**Note:** The attachments contained within this document are for consideration and should not be construed as Council policy unless and until adopted. Should Councillors require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.

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**Date:** Tuesday 20 February 2018  
**Time:** 2:00pm  
**Meeting Room:** Waitematā Local Board Office  
**Venue:** Ground Floor  
52 Swanson Street  
Auckland

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**Waitematā Local Board**  
**OPEN MINUTE ITEM ATTACHMENTS**

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Introducing
Wynyard Quarter
Transport Management
Association
February 20th 2018
Overview

- What a TMA is and the area it covers
- Background of Wynyard Quarter Transport Management Association
- Trip generation ceiling targets
- TMA Board Directors and members of WQ TMA
- WQ TMA mission and what it will do
- Goals of WQ TMA
- What are the main challenges facing WQ now and into the future
- What has WQ TMA done to date
- Case study - car parking
- Collaborative working
- Funding
- Questions
What is a Transport Management Association and what area will it cover?

- A TMA is a private, not for profit and member controlled organisation that is focused on improving transportation solutions in a geographically defined area.

- This area was defined in the District Plan and has since been extended east and west.

- Set up as an Incorporated Society in March 2017.

- WQ TMA Board formally elected June 2017.
Background

- The formation of a voluntary Transport Management Association was set down in the District Plan 2004 and was made a condition of the planning consent and environment court order 2012.

- It was suggested as a way in which transport and travel to Wynyard Quarter could be managed to meet the needs of all stakeholders.

- Trip generation ceiling targets were specified in the District Plan (DP) and are linked to the extent and timing of development permitted in WQ.

- Section 14.9 of the DP states: “the intention of the travel management provision is to constrain and manage single occupancy private vehicle trips to and from Wynyard Quarter, particularly during peak traffic periods, and to increase the proportion of trips using other modes. The aspiration is to achieve a 70/30 modal split, where single occupancy private vehicle trips represent no more than 30% of all trips.”

- This mode split has since been revised to a 80/20 or even 90/10.
Trip generation ceiling targets

Auckland Transport collect data annually (Annex 18 Report) as at March 2017:
- Two way count was at 2454 (ceiling 3650) - already at 67% of target
- One way count am was at 1520 (ceiling 2500) - at 61% of target
- One way count pm was at 1424 (ceiling 2500) - at 57% of target

The redevelopment of WQ is only in its’ early stages and the targets are rapidly being reached
### Attachment A

#### WQ TMA Board

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<th>Bulk Storage Terminals</th>
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* Auckland Transport and Panuku are non-voting members. Pippa Coon attends as an observer.
Members of WQ TMA

ASB
Asia Pacific Yachts
Auckland Seaplanes
Auckland Theatre Company
Auckland Transport
Bayleys
Bulk Storage
Datacom
Firth Industries
Fonterra
Generator NZ
Goodman
Jack Tarr

Marvel Grill
Mott MacDonald
NZ Marine
Online Republic
Opus
Orams Marine
Panuku
Precinct Property
Sanford
Stolthaven Terminals
Titan Marine
The Conservatory
Viaduct Harbour Holdings
WQ TMA mission and what it will do

- WQ TMA is the first business-led TMA established as an incorporated society in New Zealand
- Mission is to be the voice of Wynyard Quarter: creating a thriving environment for business and community and fostering economic vitality by building partnerships, and delivering targeted transport initiatives.
- The WQ TMA will work with and for its members to provide:
  - Advocacy
  - Collaboration
  - Communication
  - Innovation
  - Marketing
  - Networking

One collective voice with strength in numbers thereby simplifying consultation, making in simple and faster.
Attachment A

Item 8.1

Goals of WQ TMA

- Advocate
- Make efficient use of parking
- Set up a robust TMA
- Communicate
- Improve accessibility
- Improve travel safety
- Support and enhance economic viability
- Provide independent advice
Looking ahead

- The graph below shows the predicted growth in residents and commuters.

The traffic generation ceiling targets seen earlier are sitting at 67% in 2017. With the total population set to quadruple by 2026 it is only a matter of time before WQ transport infrastructure is at a standstill.
The main challenges in WQ

- Lack of public transport
- Home to 2000+ recreational boats
- Ever reducing number of parking spaces
- Lack of protection from weather
- Increasing cost of car parking
- Increasing number of residents
- Regular changes to the roading networks
- America’s Cup
- Congestion
- Increasing number of commuters
- Through traffic and CBD parking
- Fluctuating numbers of construction workers
- Heavy freight and construction traffic
- Contractors - both construction and marine industry
What has the TMA done to date?

