

Clevedon Community and Business Association Submission
to the
draft Franklin Local Board Plan

The Clevedon Community and Business Association (CCBA) writes to offer full support of the draft Franklin Local Board (FLB) Plan. We believe it reflects a genuine understanding of the unique issues facing our community as it stands on the cusp of significant growth, and presents an opportunity to lead through this growth and prevent or minimise the issues that we have seen in other communities in the Wairoa subdivision. We congratulate the FLB for the significant work and consultation undertaken to deliver a nuanced and sensitive plan. We look forward to working alongside the FLB to deliver on these outcomes over the next three years.

Additional inclusions requested;

1. Outcome 1: Use our strengths to generate local opportunity and prosperity

1.1 The CCBA would like to see the *explicit inclusion* of the implementation of the Hūnua Trail as a key initiative. We are strongly supportive of this trail, and perceive it as being a significant catalyst for social and economic growth for our community. Because of road safety issues on Otau Mountain Road and lack on infrastructure such as toilets, we would also like to see the start/end point of the trail being clearly promoted and marketed as Clevedon Village itself. This will ensure traffic safety and maximise social and economic opportunities in Clevedon Village.

1.2 The CCBA is delighted to see the rollout of fibre to our Village Centre, particularly given the changes in workplace practice as a result of Covid. Regrettably slow internet speeds in our broader community restrict our locals' ability to work from home and establish local businesses. We strongly encourage the FLB's ongoing advocacy for ongoing system improvements in the wider Clevedon area.

1.3 Clevedon is a growing destination for filming and weddings, and has a growing artisan/produce industry. There are increasing numbers of film crews scouting here, as West Auckland is at capacity (including studio space) and Clevedon businesses regularly appear at food awards. Furthermore, we would like to ensure that any funding from film permits stays in the local area and reinvested to support local suppliers to provide services to film crews. We encourage the FLB's ongoing advocacy for these industries to support social and economic opportunities.

2. Outcome 2: Improved transport options

2.1 With the anticipated growth forecast and the associated cumulative effects on the road network around Clevedon, the CCBA foresees that in the medium term improved public transport will be viable. As the draft plan identifies, connections to Papakura Train Station and Pine Harbour Ferry terminal should be investigated *now*

to ensure our growing community builds in opportunities for public transport (and high school bus) terminus and any required park and ride connections. The location of these facilities should be determined this term, specifically;

- An agreed location for a community bus stop
- An agreed location for future Park and Ride facilities

2.2 This goes hand-in-hand with the provision of safe alternatives to vehicular transport, so that people might consider walking or cycling to public transport. To this end, key outcomes for the CCBA include;

- Ensuring that the agreed location for a community bus stop incorporates integrated walking and cycling provisions (including bike stands)
- Identify and rectify “missing links” in the trails networks implemented by developers. A number of these are on public land including the A&P Showgrounds.

2.3 For many years we have been working towards the implementation of a new a gravel pedestrian connection through the showgrounds that links the Monument Road footpath directly to the A&P facilities (and home to the infamous Clevedon Village Farmers Market). No link is currently provided, requiring users to either walk in the grass along the road, across the grass fields, or go the “long way” round on one of the existing paths. The CCBA would like the FLB to provide landowner approval to install a gravel path. We will work with the user groups and local businesses to deliver the path in an agreed location (with reference to the Bespoke Plan) and to an agreed standard. We understand that the Waiuku Trail provides a good precedent for community action in this space, and we look forward to leveraging learnings from this example to benefit our own local project.

2.4 The improved safety of our roads is critically important. We congratulate the FLB and AT on the implementation of safer speeds on a number of our rural roads. Regrettably we still see speeds through our village centre that create an unsafe environment for our pedestrians. The CCBA supports the reduction of speeds in our main street down to **40km per hour**, and the inclusion of safe pedestrian crossing points. We are very concerned that the proposed pedestrian crossings have been stalled, and we encourage Auckland Council to **implement flush pedestrian crossings in conjunction with traffic calming measures in the immediate vicinity**, in the proposed locations, on a trial basis. This approach acknowledges that there are cost constraints as a result of Covid, that there is a safety issue, that the form of the village will change in coming years, that the community have raised concerns about the noise generated by heavy vehicles travelling over raised platforms, and minimises disruption to more significant and costly road reconstruction.

2.5 We are grateful to Franklin Local Board for being nominated as the local project for the Innovating Streets tactical urbanism fund. We offer our full support to this project, which we believe would be highly effective in improving safety and connectivity in Clevedon Village.

2.6 Cumulative growth and the expansion of the Stevenson Quarry also means that traffic safety at the intersections of Tourist/Monument Road intersection and Tourist/Creightons/Papakura Clevedon Road will become an issue. We request that FLB work with Auckland Transport to look at long term solutions to upgrade these intersections.

2.7 Climate change has resulted in more frequent, more severe flooding in Te Wairoa catchment, creating significant disruption to transport routes. With a growing population, we are seeing more cars attempting to cross flooded roads with each event. Given the risk to life, we implore Franklin Local Board to install Flood Markers at known flooding locations, which would indicate water depths. We recommend consultation with the Clevedon Volunteer Fire Brigade to identify these locations.

