

Date and time:	Wednesday 5th August 2026 at 1030am
Attendees:	• Hamish Speakman (HS), Mott MacDonald - Chair • Anita Potgieter (AP), Visa - VC (online) • Mischa Gildenhuis (MG), PAG • Bernard Trevor (BT), ASB • Kara Kennedy (KK), Waitematā Local Board • Peter Busfield (PB), NZ Marine • Anna Sizova (AS), Precinct Properties • Sharon Byrne (SB), Auckland Theatre Company • Louise Vallant (LV), One NZ • Pete Bowden (PBO), VHHL/Tramco • Kara Hartshorne (KH), Beca (online) • Brigid Rogers (BR), WQ TMA Coordinator
Apologies:	• Brett Sweetman (BS), Park Hyatt Auckland • Fiona Knox (FK), Auckland Urban Development Office (AUDO) • Michael Hawes (MH), Warren and Mahoney
Guests:	• Vrinda Moghe (VM), AUDO • Sarah Wong (SW), AUDO • Lucy Kitching (LK), AUDO • Heidi Hughes (HH) Weekday Challenge
Notes taken by:	Brigid Rogers
Meeting held at:	Mott MacDonald offices

Item	Discussion and Action	By who
1	Karakia and introductions HS welcomed everyone to the meeting and gave the Karakia. All attendees then introduced themselves. BR noted that the meeting was to be recorded. The notes below are a summary of the transcript of the recorded meeting.	
2	WQ Precinct Plan Change – presentation by AUDO Vrinda Moghe (VM) Sarah Wong (SW) and Lucy Kitching (LK) were introduced. VM & SW provided a comprehensive update on the Wynyard Precinct Plan Change, detailing Council resolutions, development constraints, proposed changes to building heights, site realignments, and engagement timelines. Council Resolutions and Scope: SW explained that in early July, the Policy Planning and Development Committee endorsed a single plan change for the entire Wynyard Precinct, expanding the scope from the north to the whole area, and initiated a comprehensive review to update provisions and optimize development sites. Development Constraints and Issues: The team identified key constraints such as protecting viewshafts, retaining character buildings, managing flooding, infrastructure capacity, and minimizing shading of open spaces like Victoria Park, (from buildings in WQ) as well as outdated and complex provisions needing alignment. Site Realignment and Park Designation: A realignment of development sites at Wynyard Point was proposed, shifting from irregular shapes to more regular rectangles, optimizing development potential without loss of open space, and securing the park through designation alterations. Building Height Changes and Urban Design: The plan change proposes increasing core precinct heights from 31m to 45m and marker buildings up to 80m, with urban design principles maintaining mid-rise character and stepped heights to protect coastal and park edges, while allowing for landmark buildings. Marker building sites include – Site 18 and Jellicoe St car park. None are not located on the waters edge. Timeline and Engagement Process: The engagement phase is underway with iwi, local boards, and stakeholders, aiming for plan stop exemption from the Minister for the Environment, with notification of the plan change targeted for November, and feedback invited via a dedicated email.	

	Board members raised concerns about increased building heights, shading impacts, parking provisions, event access, and the adequacy of transport modelling, prompting discussion and requests for more detailed documentation and modelling from Auckland Council and AUDO. Height and Shading Impacts: Stakeholders expressed concerns that raising height envelopes could lead to more overshadowing of entertainment areas, potentially reducing quality and sunlight, and questioned the rationale for substantial increases, especially for marker buildings. Parking and Transport Modelling: Participants noted the removal of public car parks and only maximum requirements for parking in new developments. Concerns were raised about access and parking for large scale events. Request for Detailed Information: There was consensus that the plan change presentation was light on detail, with calls for more comprehensive documents, explicit modelling, and clarity on long term numbers of residents and office workers, as well as transport impacts, before meaningful feedback could be provided. AUDO to provide a summary document for distribution to the Board. Event Viability: Questions were raised about how large events would be accommodated with ongoing reductions in parking. Although PT was good this didn't necessarily serve those coming from outside of Auckland. Integrated ticketing or shuttle solutions could help but what was needed was an overarching transport planning strategy for major events. BR to raise with AUDO. PB asked that the permanent Marina be marked on future maps and comms	LK/ BR BR AUDO
3	Weekday Challenge Programme Proposal Heidi Hughes (HH) was introduced. HH presented the Weekday Challenge programme, outlining its history, current engagement, and two proposed models for future operation—internal emissions reduction indexing and external collaborative behaviour change Programme History and Engagement: HH described the pilot in Wynyard Quarter, which was funded by AT and supported by WQ TMA and ongoing participation despite lack of new funding, and expansion to other cities, emphasizing the importance of sustained engagement and behaviour change over time. Internal and External Programme Models: Two options were proposed: a one-month internal programme focused on emissions reporting and benchmarking, and a year-long external collaborative challenge with rewards, café meetups, and partnerships, both priced at \$60,000 with potential for additional contributions from businesses – prizes etc. HH noted that the programmes replaced the need to survey staff as all the data was being regularly collected. Both options were suitable for businesses who branches throughout NZ. Data Collection and Reporting: The internal model offers Baseline commuter emissions profiles, mode usage benchmarking, and Scope 3 reporting, while the external model emphasizes collective behaviour change, live data tracking, and broader engagement through partnerships. Stakeholder Comments: Participants questioned the added value over the existing WQ Staff travel surveys. Questions were raised about other locations where there was no PT or alternative to driving and how the scheme might work in those situations. There were questions around the numbers of people who were already using sustainable modes, rather than the Weekday Challenge moving people out of their cars. BR asked if AT were supporting these new initiatives. HH indicated that they had been no talks with AT at this point. Integration and Coordination with Other Programmes: HH addressed questions about overlap with other challenges, such as the Aotearoa Bike Challenge, and discussed the potential for coordinated timing and integration with apps like Strava to reduce participant fatigue and improve engagement. HH also noted ongoing discussions with the Sustainable Business Network. HH noted that bike journeys could be reported in Strava app. HH also mentioned linking in with Extraordinary to offer incentives and encourage the move to PT.	
4	Apologies and notes from last meeting / matters arising Apologies were noted as above. The notes of last meeting – deferred to a future meeting.	
5	Updates Chair – HS no update POST MEETING – Precinct Property requested to be formally part of the TMA Board will now assume the seat vacated by Kiwi Property on a casual vacancy basis. THE MEETING CLOSED AT 12NOON	