Projects to date have included:

- **Advocating for public transport improvements**
  
  TMA already in discussion with AT on the Link bus route and stops in WQ.

- **Advocating for safer speeds in WQ**
  
  TMA have supported and opposed reduction in speed limits in the area to reflect the needs to businesses.

- **Carpooling**
  
  A new WQ wide web based scheme is to be launched shortly. With over 5000 employees good results are expected.

- **Cycle ways**
  
  WQ TMA members voiced safety concerns over proposed routes for cycle ways. AT took on board the comments and some changes were made.

- **Parking management and brokerage**
  
  TMA are in discussions with providers to look at an app based solutions to improve parking efficiency in the area.

- **Research**
  
  Four independent strategic reports have been produced by WQ TMA. These include Moving Forward report, Parking Plan, Construction Workers & Contractors Access Plan, and a Business Plan.
What has the TMA done to date - continued

Projects to date have included:

- Setting up a robust TMA

  \textit{WQ TMA has been set up as an incorporated Society. Board of Directors has been formally elected. The Board meets on a monthly basis.}

- Travel planning

  \textit{WQ TMA is working with major employers to review current parking arrangements and modes of travel. Staff are encouraged to travel by sustainable modes. This work is done in conjunction with AT. Businesses are responding well to independent advice and guidance.}

- Working with businesses

  \textit{Establishing connections with and between businesses in WQ. To listen to concerns and work with businesses to try and find workable solutions, as well as networking and sharing of best practise. First networking event held at Datacom December 17.}

The TMA will not set policies or make decisions that are the responsibility of NZTA, Auckland Council or Auckland Transport. The TMA will work with these organisations to speed up the consultation process.
Case study: Making efficient use of parking

- Parking and congestion are a major concern for WQ.
- WQ TMA has investigated app based solutions to maximize usage of parking spaces in WQ.
- The apps allow customers to identify available spaces in WQ, book and pay securely online, then access via Bluetooth technology on their smartphone.
- The apps can open up gated and non-gated, public and private car parking spaces. Current private spaces can be opened up and businesses and residents can rent spaces online.
- This technology enables occupancy levels to be monitored. Parking areas then become an extension of the agile workplace environment - with spaces occupied, not sat empty.
- Spaces can be rented at certain times (i.e. only after 9am or 6pm) or to specific target groups such as car poolers as verification technology now exists.
- The apps maximize usage and reduce the congestion caused by people circling around WQ hoping to park.
- All parking on one app will make it much easier for customers. This could really help reduce issues for events such as the America’s Cup.
- WQ could be the first in the world to trial this new technology in a unified parking area.
Collaborative working

- WQ TMA is keen to work with and learn from Waitemata Local Board to gain an understanding of local and statutory issues (LTP for example)
- TMA can support and provide feedback where necessary
- WQ TMA provides one voice enabling faster consultation with WQ businesses
- TMA can disseminate information quickly around the area
- TMA is solely concerned with transport so has a clear focus
- Representatives from Auckland Transport, Panuku and Waitemata Local Board are all part of the TMA Board
Public-private sector partnership

The city centre targeted rate collected from Wynyard Quarter (July-Nov 2016) was just under $1.8M

Potential sources of funding

- Membership fees - currently $17K
- Local government AC and/or AT
- Targeted rates paid by businesses
- Special project funding

TMA funding
Thank you, any questions?

WQ TMA can be contacted at transportwg@yahoo.co.nz
Or www.wqtma.co.nz
Attachment A

Item 8.3

Contemporary Art Foundation and Te Tuhi Contemporary Art Trust

Annual Performance Indicator

A Council Controlled Organisation

Purpose: To provide a city-wide public programme of contemporary art and cultural events to the community in

Te Tuhi is a contemporary, not-for-profit arts organisation, and is well-regarded for its community engagement and positive contribution to the cultural life of Auckland. The organisation aims to promote the Maori language and culture, and to encourage the participation of Māori and Pasifika communities in the arts. The organisation also seeks to create opportunities for emerging artists and to foster a greater understanding of contemporary art and culture among Aucklanders of all backgrounds. The organisation focuses on creating a space for creative expression and collaboration, and works to ensure that its programming is accessible and inclusive to all Aucklanders.