2.8 High numbers of heavy vehicles continue to heavily impact our road surfaces with recurrent road resurfacing almost a never-ending feature of key routes into Clevedon. We support RUC being spent in the local area for road maintenance.

3. Outcome 3: Fit for purpose places and spaces.

3.1 We applaud FLB's focus on ensuring our community's places and spaces are fit for purpose. Growth in Clevedon is not "coming", it is happening now, and infrastructure planning needs to occur **now**. We are strongly support the inclusion of the outcome "Adopt the Clevedon Village Design Framework". This is a critical step for ensuring that developers, Council, infrastructure providers and the community take a community-wide view and work collaboratively to deliver great outcomes.

3.2 To that end, in March 2020 we presented the Clevedon Heart Plan to the Local Board Plan hearing, which highlighted the importance of resolving key functions and layout of key Council-owned infrastructure (including; community facilities (hall/library/district centre), car parking, playground and a residential property on the corner of Twilight Road) via a masterplanning process with key Council departments. This planning project would be an excellent catalyst to set the tone for future development of Clevedon Village, to ensure facilities are able to service future needs, to resolve village carparking issues and to highlight and celebrate the local rural character. Investment into this community heart could come through the local spend of developers' reserve contributions.

3.3 A first step in the aforementioned masterplanning process is to undertake a review of all council landholdings and facilities in our community to evaluate whether these facilities are well or under-utilised and to ensure that a holistic approach is taken to any sell-offs, renewals or future investments. This schedule of assets could be appended to the Clevedon Village Design Framework.

3.4 A construction of a rear laneway behind the western commercial landholdings in our mainstreet is critically important, and has been identified by our urban design consultants as the key for unlocking Clevedon Village. It would enable a more compact, pedestrian-friendly mainstreet by providing for;

- safer footpaths and increased parking on the mainroad, through the removal vehicular crossings
- onsite visitor and staff carparking at the rear of buildings
- buildings to be brought forward to the footpath, enabling verandahs and other pedestrian-friendly architectural features
- deliveries to and waste removal from the rear of the building
- an opportunity to reroute or underground overhead lines off the mainstreet (the powerlines in the mainstreet of Clevedon are visually dominating and necessitate unsympathetic “V shaped” pruning of street trees, further reinforcing negative visual dominance. The Clevedon CBA implores the Franklin Local Board to advocate to Vector for the undergrounding/rerouting of these lines).

With a private plan change currently before Council for consideration for the adjacent land, the time is right for FLB and Auckland Council to work collaboratively with community ensure this laneway is included in any future plans.

3.5 A landowner has offered land on his village-adjacent property for destination carparking. This is an excellent opportunity to unlock the issues of insufficient carparking for day trippers (e.g. Sunday markets) and Hūnua Trail users, and with adequate pedestrian connectivity, unlock the potential for increased visitor spend in our village. The CCBA would like to see this project scoped during the current term to ensure a holistic view to planning for growth and increased visitor numbers.

We look forward to the opportunity to present this vision to the FLB during this term.

3.6 Over the past year Clevedon has experienced significant disruption through the village and along key access roads as the wastewater pipes have been laid. We understand that this disruption is likely to continue for a number of years as cross-road trenches are constructed. Our message to the community is that this is a necessary discomfort to enable great outcomes; namely the cleaning up of unsanitary wastewater systems throughout our village. Regrettably a number of our residents have indicated that they will not be joining the system due to the costs, the lack of information, the disruption, and the perceived lack of need. We implore Franklin Local Board to encourage residents to connect, and specifically to lead by example by connecting Council-owned facilities, such as the Hall, District Centre, Camp Sladdin, and the two public toilet blocks (in the village and the Showgrounds).

3.7 A number of these initiative above, could be implemented through a targeted rate. The CCBA supports investigating this further with the community.

4. Outcome 4: Kaitiakitanga and protection of our environment

4.1 The CCBA strongly supports the FLB's stated outcomes of supporting groups and landowners to protect and restore the natural environment, particularly in relation to the Wairoa river and its tributaries; a defining feature of our community.

5. Outcome 5: Cultural heritage and Māori identity is expressed in our communities

5.1 The CCBA is eager to build a relationship with mana whenua and to collaboratively achieve the best outcomes for Clevedon. The Hūnua Trail presents an excellent opportunity for all of this. We strongly support the key initiatives included under this outcome.

6. Outcome 6: A senses of belonging and strong community participation

6.1 The CCBA supports the FLB's ambition for community empowerment.

6.2 As Clevedon grows we face diluting the character of our place. The CCBA has worked over the past 12 months to define a local character, and has engaged and funded a place branding expert to help us encapsulate that character and values. This is an important step to prepare us for growth and to combat the fear of change. We look to sharing this project with you and hopefully gaining the FLB's support as we communicate this character back to our growing community.