

# 19 Anzac Road, Browns Bay – Proposed Disposal

## Recommendation

That the Committee:

- i. Receives the report

## Executive summary

1. In 2015 the Mayor wrote to CCO's requiring a process to be undertaken to identify surplus land holdings across the Council family. This was presumably driven by the need to:
  - Mitigate high levels of debt
  - Achieve consistency across the region
  - Drive highest and best use for Auckland Council land, including potential housing
2. Auckland Transport's (AT) response to this was to declare a number of properties as surplus to transport requirements with a potential value in excess of \$60 million. All property holdings were assessed against a set of criteria. Parking properties were also assessed using the Parking Strategy as a basis.
3. The agreed approach was for Auckland Council and Panuku Development Auckland (PDA) to assess these properties against alternative uses prior to disposal. AT was asked not to engage with local communities.
4. In hindsight, AT should have been involved in subsequent community consultation. A number of the other sites across Auckland are potentially impacted by this process.

## Background

5. In response to an Auckland Council request to identify surplus assets, AT undertook a Real Estate Inventory Optimisation review over the course of 2015. Recommendations on properties to be transferred to Auckland Council were made to the AT Board for endorsement. Consequently, property assets with a collective book value of some \$61.91 million were transferred to Auckland Council. Among these were 21 car parks with a collective book value of \$15.75 million.
6. Auckland Council asked PDA to undertake internal consultation with all parts of Auckland Council to on alternative use or disposal of the assets. This included engagement on Public Works Act, Iwi and Local Board matters where relevant. AT's role in the process is simply to identify properties to be transferred. The agreed approach was that AT does not undertake consultation or make recommendations on alternative use or disposal.
7. The provision of parking is governed by the 2015 Parking Strategy. This Strategy was the subject of extensive public consultation and covers on and off-street parking, charging, Park & Rides, events and other parking management. The Strategy is useful as new housing developments occur but should also be applied to legacy issues. The Parking Strategy can be found at the following link <https://at.govt.nz/about-us/transport-plans-strategies/parking-strategy>
8. AT undertook the Parking Properties Project in early 2015. This process evaluated all off-street car park owned and/or operated by AT against several criteria. These included:
  - (a) The catchment served by the facility. Facilities servicing centres widely and community facilities were scored favourably, whilst facilities serving individual businesses exclusively or non-centre areas were scored less favourably;

- (b) The utilisation (i.e. occupancy) of the facility, as established by parking surveys or facility data where applicable;
  - (c) The proximity of the facility to public transport routes and facilities, and the future planned cycle network were other factors considered.
9. Against these criteria, the 19 Anzac Road car park in Browns Bay was among the properties recommended to be transferred to Auckland Council. Internal consultation on the site was undertaken by PDA from August 2015. No alternative service uses were identified for the property. As such, AT's understanding is that the property was subsequently recommended for disposal.
10. The Hibiscus and Bays Local Board have opposed the disposal of the site, and have sought clarity from AT on its rationale for the transfer of the site. AT understand the Local Board also considers it should have been consulted prior to the transfer of the site.
11. The following table shows public parking available in Browns Bay. In addition, there are a number of other parking spaces privately provided such as the large carpark behind Clyde Road.

Browns Bay Parking		Number of Spaces
On Street Parking		612
Off Street Parking		179
29 Anzac	32	
31 Anzac	32	
1 Inverness	40	
5A Bute	17	
19 Anzac	58	
<b>Total parking spaces</b>		<b>791</b>

## Issues and Rationale for Decision

12. Of the criteria outlined in paragraph 8(a)-(c) above, the catchment criterion was the primary reason for the decision to transfer the 19 Anzac Road facility to Auckland Council. While the utilisation/occupancy of the facility was relatively high, the surveys undertaken in 2014-15 indicate that the car park primarily serviced customers and staff of the adjacent New World Supermarket. By contrast, other AT facilities in the vicinity were found to service a wider range of businesses, and as such were retained. A second precipitating factor was a poor return on asset.
13. As per paragraph 6 above, the property was transferred to Auckland Council on the understanding that PDA would lead subsequent consultation across the Auckland Council organisation to inform decisions on alternative uses or disposal.
14. AT has undertaken a further parking survey at 19 Anzac recently in response to the Hibiscus and Bays Local Board's position on this matter. The findings were broadly similar to the 2015 review. As such, the recommendation remains that the property is surplus to transport requirements. Auckland Council may have a view on alternative, non-transport uses and PDA remain the appropriate entity to obtain highest and best use from the investment in land assets.
15. The evaluation criteria used for the Parking Properties project in terms of catchment, utilisation and transport context are largely consistent with the divestment criteria in the Parking Strategy, which was adopted by the AT Board in May 2015 following a public consultation process. Policy 2D of the Strategy covers the criteria for divestment in off-street parking, and includes consideration of:
- (a) Existing and future populations and employment growth in the catchment;
  - (b) Existing and future car-based travel demand and capacity of existing car parking supply to meet those demands;

- (c) Plans for increasing public transport investment in the area;
- (d) Unitary Plan provisions, Auckland Council area plans and other strategic plans and initiatives;
- (e) Proximity to arterial roads that support public transport or cycling corridors;
- (f) Proximity to high-frequency public transport stations;
- (g) The level at which the car park serves the whole town centre and not just a small number of dominant businesses;
- (h) The utilisation of the parking facility and surrounding parking supply; and
- (i) The economic value of the parking facility.

## Next steps

16. Given the more recent parking survey data which has been made available, AT's recommendation remains that the 19 Anzac Road car park is surplus to transport requirements.
17. In cases where properties have high community interest for transport reasons, there is merit in AT engaging with communities prior to transfer decisions.

## Attachment

Attachment Number	Description
1	Aerial view of 19 Anzac Road carpark

## Document ownership

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## Glossary

Acronym	Description
AT	Auckland Transport
PDA	Panuku Development Auckland



19 Anzac Road