Achievements:

- Increased participation in the organisation's events by 25% over the past year.
- Expanded the organisation's outreach programme to include new communities and demographics.
- Developed new partnerships with local businesses and organisations to increase funding and support.
- Improved the organisation's online presence and engagement through social media and website.

Challenges:

- Limited funding and resources to support the organisation's programmes and initiatives.
- Difficulty in reaching certain communities and demographics.
- Need to increase public awareness and understanding of contemporary art and culture.

Strategies:

- Further diversify funding streams to reduce reliance on one source.
- Collaborate with local businesses and organisations to create new partnerships and funding opportunities.
- Increase public engagement through social media and website.
- Develop new community outreach programmes to reach a wider audience.

Future Directions:

- Continue to develop new partnerships and collaborations to increase funding and support.
- Expand the organisation's outreach programme to include new communities and demographics.
- Increase the organisation's online presence and engagement through social media and website.
- Develop new programmes and initiatives to further promote the organisation's mission and goals.

Conclusion:

The organisation has made significant progress in achieving its goals and objectives, and continues to seek new opportunities to further promote the organisation's mission and values. The organisation recognizes the challenges it faces, but is committed to working towards addressing these challenges and achieving its goals.
Te Tuhii is committed to contemporary art that is locally engaged, regionally responsive, and internationally ambitious.
Vision

To be the contemporary art organisation in New Zealand that is nationally and internationally renowned for the reach and quality of its research, and for its art, engagement and participation practices.

To be a catalyst for new ways of engaging with communities, new ways of supporting and developing creative practices and new ways of thinking.

To further its contemporary art, education and residency programmes throughout Auckland and beyond.

To play a significant role in the arts and culture sector in Auckland and New Zealand, making Auckland a culturally rich and creative city.
Aims

1. To be at the forefront of researching and commissioning contemporary art in New Zealand and a leader in supporting experimental practice and processes.
2. To respect the Treaty of Waitangi, reflect Auckland’s cultural identity and work to increase the diversity of participants and audiences in the arts and creative sector.
3. To provide engagement and participation opportunities and to encourage debate.
4. To better understand, communicate with, and grow, our audiences.
5. To provide arts, creative, and community facilities.
6. To contribute to the arts and creative sector throughout Auckland and New Zealand
7. To be a socially responsible, sustainable and resilient organisation, managed and governed in line with national and international best practice.
Te Tuhi 2016-17

178,605 visitors
13 exhibitions
17 artists
10 new artworks commissioned
5,827 school students
115 workshops & classes
25 talks & lectures

“At the leading edge of curatorial practice and exhibition making within Aotearoa and internationally, this project is an example of Te Tuhi being real innovators and risk takers. Pushing their modest size staff and budget to capacity to achieve an ambitious and responsive exhibition. Exploring different methods of communication, a highly ambitious curatorial framework, and an inventive approach to creating a platform for artists and audiences to explore urgent societal and political conditions and concerns. The artists Awards and Partnerships Jonathas de Andrade, O Levante, 2012-13, courtesy of Vermelho Gallery, Brazil remain central in the production of the new offsite commissions. Impressive audience numbers, and the scope of the programming reflects current methodology and consciousness around art practice and community.”

- Judged by Megan Dunn, Heather Galbraith and Zara Stanhope
Delivering contemporary art across Auckland
Development Opportunities

With the AMET1 project impacting on Te Tuhi in Pakuranga in the next 5 years, Te Tuhi is actively seeking to broaden its offsite provisions.

Artist studios at Parnell Train Station
Development Opportunities

Additional semi-permanent sites for provisions of artist studios, classes and other cultural activity.

Temporary exhibition sites.
'Reimagining Great North Road' Community Vision Initiative

Progress report to Waitematā Local Board 20 February 2018

Great North Road between Ponsonby Road and Grey Lynn village with its glorious ridge-top location and arterial access from the west is ripe for intensification.

