

Date: Tuesday 20 June 2017
Time: 4.00pm
Meeting Room: Devonport-Takapuna Local Board Chamber
Venue: Takapuna Service Centre
Level 3
1 The Strand
Takapuna

Devonport-Takapuna Local Board OPEN MINUTE ITEM ATTACHMENTS

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Ann Allen

20-June-2017

My name is Ann Allen. I am here as a representative of a group of constituents who oppose the use of herbicide chemical (specifically glyphosate) spraying for the control of weeds in our Local Board area.

The first thing I want to pass on is our thanks to the Board for the stance and steps it has taken over this matter, and the clarity with which this was presented in your resolutions on the proposed maintenance specifications of September 2016

Sept 2016 Attachment Two - LB Resolutions:

Attachment A: feedback on the proposed maintenance service specifications:

16. The board has held a consistent clearly expressed position about the use of chemicals for weed control, including in its local board plan where it states “weeds in and beside reserves, sports-fields and roads are controlled by non-toxic means whenever possible”.

[In the same resolution 16] it was also noted the Boards position on ceasing to pay for mechanical edging of borders:

... however it has been persistently disappointed by council’s approach that sees such methods of weed control as an optional extra, and therefore to be paid for out of local board locally driven initiatives budgets, rather than being picked up as part of base contracts. If the Community Facilities team is serious in its intention to comply with the words in Attachment three, then the **board would expect to cease having to pay for mechanical edging of borders, as that would be picked up as part of contracts that are environmentally sensitive**, and sensitive to Auckland Council’s commitment to environmental action.

In addition, it was heartening to read in the agenda of:

March 21 2017 for Project 17: AC Maintenance Contracts

[Item 48] What will change?

- Minimise agrichemical use
 - **Manual and mechanical weed control methods are currently used in and around children’s playgrounds across the region. Agrichemicals are not used within these spaces. This will continue under new contracts; and**
 - **mechanical edging will be applied along paving and other hard edges.**

This is quite clear – mechanical (non-agrichemical) edging will be applied along paving and other hard edges.

However, this is not implicitly or explicitly stated in the updated specifications from Auckland Council which you will consider today, and it is this that I wish to draw the Boards attention to.

Ann Allen

20-June-2017

What the:

**June 20 2017 Project 17: AC Maintenance Contracts
Part A – GENERAL REQUIREMENTS**

says is the following:

- (f) **Sites are classified as either Enhanced or Standard sites.** Generally, service levels relate to building and open space maintenance and cleaning – not to minor capital works.
- (g) Service specifications provide for a **Standard maintenance** service level (a baseline level), **across the region**, which ensures each facility is:
 - (i) Fit for purpose;
 - (ii) In good condition;
 - (iii) Achieves community outcomes.
- (h) **In some cases, an Enhanced maintenance service level may be required to meet known criteria such as chemical-free**, tighter specifications or additional planned maintenance for a specific asset. This can be triggered when a facility;
 - (i) Has high reputational risk;
 - (ii) Is high use;
 - (iii) Requires additional attendance due to its nature (e.g. old troublesome asset);
 - (iv) Is a heritage site.
- (i) **Enhanced service may also be related to a building's visual appearance** (e.g. exterior building wash, window blade cleans or high-level interior cleans / special cleans), or to green space requirements (e.g. grass length, planting of annuals, weed allowances, **reduction/elimination of chemical use**).

It says that the **Standard maintenance service level (baseline)**, quoted above is *“designed to operate across the region”* therefore should be regionally funded, however, the General Requirements also seem to imply that any *“enhanced maintenance service level such as ... chemical-free”* may incur an extra charge.

The immediate question that comes to mind is:

1. What are the details of the standard baseline service level then
2. Why is non-chemical considered an Enhanced Service?
3. And who pays for Enhanced Service.

This is of concern especially as it appears that all street vegetation control will now be managed by Community Facilities [see Page 24 of the specifications (Scope of Open Space Services – item E)]

So my specific questions are:

1. Does this mean that the ‘enhanced service’ will have to be paid by the Local Board requesting it?
2. If this is the case then my question to the Board is will our Local Board continue to fund nonchemical maintenance in our parks and on the streets?

