

Attachment D

Local board	Summary of feedback
Rodney	<ul style="list-style-type: none"> • Supports purpose and principle of the Strategy and proposed sequencing for Warkworth • Need consideration of natural growth out from central Warkworth – not a north/south split • Transport projects in Warkworth should be delivered immediately • Include Future Urban zone land identified in the notified in PAUP for Warkworth East • Support community views to include Dairy Flat/Silverdale/Wainui in 1st or 2nd decade • Adequate employment land in Dairy Flat/Silverdale/Wainui is needed • Support sequencing north-west SHAs, Kumeu-Huapai-Riverhead option to spread over next 2 - 3 decades in terms of pressure on infrastructure. • Transport improvements including public transport are required immediately in north west • No live zoning should occur until structure planning in place • Existing water and wastewater issues in Wellsford need to be addressed now. • Will the FULSS capture where the next major hospital will be based between North Shore and Whangerei?
Hibiscus and Bays	<ul style="list-style-type: none"> • Agrees with sequencing • Land 'live' zoned in RUB needs infrastructure in place before other future areas are developed • New wastewater infrastructure should be funded/met by new developments • Sustainable water infrastructure options need more investigation • Penlink/Redvale interchange should be operational prior to any Dairy Flat/Wainui development
Devonport-Takapuna	<ul style="list-style-type: none"> • Bulk infrastructure funding in Future Urban area not to impact existing infrastructure renewals/maintenance • Bulk infrastructure in Future Urban implement in a timely way and not funded by existing ratepayers • Recognise there are water and wastewater constraints, but infrastructure needs upgrading for growth • Council needs to plan for and acquire land for recreation/open space and work with central government to acquire land for schools etc • Needs to be enough business land to support and balance residential supply
Kaipātiki	<ul style="list-style-type: none"> • New infrastructure funding not taken from funding for repairs for existing infrastructure or funded by existing residents • There is a need to reduce impact of additional traffic on arterial roads • Urgency and importance of structure planning and bulk infrastructure provision, support for ongoing monitoring • Council needs to plan for and acquire land for social infrastructure and work with central government • There is need to safeguard enough business land to support and balance residential
Upper Harbour	<ul style="list-style-type: none"> • Agree with sequencing for Whenuapai on the understanding that bulk infrastructure will be implemented in a timely fashion • Importance of structure planning/economies of scale when planning for larger areas • Support ongoing monitoring so council can respond to change • Council needs to plan and acquire land for recreation/open and work with central government • There are current water and wastewater and transport infrastructure constraints – infrastructure needs upgrading for growth • Need enough business land to support and balance residential supply
Henderson Massey	<ul style="list-style-type: none"> • Supports the intent of the Strategy • Public transport needs will be central to the Strategy • Strategy needs to include double tracking/electrification of rail line to Kumeu • There is need to provide new communities with sufficient social infrastructure • Existing urban/brownfield areas should be intensified prior to greenfields
Waitākere Ranges	<ul style="list-style-type: none"> • Priority in sequencing should be given to areas that are/will be well served by public transport

	<ul style="list-style-type: none"> • Include text in the Strategy on existing western rail line and north western busway • Link Auckland Plan outcomes to areas – need key objectives to guide decisions • More information needed on funding options • Existing urban/brownfield areas should be intensified prior to greenfields
Albert Eden, Puketāpapa	<ul style="list-style-type: none"> • Request minimum of one public meeting in the central isthmus
Maungakiekie- Tāmaki, Howick, Whau, Great Barrier	<ul style="list-style-type: none"> • Received the report on the draft Strategy
Māngere- Ōtāhuhu	<ul style="list-style-type: none"> • Generally agreed with approach but would like greater detail on how transport impacts will be addressed • Need to clearly state how expansion will be funded, what are the relative costs to ratepayers, developers • More detail on how the Strategy will address the issue of affordable housing is needed • Need for a similar Urban Brownfield Strategy that focuses on existing centres
Ōtara- Papatoetoe	<ul style="list-style-type: none"> • Agree in principle with sequencing as it appears to meet objectives of well-managed urban expansion • Need to recognise that future expansion will impact on existing transport infrastructure • Need to state how new infrastructure will be funded including relative cost share between developers and council • Need for a similar sequencing strategy for existing urban centres
Manurewa	<ul style="list-style-type: none"> • Generally agree with the approach but would like more detail on how transport impacts will be addressed • Strategy should explain how expansions will be funded, including cost share/alternate options • Need further detail on how Strategy will address the issue of affordable housing • There should be an Urban Brownfield Strategy
Papakura	<ul style="list-style-type: none"> • Agree with sequencing on the understanding that bulk infrastructure is in place/will be upgraded to mitigate current transport network and wastewater constraints • The importance of structure planning and economies of scale in planning for larger areas needs to be recognised • Growth should be managed for the benefit of all – including existing residents • There needs to be investment in recreation/open infrastructure, which will require land acquisition • The Strategy needs an ongoing monitoring programme • Business land provision needs to balance residential supply e.g. Drury South
Franklin	<ul style="list-style-type: none"> • Strongly support the intent and rationale of Strategy – provides clear framework and timeline • Support Paerate/Pukekohe sequencing, however investigation of future road networks should occur • Karaka as shown in the Strategy to be renamed Drury and new area created that contains Karaka/Kingseat/ Clarks Beach • Consider splitting Drury including area known as Karaka into two areas e.g. North of Waihoehoe Rd including Opaheke remain 2nd half of 1st decade – Drury south/Bremner Road SHA as 1st half, 2nd decade • Need alignment with /collaboration with Waikato • Issues with calling FUA “Wesley” as it is already an established suburb – suggest “Wesley South” or “Paerata • Any additional safeguard to protect against the threats of urbanisation of productive agricultural land?
General	<ul style="list-style-type: none"> • Need to structure plan early – 3 years out can be too late – developers already have a plan. Need structure plans to inform people. • Public need opportunities have a say on refresh.