Local residents in Grey Lynn and Arch Hill - and indeed all Aucklanders who use the road regularly - have been concerned at the piecemeal and siloed approach to development and complete lack of an overarching vision, both in form and function, for a road that should be one of the city's great boulevards.

Hence in 2014 a meeting of residents and concerned others was convened with Auckland Council planners airing these concerns. It was hoped they would embrace the opportunity to both develop a vision and champion its implementation. But when they declined so, it became apparent that a community-led vision would be the appropriate course of action.

Working with Vernon Tava and the Waitematā Local Board, with the approval of $10,000 funding in early 2016, set us on the road to develop a community-led precinct vision for Great North Road inclusive of Grey Lynn village.

Our initial intention was to set up a steering committee involving Grey Lynn organisations & stakeholder groups but, as is often the case, when it came time for the 'rubber to hit the road' so-to-speak it became obvious other organisations had little inclination for active participation in the process. We therefore continued under the auspices of the Grey Lynn Residents Association.

We did consider it critical that all Grey Lynn organisations be part of the process so we sought their views and opinions as part of the stakeholder consultation process. This process can be divided into four parts:

1. **Initial site analysis** prepared by Daniel Marshall Architects drawing on the 'Reimagining Great North Road' concept produced by the Auckland Council Design Office. This document highlighted a number of issues - for example potential shading of the southern Arch Hill side of the Grey Lynn Ridge during the winter months given expected high-rise intensification.

2. **Public feedback** via a Survey Monkey online survey. This was an in-depth questionnaire seeking thoughts, attitudes, strengths & weaknesses, and opportunities for improvement. Then specific questions to elicit attitudes to:

   • Transport
Item 9.1

- Footpaths, weather protection, seating & rubbish bins
- Vehicle Crossings
- Pedestrian Crossings
- Bus Stops & Shelters
- Vehicle Parking
- Commercial vs Residential Building Mix
- Heritage
- Utilities
- Street Planting & Pocket Parks
- Building Height Effects on Adjacent Residential Properties
- Personal vision
- Personal relationship with the precinct including living and working

We received 136 responses, no doubt incentivised by the knowledge of 3 completion prizes donated by Grey Lynn Butchers and Ripe Deli.

3. **Stakeholder consultations.** We employed a student to conduct and transcribe the majority of one-on-one interviews. We interviewed representatives of a large number of local community and political interest groups, local school principals, local elected representatives, business owners, developers, landlords, architects and planners.

The questions roughly followed the same format as the public feedback part of the project.

We also were pleased to be given the opportunity to participate in a workshop with the Roads and Streets Policy Group within Auckland Transport who gave us 2.5 hours. Their proposals and more importantly the signalling of major changes in analysis / strategy development and implementation and moving away from the current silo mentality was good to hear, although it has come too late for the likes of the Garnet Rd and West Lynn cycleway implementation.

4. **Situation Analysis.** The student we employed was to pull all the information together into a Situation Analysis report. Unfortunately she could not complete the project due to personal commitments so the job of interpreting the interviews and distilling the information is currently being completed by Brandon.

We expect this part of the project to be completed within the next 3 weeks.
5. **Vision:** Once we have clarity on where we are now, and have taken on board the feedback from all stakeholder groups, we can prepare the community-led vision for the development of Grey Lynn’s portion of Great North Road.

Our aim is for this community-led vision to become part of the developmental DNA of the Great North Road precinct.

We are very mindful of our primary target audience: Developers, their design partners, and Auckland Council planners.

We are mindful that the vision has no status in statute. As a strategic partner, the WLB as our representatives can formally adopt our vision. Requests for board submissions on individual consent applications can include our recommendations, but they too are non-binding. We can publicise our vision via whatever means we deem most appropriate, but ultimately all we can do is influence.

We are mindful that to be truly effective our target audience has to be aware:

1. Our vision / guide / handbook is consumer friendly. It has to be in a format that they will not want to put down!

2. We welcome quality intensification. A community-generated initiative will flag to planners and developers that we look for considered development that is truly community enhancing. Their customers / tenants will become part of our community. Their designing and planning decisions will be far fetching and long-lived.

3. Our conclusions and recommendations are backed up by hard data, professional rigour and considered opinion that will withstand peer review. Community input into planning matters are always looked upon with scepticism by the planning fraternity - time and financial resource wasters. We have access to the required expertise within our community spheres of influence.

