

Date: Wednesday 22 June 2022
Time: 6.00pm
Meeting Room: This meeting will proceed via Microsoft Teams.
Venue: Either a recording or written summary will be uploaded on the Auckland Council website.

Whau Local Board

OPEN MINUTE ITEM ATTACHMENTS

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PRESENTATION NOTES TO THE WHAU LOCAL BOARD
22 JUNE 2022

1. I am the Patron of No 3 (Auckland City) Squadron Air Training Corps
2. The Squadron also has the patronage of Auckland Council represented by a Charter that grants the privilege of using 'Auckland City' in its title.
3. The Squadron is one of two (Nos 3 and 19) occupying ideal facilities for the past 20 years on a site within the former boundaries of Carrington Unitec. They have helped mould the lives of thousands of good citizens over the past 80 years.
4. Up to 200 families are involved with the two squadrons and their cadet compliments.
5. After the sale of Unitec land to the government 3 years ago for a housing development there was an informal expectation that the facilities might remain in place as a valuable community facility, also able to be used by a variety of local resident groups. Otherwise, that the lease could be extended, if only in increments, until the delayed development got under way.
6. About six months ago some work began on part of the larger site and the supporting Trust attempted to get some certainty of tenure for forward planning.
7. A well-formed proposal was made to the local MP and to the Minister for Housing and Development seeking a meeting. The local office of the Ministry was kept informed of our actions and a representative of that office expressed appreciation for that consideration. Unfortunately, neither the local MP nor the Minister of Housing and Development were willing to engage in any way and several months passed with no real progress.
8. During that time Ward Councillors of Albert-Eden-Puketapapa and Whau Wards were apprised of our predicament and all expressed empathy and, in principle, a supportive attitude towards the problem the youth training units faced.
9. We have recently been informed by a spokesman for the Iwi authority that is planning the new housing development, not to expect a renewal or extension of our ground lease. The current lease expires on 1 October this year and the new, alarming, situation is that the buildings are to be removed by that that time as well.
10. As a consequence of this new housing policy these exceptional units that have served legions of our youth for so many years will soon have no home base - unless we can secure temporary facilities while locating a new site for the Squadrons' buildings.
11. The present site is approximately 2100m² but a minimum of 35m x 30m is needed for the buildings, plus parade ground/carparking space.

12. The Squadrons and their support committees of parents have been actively searching for potential open areas that might suit, and in seeking opportunities for cooperating with several schools, local churches, Scout groups, two RSAs, MOTAT, the Army at Arch Hill and two community halls, and have registered their need with the Leasing team at Auckland Council.
13. Their operating income is from activity fees from cadets, funds raised by the volunteer parents' committee work throughout the year such as raffles and weekend BBQs, some donations and a much-appreciated council grant towards the annual rental. All the officers, leaders and supporters are volunteers. They give their time freely for over 5000 hours every year.
14. My representation to you as local board members has a threefold purpose:
- a. To apprise you of the situation,
 - b. to inspire your assistance to find a suitable site for a new permanent home for the squadrons within the Ward boundaries.
 - c. To be put in contact with the best officer or agent to facilitate approvals for relocation of the Units.
15. Please consider this plea with empathy for the welfare of the cadets and the ongoing service that the Air Training Corps provides to the youth of our Wards.

Gordon Ragg AFC JP
Patron, No. 3 (Auckland City) Squadron ATC

Wording of the City of Auckland Youth Charter

**The City of Auckland
is sensible of the honourable record
of the No. 3 Squadron Air Training Corps
and wishes to recognise its years of service
to the young citizens of Auckland
by conferring on the Squadron
authority to henceforth bear the title**

No.3 (Auckland City) Squadron Air Training Corps



Resolutions of the Whau Local Board of 22 September 2021 on Auckland Transport's Parking Strategy

Resolution number WH/2021/100

MOVED by Chairperson K Thomas, seconded by Member J Rose:

That the Whau Local Board:

- a) welcome the opportunity to give feedback on the draft Auckland Transport Parking Strategy.
- b) agree that this parking strategy is necessary and support in principle a transition to a less car-focused city to support Auckland's in delivering on its commitments under Taruke a Tawhiri – Auckland's Climate Plan.
- c) reiterate its previously resolved feedback around parking as follows:
 - i) the Whau Local Board is concerned that the current approach to managing the transport needs associated with intensive urban development, particularly in brownfields areas such as Avondale, is reactive rather than proactive
 - ii) the Whau Local Board is concerned that in areas like Avondale where intensive brownfields development is happening the provision of infrastructure (including parking), along with access and connectivity is currently lagging behind development, as the Whau Local Board area is not considered a "growth" area, based on out-of-date information
 - iii) the local board supports in principle the shift away from off-street parking requirements for new housing developments, but it is concerned that new housing is already being built without off-street parking in areas with limited access to public or active transport
 - iv) the local board notes that the result of this is the shift towards intensive urban development with limited parking (in particular Avondale and New Lynn) is significant and compounding issues with parking and congestion, as an increasing number of people require on-street parking around busy town centres with inadequate access to alternative transport modes such as feeder buses
 - v) the local board notes the potential of using parking as a lever (including limiting and charging for parking) to discourage single-occupancy vehicle use and encourage mode shift towards public transport and active modes, but believes that it is irresponsible to promote this policy without first ensuring adequate access to alternative modes, and to park and ride facilities where appropriate
 - vi) the local board notes that the New Lynn Transport centre provides access to the rapid transit network for people throughout the western fringe and the southern Waitakere Ranges, and that provision of parking to support those who need to drive from their homes in these areas to their most convenient (or in some cases only) transport hub is essential

- vii) the local board notes that the unique geography and topography, alongside the relatively sparsely distributed population, of the Waitakere Ranges puts significant constraints on future provision of frequent bus services and makes active modes unrealistic for most, and access to park and ride facilities is critical to people in these communities
- viii) local board notes that people's ability to access the rapid transit network (particularly once the City Rail Link comes online) will be a huge benefit to people in the southern Waitākere Ranges and their foothills (including areas such as Green Bay, Blockhouse Bay, and the southern and western parts of New Lynn), but only if they have the ability to access that network
- ix) the local board is aware that there is high demand for parking capacity at train stations right along the western rail line, but Auckland Transport's current preference for new park and rides to be considered only at the outer fringe of the public transport network (thereby ruling out all but a few of the northernmost stations on the western rail line) is short-sighted and of little use to communities in (for example) Huia, Langholm, Woodlands Park and Cornwallis, for whom New Lynn station is the most obvious and sensible choice
- x) the local board notes that the New Lynn Urban Plan 2010 makes specific provision for a multi-storey park and ride in New Lynn (Auckland's only Transport-oriented Development)
- xi) the local board notes that a parking study in New Lynn undertaken in 2017 reinforced the need for this facility, identifying a significant shortfall in future parking capacity
- xii) the local board notes that Auckland Council does not have the funds to deliver the multi-storey park and ride in New Lynn in the current Long-term Plan and that funding from central government would appear to be the only way to deliver transformative change to reduce carbon emissions in light of council's heavily constrained funding.
- d) note its concern about the potential for current public parking spaces to be lost through the Auckland Council Group's asset recycling programme in future, particularly in Avondale and New Lynn.
- e) request that any proposals for future repurposing of council-owned land currently used for parking include serious consideration of options that would at least retain current public parking capacity if not increase it.
- f) note its concern, given these issues, about the possibility of increased utilisation of time restriction or charging around the New Lynn town centre until there is evidence of a commitment to a significant increase in commuter parking capacity, ideally through the delivery of a multi-story park and ride.
- g) note its concern around the possibility of any increases in parking restriction around any town centres until there is a demonstrable commitment by all relevant agencies to address the issue of lack of parking capacity caused by intensive residential development, through multiple levers including investment in feeder buses, safe and convenient active transport connections and any other mechanisms to reduce parking demand.
- h) acknowledge that some residents experiencing issues with on-street parking by commuters, including some reports of poor parking behaviours (for example parking on berms or too close to driveways), may support introduction of time restrictions around our town centres but note that this will only serve to push the problem further out unless the broader issues around lack of commuter parking

and lack of feasible alternatives to private vehicle use for the first leg of an inbound commuter journey are addressed.

- i) note that Auckland Transport is currently unable to enforce parking on berms and request urgent advocacy by Auckland Transport and Auckland Council to relevant agencies to enable this enforcement to be introduced.
- j) note its concern about the potential impact of the removal of minimum off-street parking requirements under the Government Policy Statement on Urban Development and sees it as critical that the issues set out above be addressed before the required changes come into effect.
- k) note the need to ensure a fair, equitable and reasonable transition from a city that is designed around cars to a city with little or no free on-street parking, noting in particular the impact of this transition on the elderly, the disabled, more deprived communities, and parents with young children.

CARRIED