I would like to remind The Board that whilst the specifications before them today states the supplier has to **‘comply with best practice industry standards and Auckland Council Plans and Policies**

Ann Allen

20-June-2017

relating to the use of agri-chemicals', that 'best practice' is recognised in Auckland Council's Weed Management Policy as, and I quote:

... International best practice in integrated management of pests, including weeds, in which agrichemicals are used only if non-chemical methods are not practical or adequate at achieving the necessary level of control –

it also says that public health and safety can be maximised through

... using non-chemical techniques whenever they are available and effective

This is quite clear. Agrichemicals are the method of LAST not first resort, therefore why is that NOT in the specifications before you today?

And once again:

Why is our non-chemical roadside treatment going to be an "enhanced maintenance service level" that our Board may have to pay for?

These questions do need to be answered urgently because, as noted in AC's June specifications - nowhere is there any detail on what the **Standard maintenance service level (baseline)**, for weed and vegetation control on the roadsides is.

And it is noted in this respect that Council's Operational Recommendations on this state quite flatly that for road corridor kerb and channel and other edging that the baseline control method is **chemical herbicides**. [I would refer you to see December 2015 Operational Review (Final) recommendation 19; and 28 September 2016 - see items 11 and 15 of the Weed Management Project Operational Working Group]

So, not only would this baseline standard of chemical use be completely contrary to the Weed Management Policy and best practice which these new suppliers have to adhere to, but it contradicts the very changes noted above in the March 21 Project 17 [point 48] **that mechanical edging will be applied along paving and other hard edges.**

I think it will be difficult for you to accept the recommendations advised in your agenda item today until there is:

- detailed information on the standard maintenance service level (baseline) for weed and vegetation control,
- input on why there is a change between the March 21 and June 20 Project 17 in respect of: minimisation of agrichemical use relating to manual and mechanical weed control,
- feedback on why non-chemical is considered an enhanced service, and
- information on who is responsible for payment of an enhanced service.



Devonport Takapuna Local Board update Councillors Chris Darby and Richard Hills

20 June 2017

It's done - Annual Budget 2016/2017



Earlier this month Governing Body agreed the 2017/2018 Annual Budget (Annual Plan). Alongside the 2.5% general rates increase for all ratepayers, the much discussed targeted rate to accommodation providers was passed.

Of the 5,626 responses received by the public, 66% approved of the targeted rate. All local board areas were in support, with a range of between 59% and 79%. In the Devonport-Takapuna Local Board, 68% were in support, 22% were against and nearly 8% were unsure.

The living wage for council employees was passed, implementing a minimum rate of \$18 per hour, effective from 1 September 2017. The living wage will not apply to trainees, cadets and apprentices (who will likely receive a minimum rate of \$16.16 per hour), and will be lifted each year until it reaches an estimated \$21 per hour by September 2019. This is a great initiative for our people, including all those at council controlled organisations.

The 2017/2018 Annual Budget will bring a \$208 million boost to spending on infrastructure, primarily for transport. This includes \$10 million of Auckland Transport's operating budget to fund mass transport network investigations, an additional \$161 million to accelerate transport investment, \$10 million for cruise ship infrastructure (the Queens Wharf dolphin) and \$20 million of stormwater capital budget brought forward to address weather event resilience.

Panuku Development Auckland and urban renewal tools

On 6 June, the Planning Committee resolved to endorse the prudent use of statutory urban renewal tools by Panuku Development Auckland in unlock and transform locations, in specific situations. This includes compulsory acquisition under the Public Works Act 1974.

The criteria surrounding the use of urban renewal tools are: the relevant council committee having endorsed a High Level Project Plan; any designation proposal having the support of all relevant council controlled organisations (particularly Auckland Transport and Watercare Services Limited), and Panuku Development Auckland having the necessary budget provisions. This resolution will enable Panuku Development Auckland to initiate positive change at scale, without removing the necessary oversight of council, including local board approval of High Level Project Plans.

