<table>
<thead>
<tr>
<th>ITEM</th>
<th>TABLE OF CONTENTS</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.2</td>
<td>Patricia Mary Stafford-Bush, JP - 2018 New Year Honours</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>A. Acknowledgement - Patricia Mary Stafford-Bush, JP</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Notice of Motion - Mike Cohen - 40 Anzac Street</td>
<td>7</td>
</tr>
<tr>
<td></td>
<td>A. Amended notice of motion - Mike Cohen - 40 Anzac Street, Takapuna</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Ward Councillors Update</td>
<td>11</td>
</tr>
<tr>
<td></td>
<td>A. Ward Councillors Update</td>
<td></td>
</tr>
</tbody>
</table>
Acknowledging Paddy Stafford-Bush being Awarded QSM in the New Year Honours

To Devonport-Takapuna Local Board Meeting on the 20th of February 2018

From Mike Cohen

I am on behalf of the DTLB congratulating Patricia (Paddy) Stafford-Bush being recognised by the Queen for her contribution over many years to our area and communities offshore.

I first met Paddy in 1998 when she was Chairing the Devonport Community Board (DCB) of North Shore City Council. I had come back to New Zealand after 16 years overseas and a North Shore councillor had suggested, given my interest in community development, that I should consider standing for a community board. Given my chartered accountant background my initial reaction was it seemed a complete waste of money to have another level of local government. It so happened I was also advised on that Friday that the Devonport Community Board was meeting on the Tuesday in the evening. So before writing it off as bad idea I went to the meeting. In the meeting there was a group of about 10 young boys in one corner aged between 11 and 14 who had come to ask for a skateboard bowl. In the other corner was a group of older people with a petition against any skateboard bowl. The boys were rather shy and initially reluctant to speak, but Paddy as the Chair was effectively able to coax one of them to speak. After the ice had been broken they were all keen to speak up, putting up their hands to be chosen like in the classroom, as to why it was important for youth to have a skateboard bowl on the Devonport Peninsula. After the boys the petitioners were given an opportunity to express why they feared a skateboard bowl. The Chair used the dynamics of the meeting in bringing the diverse groups together by which they constructively came up with where it could be built.

I came away from the DCB meeting with a completely different view as to the value of community boards. It provided me with the inspiration to stand at the next local government election.
Without the effectively leadership of Paddy and her board the two diverse groups would of continued for years to take “pop shots” through the local Devonport Flagstaff. As a result, there would have been no youth facility and eventually a young person would have been badly injured or worse at the Bartley Square car park. As more often or not in those days when you back out of your park there was some kid likely to be behind you on their skateboard. Paddy drove the project enabling the young people to work with relevant council officers to design the skateboard bowl even travelling to other towns and cities to see what those places had done.

Paddy persuaded Devonport Rotary to contribute $30,000 from the following year’s Devonport Food and Wine Festival to “kick start” the project. This embarrassed/empowered North Shore City Council to put in the other $250,000. Without Paddy and her DCB this youth initiated and designed project would never have got off the ground.

I was very fortunate to not only be elected to the DCB but benefitted enormously by having Paddy as its chair. She was a great role model as to how to be a respected and effective leader of local government that is closest to the local people at the “coal face” of the community. How to be a champion for our local communities and the ability to make things happen.

Paddy had set herself nine years on the DCB to successfully achieve what she had set out to do. After that not surprising given her interest in conservation she was snapped up by the Auckland Conservation Board which acts in an advisory capacity to the Department of Conservation in the Auckland and Hauraki Gulf areas. Eventually becoming its Chair.

Paddy’s energy and wisdom has meant she has been able to make a real difference in whatever community organisation that has been lucky enough to involve her.

Paddy after being on the DCB it was natural that she would join the Devonport Rotary. Within a few years she took her turn to be its president. Not only has the organisation made a difference in our local community as a critical source of funding and help for our community organisations, but it also reaches out offshore. Paddy organised annual expeditions to various outer islands of Fiji. Refurbishing, and repairing school buildings which through lack of funding had
fallen into a poor state of repair from the storms and the ravages of the tropical environment on islands such as Taveuni. In the same vein Paddy had hands on involvement for Habitat for Humanity in such places as in the Whoa Binh province in Vietnam.

Paddy’s pragmatic approach to heritage in which buildings if they are to survive need to have a viable functional purpose. There was also a need to assist property owners on the North Shore in particular Northcote and Birkenhead Points and Devonport to do the right thing in restoring and maintaining their heritage property. Paddy was the initial Chair of the North Shore Heritage Trust that was funded by the North Shore City Council and afterwards initially by Auckland Council to provide modest and psychological support for property owners undertaking worthwhile heritage projects.

Paddy continues to be the Patron of the Rose Centre our community house and performing arts centre in Belmont. This is in recognition of her getting this project off the ground in the 1990’s. It involved getting the buy in of from: Belmont Primary School, the Company Theatre and the community, through the Devonport Community Board and the ongoing backing of North Shore City Council.