4. We understand developers want to maximise their return on investment. This generally means more floors. If they are aware of a community vision that is constructive, measured, and plausible, they may be more inclined to be more innovative in their design parameters.

5. We are pro zoning flexibility. There are identified areas, particularly nearer the Ponsonby Road & K’ Road intersection, where we would be supportive of higher-rise development than either the Mixed-Use or SHA guidelines permit. Conversely, currently approved building heights if adopted along the south side interfacing Arch Hill have the potential to cause major shading issues. Consequently we feel development heights should in some cases be less than the norm in those locations.
6. Heritage is important to us. Nowhere within the precinct are more than a few plots or even streets away from heritage residential housing. Considered development should be respectful of height to boundary, parking, traffic density and access issues that interfacing with a heritage area brings.

We have already identified factors for consideration, applicable to all future development along Great North Road:

- Shading effects of developments to zone guidelines or greater along the south side of GNR.
- Requirement for ground-floor business activity fostering both daytime and evening engagement.
- Building design enhancing interface with streetscape. Weather protection along buildings enabling all-weather access as pedestrian numbers build.
- A streetscape that is conducive to a safe and enjoyable pedestrian & cycling precinct yet recognising Great North Road as an arterial route west for traffic / public transport.

We are exploring various way of presenting the vision and its findings to best advantage. We look forward to presenting the completed document to the Waitomatā Local Board in the next few months.

We would like to thank the following in supporting Grey Lynn Residents Association in this endeavour:

WAITOMATA LOCAL BOARD for the funding, and specifically member Vernon Tava plus Shamila Unka and Claire Stewart from Community Empowerment Unit - Arts, Community and Events for their oh so gentle prodding and unfailing understanding and support.

David Batten & Brandon Wilcox
Grey Lynn Residents Association
Chair’s monthly report

This is my first report of 2018 covering the period 13 December 2017 until 12 February 2018.

It was great to end the year with the launch of the Waitematā Local Board 2017 plan at the Ellen Melville Centre (photo below). The evening also included a presentation by Deputy Chair Shale Chambers on the Board’s Achievement report 16/17. (Presentation Attachment 2)

After a summer break I got back to work on 15 January focused on catching up on correspondence, preparing for the year ahead and attending a range of meetings with community representatives. Some of the issues I have been dealing with are outlined below.

The first board weekly workshop of the year was held on 30 January.

Maintenance

The board continues to receive complaints regarding the level of maintenance by Council’s contractor Ventia. Many of these complaints stem from long standing poor levels of upkeep prior to Ventia taking over the maintenance contracts on 1 July 2017.
Working with the parks portfolio I am particularly focused on tackling the upkeep of our city centre squares and shared spaces and the weed issues in Rose Rd Gully in Grey Lynn Park and St Marys Bay reserve and footpath (photo above).

We are also seeing a decline in the level of maintenance of berms and kerbs by AT’s contractor Downer (AT has responded by withholding performance payments). This contract will move to Ventia on 1 July.

**Footpath and berm parking**

Auckland Transport has stopped enforcement of parking on some berms and footpaths in the city centre following legal advice that signage is needed to enforce the relevant bylaw. This has led to an increase in complaints regarding a few hot spots such as on Union Street (Photo right).

This is a disappointingly cautious interpretation of AT’s responsibilities, but steps are under way to install appropriate signage so that enforcement can start.

Another parking issue I’m actively following up with AT is the long standing practice of car transporters using Great North Road no parking zones to unload vehicles putting all road users at unnecessary risk.

**Waitemata Safe Routes update**

Following the issues with the Waitemata Safer Routes project on Richmond Road and Garnet Road that were the focus of intense debate at the end of last year (reported on in my December Chair’s report) we are in the process of agreeing with Auckland Transport the way forward to address issues and develop an appropriate cycleway design that has buy-in from the wider community.

Auckland Transport has started a technical review of the routes including a safety audit and review of bus stop locations. AT will work with a Community Liaison Group for both routes. The technical review is likely to take 4 – 6 months and will involve public consultation on any new design aspects.

**Improved walking tracks**

With the settled weather at the end of last year City Parks, on behalf of Regional Facilities Auckland, were able to make good progress finishing the track work from the Outer Fields up to Old Mill Rd (photo right).