-Cr Chris Darby

Vigilant pollution reporting



While out for a stroll one evening, a local resident came across this stream at Achilles Crescent and emailed this image to raise their concerns. Pollution Investigators were on site first thing in the morning to find the stream running clear and no remnants of the green substance. The PH level of the stream was normal and there were no obvious dead fauna nor any other apparent effects of the discharge. Given the bright colour, it is suspected that dye testing was the culprit on this occasion. Auckland Council requires notification before any dye testing takes place, however none had been received for this specific event. When done properly, the dye is non-toxic and will not affect any stream life. Auckland Council maintains a pollution hotline (09 377 3107) that enables residents to report pollution immediately. This enables Pollution Investigations to act with haste, and view the pollution (or otherwise) before it is dissipated.

Celebrating 30 years of being nuclear free

The Women's International League for Peace and Freedom (WILPF) and the Devonport Peace Group hosted an enjoyable and informative celebration at Depot Artspace recently, marking the 30 year anniversary of the New Zealand Nuclear Free Zone, Disarmament, and Arms Control Act 1987. A wonderful event, made all the more interesting with Mayor Phil Goff's narrative recalling his time protesting on the boats and then as a part of the Government that passed the anti-nuclear legislation.

Devonport was the first council to put a local ban in place, as part of the nationwide, people-driven campaign that ended in the Aotearoa New Zealand becoming the first and only country in the world to become Nuclear Free and stand up as an independent nation.

Hamilton – Auckland passenger rail service

A Hamilton-Auckland passenger rail service has again risen for discussion. The topic was on the agenda at the June 6 Planning Committee meeting, and was met with open and engaging discussions from members of Auckland Council and Waikato-Auckland rail advocacy group, The Rail Opportunity Network (TRON).

The committee resolved to support the preparation of a high-level review to identify the key constraints, benefits and options of a passenger rail service. This provides an opportunity for Auckland Council to reaffirm its positive relationship with Waikato Regional Council, and to establish the status of the many factors involved (rolling stock, electrification of the network to Papakura, perceived and actual cost).

Longer term, we can see the sensibility of a passenger network between the two cities, especially with Auckland's current and expected growth. However, the Planning Committee acknowledges that this is a low priority for Auckland Council at this point in time – especially when compared to the need for rail to the Shore.

Ocean swimmers at Takapuna Beach

Recently, I was contacted by a Takapuna resident, concerned about the incident involving an ocean swimmer and a boat at Narrow Neck Beach, ending in a fatality. The writer has suggested the implementation of a designated swimming lane for ocean swimmers at Takapuna Beach, to provide a safer option that provides clear separation between swimmers and water vehicles.

Early policy advice indicates that an exclusive swimming lane would likely impact a wide range of other beach users and therefore would require an amendment to the Navigation Safety Bylaw, with significant public consultation. A simple alternative could be to mark out a swimming path that minimises risks to swimmers by keeping them well clear of the higher speed zones and shipping lanes.

Staff at Devonport-Takapuna Local Board have been instrumental in progressing this matter and keeping the constituent informed of developments. The matter has been passed to the Harbourmaster for consideration with an update expected in the near future.

- Cr Richard Hills

A handwritten signature in black ink, appearing to be "CD".

Chris Darby
Auckland Councillor
North Shore ward

A handwritten signature in black ink, appearing to be "RH".

Richard Hills
Auckland Councillor
North Shore ward

Karen Durante

From: Michael Sheehy (Devonport - Takapuna Local Board)
Sent: Thursday, 15 June 2017 10:41 AM
To: Karen Durante
Subject: Members reports

Hi Karen
Members reports

Lake Town Green public toilet

Lake Town Green, corner Jutland and Sydney St. This park has been designed and is extensively used by young children and their parents. It has been a tremendous indicative for the area, however the lack of a public toilet handy is causing issues.

Could Officers investigate the installation of a public toilet in Lake Town Green

Rubbish bin on Northboro Rd.

I have been asked for a rubbish bin at the bottom of Northboro Rd Hauraki Corner near number 39. This is the entrance to the pumping station and the walkway to the O'Neils Pt Cemetery. Large numbers of the community use this walkway on a daily basis and there are no bins close.

Could Officers investigate the installation of a rubbish bin in this area.

