere East area to develop this centre as a liveable community.</p>	<p>Governing Body</p> <p>Panuku Development</p> <p>Auckland</p> <p>Auckland Transport</p>
Waste management and our environment	<p>The city's waste-minimisation plan implementation requires that communities are prepared, equipped and supported to reach waste reduction targets.</p> <p>There is a need to get communities ready for change and finding opportunities in the way waste will be managed.</p> <p>Proactive support at this stage of the roll-out of changes in how council manages waste is important. This needs to be for multiple actions - communication, engagement, encouraging social enterprise and community –led initiatives.</p> <p>Ongoing work to develop local community recycling centres and waste reduction is a priority in the southern area. The board requests continued action for the regional scoping exercise to investigate the siting of various regional resource recovery centres and support for local community recycling centres.</p>	<p>Governing Body</p>
Boarding houses and high quality neighbourhoods	<p>The Māngere-Ōtāhuhu local board area has seen gradual proliferation of boarding houses and council's investigation has confirmed very poor standards and breaches of the building code on these sites.</p> <p>The board recognises the pressure on land, need for affordable housing and a range of provision for all. However the concern is that this is at the cost of deteriorating neighbourhoods and poor living standards in the area.</p> <p>There is a need for balanced, planned growth that is monitoring for the environmental impacts - traffic, noise- as there is also an "intensification by stealth" taking place. Currently, council has limited means to assess or address the impacts of the proliferation of boarding houses. The board continues to advocate for better monitoring of</p>	<p>Governing Body</p>

	<p>boarding houses. It must ensure that building code standards and a decent standard of living are maintained.</p> <p>Currently, council has limited means to assess or address the impacts of the proliferation of boarding houses. Data from regular monitoring can better</p>	
<p>Alcohol harm minimisation initiatives: Supporting community voice and empowerment</p>	<p>Reducing harm from alcohol in the local communities is of high priority for Māngere-Ōtāhuhu Local Board.</p> <p>The Sale and Supply of Alcohol Act (the Act) came into effect in late 2013. The Local Alcohol Policy, a key instrument for addressing the negative impacts of alcohol on our communities, is yet to be finalised. The board will continue to supporting local communities to have their say through the hearings processes afforded them by the recent legislation.</p> <p>There are challenges for the community in responding to issues surrounding reducing harm from alcohol. Inaccessible language used by the District License Committee (DLC), inconsistency in decisions across the region and limited integration to address signage inconsistencies between by-laws, district plans and those resulting through DLC decisions are key examples. The board will continue to voice their concerns to ensure that these issues are identified and addressed as it is critical to assess the overall success of the act in achieving its intent.</p> <p>The board seeks a framework to monitor the success of the Act in practice and consideration of legislative change.</p>	<p>Governing Body</p>
<p>Development of an Auckland gateway programme</p>	<p>Leverage key opportunities with major stakeholders like Auckland International Airport Limited (AIAL) and to utilise the unique natural and cultural characteristics of Māngere-Ōtāhuhu to achieve economic outcomes. The airport is New Zealand's gateway to the world.</p> <p>Their longer term plans to be a major hub connecting Asia and South America over the next 30 years, second runway offer opportunities for partnerships and attracting tourism. Council's investment in the Otāhuhu-Middlemore Spatial Priority Area, Greenways and Local Paths can be leveraged for economic and community outcomes by aligning efforts with stakeholders. The board sees potential to achieve local as well as citywide aspirations of more jobs via new industry growth, support for Māori tourism and heritage tourism initiatives – such as “Ōtāhuhu Portage Crossing” project – narrowest part of the North Island.</p> <p>The board request Auckland Tourism, Events and Economic Development (ATEED) to prioritise a gateway programme in the local board area to establish and grow Auckland's cultural and heritage tourism industry.</p>	<p>Governing Body</p> <p>Auckland Tourism, Events and Economic Development (ATEED)</p>
<p>To advocate for heavy rail as the preferred option, and include light rail</p>	<p>The airport to CBD rapid transit project has long-term strategic importance for Auckland's future commuter and freight .</p>	<p>Governing Body, Auckland Transport, New Zealand</p>

<p>for central city (CBD) to airport under the Rapid Rail model.</p>	<p>The current selection for light rail between central Auckland and Māngere fails to consider major growth implications for areas in the south, north and west. Auckland's strategic long-term transport security for both commuter and industrial heavy freight will not be served by the current plans for industry.</p> <p>The board would like that the Rapid Rail to support heavy and light rail link to the airport option is reconsidered and requests Governing body and Auckland Transport investigate into the heavy rail option.</p>	<p>Transport Authority</p>
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