It is great to see the work progress after many years of neglect of this bush area just off the Bullock Track.
Quay Street cycleway extension

In early January Auckland Transport started work on the Quay Street cycleway extension requiring the relocation of 14 trees from the central medium to maintain the existing number of vehicle and parking lanes (photo right – relocated tree at Teal Park). The board would have preferred for the trees to remain, but supported Auckland Transport going through a notified resource consent process to determine whether the trees could be moved and under what conditions.

I took up Greg Edmonds’, Chief Infrastructure Officer, Auckland Transport, offer to discuss enhanced greening options for the corridor on 21 January. The proposed design was then brought by AT to a board workshop and is progressing to ensure there is as much new planting as possible.

Auckland Transport has also brought the proposed design of the Tamaki Drive cycleway route (The Strand to Ngapipi Drive) back to the Board following concerns we raised about the safety of a section of shared path and the slip lanes at the intersection with Sclent Street.

I have also raised concerns about the design with NZTA (who are responsible for the Strand intersection) as we need to ensure fit for purpose infrastructure is installed to cater for the projected increase in cycle numbers.

The network effect of connected, safe separated cycleway is having results by attracted new riders with a 7.9% annual increase in 2017 (as reported in AT’s monthly report). For the first time, on Waitangi Day, the Quay Street cycleway counter hit over 2000 trips. (Photo right: Quay St on anniversary weekend)

Draft Regional Land Transport Plan budget

On 25 January Auckland Transport released the draft Regional Land Transport Plan (RLTP) budget with a massive reduction to the cycle budget, low prioritization of light rail and cuts to rail operating funds. AT officials claimed it was just a draft for consultation. Chair of AT, Lester Levy quickly apologized for the draft saying it had been inadvertently released.

I attended Auckland Transport board meeting with Cr Chris Darby on 2 February to show my support for the AT Board directing management to redraft the RLTP budget to more accurately reflect priorities that Council and Government now give to walking and cycling, public transport and reducing carbon emissions.
The draft will go out for consultation at the same time as the Council’s 10 year budget on 28 February.

Emergency preparedness information session

The Waitematā Local Board hosted an information session on 31 January for representatives from community facilities to discuss how we can best support emergency preparedness. Auckland Emergency Management identified the 13 facilities as potentially safe locations for people to gather in response to any major humanitarian need.

We sought feedback about joining a network of locations that can support annual initiatives to educate and prepare our communities in case of a major disaster and help contribute towards building the resilience of our community. A follow up meeting will be held on 21 February.

Parnell Plan

The Board has started a long-awaited process to draft a Parnell Plan building on the work of the Parnell Community Committee’s Parnell Tomorrow document to develop a strategic vision for Parnell to influence the development of Auckland’s first suburb.

An introductory workshop was held on 12 February with a community working group. I am the Board’s rep on the working group together with board member Vernon Tava (Richard Northee as alternate).

Events and functions: 13 December until 12 February

- Ports of Auckland Community Reference Group meeting on 13 December
- Basement Summer Pride Launch Lunch on 14 December
- Local Board Plan Launch & Achievements Report presentation at Ellen Melville Centre on 14 December (Presentation Attachment 2)
- Hanukkah Celebrations in Albert Park on 17 December
- Auckland Transport CEO David Warburton leaving function on 18 December
- Bugs Lab opening at Auckland Zoo on 19 December (photo right with Albert Eden Local Board member Jessica Rose and Cr Richard Hills)
- Splice end of year celebration at Ellen Melville Centre on 19 December
- Final workshop of the year followed by Christmas lunch for board members and staff
- St Columba playground opening on 24 December (photo right)
- Launch of Josephine Bartley’s election campaign for the Maungakiekie- Tāmaki ward on 20 January
- Pouwhiri for the Tāmaki Hoerenga Waka Festival at the Viaduct Events Centre on 27 January (Photo below: On Aotearoa waka sailing with board member Adriana Christie at the invitation of Te Wānanga o Aotearoa)
- Launch of Vector Lights on Auckland Harbour Bridge at Little Shoal Bay on 27 January
- Bike breakfast organised by Bike Auckland at Best Ugly Bagel on 1 February
- Launch of Volume South by Auckland Museum on 1 February at Manukau Institute of Technology
- Pride Festival Gala on 2 February at Q Theatre at the invitation of the Pride Festival Trust (photo right: with former board member Christopher Dempsey, Barbara Holloway and Charmaine Ngarimu)
- Attended Waiangi Day celebrations at Waitangi
- Launch of the Anne Frank exhibition at Auckland Museum on 8 February (below)
- Under the Mountain at Waterfront Theatre on 9 February at the invitation of ATC
- Governor Hobson commemoration event organised by Friends of Symonds St Cemetery on 11 February
## Attachments

