



## **Submission of Civic Trust Auckland**

### **Waitematā Draft Local Board Plan**

**6 August 2014**

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We wish to speak in support of our submission at a public hearing.

### **Introduction**

Civic Trust Auckland (CTA) is a non-profit public interest group, incorporated in 1968, with activities and interests throughout the greater Auckland region.

The aims of the Trust include:

- Protection of natural landforms
- Preservation of heritage, in all its aspects
- Encouragement of good planning, for the city and region.

CTA has submitted on many Council plans over the years, including the 2011 Waitematā Local Board Draft Plan.

CTA supports in general the initiatives in the draft plan. We have highlighted some areas of particular support and particular concern.

Our submissions on the Ponsonby Rd Plan, the Newton Plan and the K' Rd Plan have covered some points that we have not repeated in this submission, but which CTA submits should be reviewed before progressing further on particular projects, e.g. the Myers Park development, formal inclusion of existing heritage information in the Ponsonby Rd Plan, the flow-on effects of Council's decision not to develop the Newton CRL station as proposed, and inclusion of the CBD (including K' Rd) in the protection of the proposed pre-1944 demolition control.

(1) CTA endorses the WLB's support for scheduling Karangahape as a historic heritage area and the institution of rules which are effective in protecting and enhancing character and heritage buildings. CTA also endorses WLB's advocacy for the preservation and adaptive re-use of Carlile House, Myers Park Caretaker's Cottage, Highwic House, Ewelme Cottage and Albert Park House.

(2) We support the WLB's advocacy for Auckland Council to purchase and restore the St James Theatre, as a means to preserving this building.

(3) We support completing, as a matter of urgency, special character assessments in Westmere and Grey Lynn (as per our further submission on the Proposed Auckland Unitary Plan).

(4) We question the WLB's spending of \$110,000 on developing a guidebook on how to strengthen an earthquake prone building to Building Code standards. In the first instance, the seismic upgrading required for particular buildings will be peculiar to each individual building. Furthermore, there are many people qualified in such matters currently putting their minds to these issues and the funds allocated to the proposed guidebook could be better spent elsewhere.

(5) We appreciate the WLB's ongoing support for walking, cycling and public transport use and the extension of the Auckland Cycle Network. CTA has also advocated for a public bike hire scheme in the central city and for smaller buses in off-peak times.

(6) We support the particular measures in the draft plan to make streets safer for pedestrians and cyclists, including slowing down motorised traffic. We support changing the Give Way Rule at side-street crossings to favour pedestrians.

(7) We submit that two-way cycling on one-way streets, particularly in the city centre on such streets as Lorne St, High St and Jean Batten Place be made available for cyclists.

(8) Further developments to enhance the cyclist / pedestrian experience we would like to see include:

- more barn dance style crossings
- pedestrian crossings on all four streets at intersections (needed at the Hobson St / Cook St intersection, for example)
- more seating along streets
- awnings for more rain shelter along key pedestrian streets such as High St
- an investigation into how well combined bus and cycle lanes work
- cycle access from Customs St through to Quay St, where currently only buses are permitted, or allowing cycles to share the footpath with pedestrians in this location
- cycle access from Mayoral Drive down Wellesley St to Queen St, where currently only buses are permitted
- extension of the cyclepath in the Auckland Domain.

(9) We submit that there is not enough consideration given in the draft plan to the use of ferries as part of the public transport network.

(10) We support the “comeback” of trams (in some form) and would like to see them travel further afield than the Wynyard Quarter, to Britomart in the first instance.

(11) CTA supports a central community recycling centre and submits that initially libraries could be a place for dropping off small items such as used batteries. We again submit that Shed 10 could serve as a recycling centre, perhaps on a once a month basis.

(12) We support the use of street berms for public planting, not only to attract more bees but to provide food for neighbourhood use.

(13) We note that the urban forest has suffered at the hands of Council and would like to see the WLB take more of a role in supporting community advocacy for the retention of particular trees, as well as making sure that communities are fully consulted on proposed tree removal.

(14) CTA submits that the redevelopment of the Pioneer Women’s Hall not proceed further without understanding the significance of this scheduled building and any physical limitations and opportunities that that might give rise to.

(15) We strongly support the extension of smoke-free public places to cover all the parks, beaches, plazas, civic squares and public outdoor areas in the WLB area.

(16) CTA submits that that WLB could usefully conduct an analysis of the physical stock of carparking in the city and an exploration of ways in which any growth in usage could be accommodated by sharing of existing carparks (i.e. commercial spaces available after hours).

(17) The Waitemātā Local Board should advocate for rates reduction, at least in the start-up phase, to encourage interesting, diverse small businesses in the inner city which support a quality retail district, and we encourage the board to engage in the issue of what constitutes a viable retail offering (i.e. more than Two Dollar shops).

(18) In the interests of improving people’s experience of public spaces, CTA again advocates for the replacing of all Council leaf blowers with brooms.

(19) We submit that an important addition to the draft plan is the recognition that significant parts of the landscape need protecting, particularly the Waitemātā Harbour and volcanic cones.

(20) In terms of typography, Auckland has an enviable collection of volcanoes. Newton, although not a volcano, is an Auckland high point in terms of typography. Therefore the decision to save money by dropping the Newton station may be short sighted. Located as it is at the junction of Khyber Pass, Symonds St, Mr Eden Rd, New North Rd and Newton Rd, *that* station represents a pivotal opportunity for integration with other modes of transport (e.g. cycling and walking), and CTA encourages WLB to encourage the governing body to review this particular (CRL) cost-saving measure

(21) We support the need for as much green space to be made available from existing Council landholdings (which should not be “enhanced” by activating the edges for economic return). Given the intensification proposed under the Auckland Plan, CTA

encourages WLB to advocate for further open space purchases as they become available.

Date of submission: 6 August 2014

Signature:

A handwritten signature in black ink, appearing to read "Audrey van der Pijl". The signature is written in a cursive style with a large, stylized initial 'A'.

Secretary, Civic Trust Auckland