Sir Peter Blake Pde

There are two parking areas off Sir Peter Blake Pde, One down a drive on the western side by the Takapuna Boating Club, the other on the corner of Sir Peter Blake Pde and the road going to the old wharf. These areas are a trouble spot at night with people doing wheelies, Freedom camping over night, dropping extreme amounts of food rubbish being left on a daily basis.

Would it be possible for Officers to investigate the installation of a chain at each entrance to be locked and unlocked at the same times as the O'Neils Point Cemetery

Thanks

I would like to express my gratitude to the Devonport Takapuna staff for their help with the " Have your say "open days.
Well organised with as good a result as I would think possible.

Mike Sheehy

Mike Sheehy

Local Board Member Report - June 2017

On Saturday May 20th Grant Gillon & I together with Kaipatiki Board Member Paula Gillon attended the first Wood Sculpture competition to be held at the Lake House after a break of some years. Some days later I attended the prize giving.

The May local boards Sub-Regional workshop held at our Local Board dealt with various subjects including becoming a pest free North Shore, the role of Local Board Services in supporting elected members.

I attended the Devonport-Takapuna Local Board Plan Drop-in Session at the Sunnynook Community Centre. The highlight was an excellent presentation by pupils of Target Rd School regarding the need for a skateboard park on Council owned land on Sunnynook Rd next to the basketball court.

On Friday May 26th on behalf of the Board I attended the Resource Consents Training in the city. This half day workshop discussed the Role of Local Boards in Resource Consenting. Local Boards leads are now enabled to speak informally at Notified Hearings.

Recommendation: THAT Devonport Takapuna Local Board submit to the application by Loxley Hall Development for 53 apartments at 32 & 34 Tennyson Ave Takapuna on the following points

- (1) The Landscaped area 10.4 % being permeable area which is well below the 30% minimum Rule H6.6.12.
- (2) The proposal has no visitor/emergency/trade car parking and lacks a shortfall in residents' car parking for a complex which is over 1km walking distance the nearest supermarket and has no public transport connections to one.

Jan O'Connor Local Board Member

**Mike Cohen Devonport-Takapuna Board Member's Report
To The Devonport-Takapuna Local Board
Meeting 20th June 2017**

Transport

Hop Cards and Power Cuts

Last Tuesday the 13th of June in the area south of Waitemata Golf Course lost power due to a car crashing into a power pole on Lake Road. As a result of the lost of electricity, commuters were unable to use their hop cards when endeavouring to catch the Devonport Ferry. Ferry users were instructed that they needed under the circumstances to buy a one way ticket and then go through a process to claim the money back. Obviously this created a real obstacle for those use to having a pleasant boat ride across the harbour. Given the likelihood that not all people will take up the opportunity and the time required to achieve a refund that AT may in fact of received a windfall.

That the Devonport-Takapuna Local Board

Requests that Auckland Transport informs the Board as to how they plan to future proof against power cuts and other utility malfunctions to their HOP system, given ATs objective to have as many people as possible to register and have a HOP card for those using Auckland public transport.

Travelwise Programme

North Shore City Council through its Devonport Community Board pioneered the Travelwise Programme in New Zealand. The legacy Council was very responsive to ideas and initiatives that came out of the programme aiming to reduce the number of students being driven to school and encouraging them to walk (walking school buses) scooter and cycle instead. It is with real concern that one of our two first schools in the programme over 12 years ago namely Bayswater Primary School are today facing difficulties in getting traction through the Travelwise Programme now being run by Auckland

Transport. This was further amplified by Hauraki Primary School and the safety issues they are facing. It is imperative to hear from AT as to what is the problem, or is it simply being given lower budget priority for schools that have been on the Travelwise programme for some time.

That the Devonport-Takapuna Local Board

- 1. Requests that Auckland Transport informs the Board on the Travelwise Programme in our area and how they are addressing the safety problems being identified through the school's Travelwise Committee.**
- 2. Advocates that sufficient funding is being allocated to ensure that those schools in our area participating in the Travelwise Programme are having their reasonable safety issues being addressed and that an environment is being created to enable more parents to be more willing to have their children: walking, or scootering, or cycling to school and home again.**