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<td>Local Board Plan 2017 and Achievements Report 16/17 presentation</td>
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Attachment 1

Pippa Coman
Waitemata Local Board Report

Welcome to the first Waitemata Local Board report for 2018. The year started with some great news that several locals had been recognised in the New Year Honours List for their contributions to the community and services to a range of sectors.

Congratulations to those all including Sue McLean and Bruce McPhail for services to fashion and the community. Bryan Williams for services in rugby; Monte-Lee McKerlie for services in the publishing industry and Rachael Evans for services in sustainable business development.

In my December report, I acknowledged the huge community contributions of Monica Thorley in coordinating the Franklin Road lights. The final ceremony is Saturday, 27th of May from the Grammar School, the special guest who opened the lights last year.

Waitemata Local Board by-election

A seat on the local board opened up as a result of the resignation of Auckland Council’s then leader last year. At the time you read this, voting papers should have arrived into your letter boxes from 28 January. Voting closes at 12 noon on Saturday, 17 February, so papers need to be posted no later than Valentine’s Day (14 February) for them to be counted. It is possible to enrol and right up until election day. Details are on elections.govt.nz and on the Auckland Council website.

Auckland Pride Parade 17 February

Auckland Pride Parade 17 February.

The largest and most vibrant parade in the South Island, the parade reflects the diversity of Auckland’s community. Auckland Pride Parade is a celebration of inclusiveness, diversity, and celebration of all individuals.

Contact Pippa Coman, Chair of Waitemata Local Board, pippa.coman@auroraregioncouncil.govt.nz or visit www.facebook.com/waitemata

Pippa Coman
Chair of Waitemata Local Board
20 February 2018

Waitematā Local Board
20 February 2018
Report to the Local Board of Member Vernon Tava
February 2018

Purpose
This report covers my Waitematā Local Board Activities between December 2017 and January 2018 as Lead of the Planning and Heritage portfolio; co-holder of the Transport portfolio; Local Board representative on the Parnell Business Association; and member of the Auckland Domain Committee.

Executive Summary
- As the second half of December 2017, all of January and the first half of February 2018 have been the holiday shut-down period for Council, there is little to report but progress on resource consents
- Work began on the Parnell Plan in December 2017. More details on this in the Portfolio Report below
- On Waitangi Day I attended a memorial service for Governor Hobson at his grave in the Symonds Street cemetery
- I keep track of resource consent applications as they are received by Council, requesting further information, plans and Assessments of Environmental Effects for applications of interest. Significant applications are referred to the relevant residents’ associations for their input which I then relay to planners as part of the Local Board’s input. Reporting of resource consent applications, planning portfolio input, hearings and decisions in the Local Board area for this month is detailed in the Heritage, Urban Design and Planning section of this report under the headings ‘Planning’; ‘Resource Consents’

Recommendation
That the Waitematā Local Board
a) Receive the Monthly Report of Member Tava

**Portfolio Report: Heritage, Urban Design and Planning**

**Portfolio Responsibilities**

Heritage, Urban Design and Planning covers a mix of regulatory and non-regulatory activities including city planning and growth, heritage protection, urban design requirements, Local Board resource consent application input, and bylaw development, including advocacy to achieve local priorities relating to heritage preservation, good urban design and spatial planning. Regulatory and policy oversight of local liquor licensing, signs & billboards, and brothels.

**Parnell Plan**

The Parnell Plan will set a 30-year vision for Parnell, with a 0-10 year implementation plan. The area of interest for the Plan is depicted in the map below. The plan area boundary is depicted as a dotted line to acknowledge that the Plan will consider the wider context of the area, in particular with regard to connectivity. We also discussed the central role of the working group made up of community representatives who will collaborate with the project team to develop the draft Plan to be approved for release for broader public engagement by the Local Board. Local Board Chair, Pippa Coom, and I have been confirmed as the Board’s representatives with Member Northey as the alternate.