I was elected to the Devonport Community Board in 1998 and had the privilege of working alongside Paddy until her retirement from the Board in 2001. Ultimately I was elected to the Chair’s position in 2003 and the knowledge I gained from the time I shared with Paddy was invaluable.

For communities to be true communities it requires people like Paddy Stafford-Bush who make a real difference by standing up and volunteering her time and skills not just in the short term but over 20 plus years.
Mike Cohen – Amended Notice of Motion
February 2018

Recommendations

That the Devonport-Takapuna Local Board:

1. Recognises Takapuna’s unique location and the opportunities for a vibrant people orientated town centre, requires short-stay car parking directly adjacent to the shopping precinct, to ensure customers commitment to the community by provision of convenient connectivity.

2. regards the land ‘ownership and use’ at 40 Anzac Street, Takapuna, as a local “Strategic Asset” in democratic representation of the Devonport-Takapuna Local Board communities; as is the statutory obligation of the Local Board under Section 10 of the Local Government (Auckland Council) Act 2009;

3. reinforces the Local Board Resolution number DT/2017/196 that “The Devonport-Takapuna Local Board: notes that the central Anzac Street carpark is integral to the Takapuna retail and hospitality business district, and the current 270 carparks at the Anzac Street site should be protected.

4. regards the purpose to reclassify this asset as “Strategic” under Section 5 of the Local Government Act 2009” reinforces its “Significance” to the community, to ensure that the Local Authority understand that it is not “Superfluous to Use” and not “an excellent example of land suitable for immediate disposal” as detailed in Panuku’s Statement of Intent; nor meeting its best potential by the transition into “Urban Housing”; as its current use and future “urban renewal” potential as both parking and open space are integral to the success and identity of the community.

5. regards that the classification of this location under the policy of “Strategic Asset” will ensure the provision of “service and infrastructure” “meets the current needs of the community” as is the statutory obligation of the Local Authority under section 10 of the Local Government Act 2002; which allows the Local Board’s decision to better “enable the purpose of local government to be given effect to within the local board area.” in accordance with Section 10(b) of the Local Government (Auckland Council) Act 2009.

6. regards the protection of this provision of “5 hours or less” short-stay car-parking at the 40 Anzac St location, will both support and enable the legislative obligation of Auckland Council’s CCO’s to provide “Connectivity and Accessibility” to increase public wellbeing; under their Section 13.3 Accountability Policy.

7. regards that continued provision of this location for parking, ensures obligations under the Human Rights Act 1993 are met; whereby we do not go “Beyond our Power” to discriminate against community access for aged residents and parents or grandparents with young children, who require parking with immediate proximity to the shopping precinct; as detailed under Section 134.1 (b) and (c) whereby elimination of this carpark would both refuse their right and require that they cease to
use parking facilities that currently provide them with close and continued access to their community. That this parking location is necessary under Section 73 (b) to provide “Measures to ensure equality”, whereby “those persons or groups need or may reasonably be supposed to need assistance or advancement in order to achieve an equal place with other members of the community”. Acknowledging that Takapuna has people with disabilities and compounded by an aging population, this is important.

8. Request that in March 2018, the Auckland Council’s Planning Committee register “40 Anzac Street Takapuna” on the local “Strategic Asset” Policy classification list, for both Takapuna and the wider Devonport-Takapuna Local Board area in accordance with Section 76AA sub section (3) of the LGA 2002; whereby under sub section (5) the Local Board proposes that “it considers on reasonable grounds that it has sufficient information about community interests and preferences to enable the purpose of the policy to be achieved” without any further consultation required.

9. Regards it as crucial that the public land at 40 Anzac Street Takapuna is retained in its current form to future proof for future generations to best respond to the needs of the Takapuna Metro Centre and its future growth and enable it progress to create a genuine people and pedestrian oriented place to live, work, play and study.

10. recommends to the working party established by the Governing Body on 28 September 2017 to consider ongoing joint governing body / local board governance issues (resolution GB/2017/123), that the current Allocation of Decision-Making Responsibility for Non-Regulatory Activities document be reviewed to enable local boards to have more direct decision-making over local assets that the respective community and local board deem to be strategic in nature.

Background

This carpark was purchased in 1964 and paid for over 31 years by ratepayers within the Takapuna Central Business area on the understanding that the land was for off-street carparking and that 40 Anzac Street in Takapuna would remain a carpark in perpetuity; and with reliance on a promise that it would never be sold and its use would never change from “parking purposes” thus any redevelopment that retains its purpose, must build parking underground.

The original Certificate of Title provided joint ownership between “The Citizens of Takapuna” and the Local Council; which has been eliminated by Auckland Council without legislative authority under Section 110 and has failed to be recognised yet by Panuku.