	Waitematā Local Board – KK provided updates on upcoming transport reform, explaining changes to Auckland Transport's role, the creation of a joint committee, and ongoing uncertainty about governance and control. Transport Reform Overview: Auckland Transport will be folded back into council, focusing solely on public transport, while road control and other transport issues will shift to Auckland Council, with arterial roads managed by the governing body and local roads by local boards. Governance and Decision-Making: A joint committee between the governing body and local boards is planned, but details about authority, speed control, and project funding remain unclear, with central government involvement in certain areas. AT – no update AUDO – Plan Change presentation – see above	
6	Items of interest / AOB Appointment of signatories to TMA accounts PB is now officially Treasurer. AP will collect her ASB token to authorise payments from SB direct. POST MEETING UPDATES – shown below in blue CRL Briefing Events This event is being planned in conjunction with AT. Date: Wednesday 12 August Venue: ASB Cube Presentations: Two sessions Business Briefing 10am (teas & coffees before this session) Commuter Briefing 12pm Mini Expo: Open from 11am until 2pm for drop-in Attendees will choose a session that suits them. After the presentations they will be invited to attend the Mini Expo, just outside the presentation hall. The event will be recorded, and the recording will be made available online and accessible to businesses and stakeholders for them to share. Attendees numbers to date – about 100 to each session KH offered to promote the 12noon event internally to Beca staff – BR to share comms with KH. Presentations -AT will present on CRL, and WQ TMA will share selected new comms - new animated train map, website links etc. Mini Expo - AT will be on hand to provide personalised journey planning for commuters. Queens Bike Hub, Locky Docks, Extraordinary and Carpoolin will also be attending. WQ TMA have produced a business card with a QR code that links directly to the new TMA webpages. Marketing - Focus Group participants (identified through the Staff Travel Survey) had a direct email – followed by a general one to the whole TMA database. TMA Board members and key stakeholders got an early heads-up via direct emails. Quite a bit of phone and email chasing to ensure representatives from as many businesses as possible attend. AUDO will be holding a Neighbours Forum on 26 August, and residents are a key component of that event. AT Journey Planner now has the option to preview CRL journeys. CRL Pop-up Events in Businesses - AT have indicated that they will fully support the CRL Briefing events but do not have the resources to attend individual businesses to promote and explain CRL. The video recording of the CRL info event above can be used if businesses wish to hold their own pop-up event.	BR

	New TMA website pages - Whole new section making it easy for commuters to find what they want Animated Train Map – with connecting bus journeys on the map – AT reviewing this. Head-cam Videos – showing active modes routes to CRL stations have been finalised Closest CRL station map - A simple map has been produced indicating which CRL station is closest to your place of work in WQ. For example, ASB staff are closer to Waitematā Station, whereas Visa might prefer to use Te Waihorotiu. Strategic Plan -This is being drafted and will be ready for the AGM in December. Views from the Board will be sought at the draft stage. AT Funding Agreement - The agreement has now been signed. Although the details remain confidential, it covers CRL, events, communications, future planning, and the Staff Travel Survey. A revised budget has been prepared and circulated. AT have paid half their contribution already with the remainder later in the year. Please note that that all financial information remains confidential. Staff Travel Survey - AT have indicated they are comfortable with a change of date from October 2026 to March 2027. Consultation with businesses is underway – issue around Scope 3 reporting is being investigated. Packenham St West car park has been granted Consent for a 5-year temporary 220 space car park. <i>For further information on any of the above Post Meeting items please contact Brigid</i>	
	Date of next meeting Wednesday 2 September 2026 – hosted by ASB Waterfront Theatre	