The imperative of parking located immediately adjacent to successful shopping precincts, is reflected by The Herald of Saturday the 10th of February on page C3 The Newmarket Westfield Mall is increasing from its current 1,200 carparks to about 2,700, a 125% increase. They recognise for their re-development and extension to succeed Westfield need to provide convenient customer parking with easy access to the Mall and its businesses within. Westfield in Saint Lukes also intend to expand their carparking provision by 1,500; thus to eliminate carparking suggests a compromise of public and business value, due to objectives for asset disposal and divestment revenues.
Auckland Transport and Panuku purely relying on the current on street and more distanced proposed off-street in Northcroft and Killarney as being sufficient to drive the economic viability of the Takapuna Metro Centre and the recreational opportunities that Takapuna Beach offers. This is gambling with the future viability and sustainability of Takapuna, it’s businesses and the citizens who require this provision of proximate parking to continue support for their community.
Devonport-Takapuna Local Board update
Councillors Chris Darby and Richard Hills

20 February 2018

CHANGES TO LOCAL FERRY SERVICES

Earlier this week, Auckland Transport confirmed that there were 21 ferry services delayed in December 2017 and a further 2 were cancelled as a consequence of cruise ship activity.

By the end of January, this was reduced to nine delayed and three cancelled services – still not ideal, but a significant improvement.

Consideration needs to be given to the impact that the Queens Wharf Dolphin and investing in cruise infrastructure will have on the services that Aucklanders regularly use to commute across the Waitemata. This issue will be key for the people of Devonport-Takapuna, and I welcome any feedback you may have, or specific issues you would like raised.

With Auckland Transport now responsible for the management of the Stanley Bay ferry service (via an interim contracted service to Fullers), we can expect significant improvements in both the reliability of the service and the way the service communicates with its users. This service formally “exempt” of Auckland Transport oversight. It is now in transition to becoming a fully contracted service where by the operator must perform to the minimum standards demanded by Auckland Transport.

BIKING THE BRIDGE

Left: Mangere’s Mister Tee, Chris Darby, Willi, Callum McNair and Barb Cuthbert celebrate cycling in Auckland. Right: Chris’ daughter, Isla, and Cr Penny Hulse take in the views from the Harbour Bridge.

Last weekend, Chris joined 4,000 fellow cyclists and cycled over the Harbour Bridge, raising money for multiple sclerosis along the way.

Led by the Associate Minister of Transport, Julie Anne Genter, riders were accompanied by myself and fellow councillors Penny Hulse and Linda Cooper, and Devonport’s own Barb Cuthbert of Bike Auckland, for a fun, family orientated event.
HURSTMERE ROAD STREETSCAPE UPGRADE

We recently met with representatives of Auckland Transport to discuss the upgrades to Hurstmere Road. With the design phase now 50% complete, we questioned the tentative timeframe for the project and what options exist to reduce this (such as double work shifts) and mitigate any impacts to businesses. Auckland Transport have put careful consideration into how any negative effects can be best managed and are working closely with the Takapuna beach Business Association, who will liaise between local businesses and the project team.

UPDATE: CITIZENS ADVICE BUREAUX

Earlier today, the Environment and Community Committee considered the review of the Citizens Advice Bureaux Services, with a view to obtaining approval of a revised approach to Auckland Council’s funding relationship.

The recommended option sought to change the population-based funding model to achieve more equitable distribution of funding by including up to date population estimates, usage and deprivation. It also sought to improve accountability and strengthen relationships.

As a part of the changes to the funding model, it was recommended that Upper Harbour Local Board population be split between the North Shore and the Waitakere funding clusters.

Under the three proposed options, including the preferred option C, proposed funding for the North Shore cluster decreases form the previous FY’s $299,381. This is in part to do with 50% of the Upper Harbour population being attributed to a different cluster, but also a result of the focus on drivers aside from population.

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\text{Funding Model} & \text{A (100% population)} & \text{B (70% population 30% usage)} & \text{C (70% population 25% usage 5% deprivation)} \\
\hline
\text{Cluster 1 Northern CABs} & $120,156 & $106,214 & $107,168 \\
\text{Cluster 2 CAB North Shore} & $249,178 & $255,352 & $250,448 \\
\text{Cluster 3 CAB Waitakere} & $302,942 & $321,189 & $318,248 \\
\text{Cluster 4/5 CAB Auckland City} & $475,810 & $506,794 & $502,823 \\
\text{Cluster 6 Southern CABs} & $559,595 & $518,133 & $528,995 \\
\hline
\text{Total} & $1,707,682 & $1,707,682 & $1,707,682 \\
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\end{array}
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Note: Based on 2017/2018 funding distributed.

Many amendments were proposed to the resolutions and discussions lingered. Chair Penny Hulse proposed that the item be delayed for a month, to allow for more discussions to take place. We note your feedback on preferred options, but welcome any further comments, concerns or questions you may have before this item is revisited next month.

Chris Darby  
Auckland Councillor  
North Shore ward

Richard Hills  
Auckland Councillor  
North Shore ward