Initial contact with prospective working group members was made in December 2017 with follow up in the new year to confirm the Terms of Reference. The proposed public engagement timeline is below.
Figure 1: Proposed Engagement Strategy

Workshops with stakeholders will be held in the following time periods:

Introductory Workshop: 12-14 February

Workshop 1: 19-22 February
We have been well served by the planning team in putting together a robust process with a working group approach that has strong community representation to develop a draft for public consultation. This approach has the Board’s support. We were also excited by the team’s suggestion to include tactical urbanism ideas to promote the Plan – building on ideas from Tomorrow Parnell.

**Disposal of Council-owned Properties**

At the Finance and Performance Committee of the Governing Body the following resolution was passed on 12 December

MOVED by Chairperson R Clow, seconded by Cr C Darby:

That the Finance and Performance Committee:

a) approve, subject to the satisfactory conclusion of any required statutory processes, the disposal of the land at 80 Vincent Street, Howick, comprised of an estate in fee simple more or less being Lot 7 DP 50372 contained in computer freehold register NA7B/821;

b) approve, subject to the satisfactory conclusion of any required statutory processes, the disposal of the land at 41 Cheshire Street, Parnell, comprised of an estate in fee simple more or less being Lot 2 DP 85443 contained in computer freehold register NA41C/768;

l) support council’s Stakeholder and Land Advisory Services team, Community Facilities - working with Auckland Transport and Panuku as required - to negotiate easements for pedestrian and cycling access to the Parnell Railway Station and adjoining cycleway

c) approve, subject to the satisfactory conclusion of any required statutory processes, the disposal of the land at 108 Hepburn Street, Freemans Bay, comprised of estates in fee simple more or less being Lot 1 Deposited Plan 68638 and Lot 2 Deposited Plan 68636 contained in computer freehold register NA25A/322 and NA25A/323;

Councillor Lee moved an amendment, which was not successful, as follows:

MOVED by Cr M Lee, seconded by Cr C Casey an amendment by way of replacement to b) l):

b) approve, subject to the satisfactory conclusion of any required statutory processes, the disposal of the land at 41 Cheshire Street, Parnell, comprised of an estate in fee simple more or less being Lot 2 DP 85443 contained in computer freehold register NA41C/768;

l) subject to council’s Stakeholder and Land Advisory Services team, Community Facilities - working with Auckland Transport and Panuku as required - to negotiate easements for pedestrian and cycling access to the Parnell Railway Station and adjoining cycleway.

**Resource Consents**
The portfolio request information on resource consent applications of interest as a matter of course. The Local Board can have input into the decision on public notification of a resource consent application but not into the substantive matters of the application. The input of the Local Board is not binding on the commissioner making the decision. Nonetheless, on some significant applications we will include substantive comments along with our views on notification.

- 18 Westmoreland St West, Grey Lynn. LUC60312095. Redevelopment of existing warehouse building at 18 Westmoreland Street from salvage yard/trade supply to mixed commercial and all enabling works. This application by Tournament Parking seeks to redevelop an existing warehouse building. The applicant proposes the re-use of the existing warehouse building on the site for continued use of existing retail, office activities, hospitality activities, as well as warehousing and light manufacturing activities. Once tenants are found, the final layout of the tenancies will be determined. Redevelopment is limited to external façade works including replacement glazing, canopies, new façade treatments as well as internal structural changes to allow for five separate tenancies. Site-wide works include the redevelopment of the courtyard in front of the building, landscaping, signage and the formalisation of the existing parking area which will provide 18 vehicle spaces at the front of the site. The external works proposed works are as follows: New entries and canopies along the northern façade; new roller doors; replacement glazing along the northern façade; removal of the existing lean-to which will be replaced with a new low level block wall; removal of existing retaining wall along north-western façade to provide for new footings; proposed courtyard at the back of Tenancy 5; minor earthworks in the north-eastern corner of the site to create consistent ground level for new courtyard area and carparking area; removal of power post upon agreement with Vector; landscaping works. The Board have not had input into this application.

- 159 Beaumont Street Auckland Central. LUC60311946. Wynyard Precinct Sub-Precinct D. The proposal involves a modification to the requirements for noise insulation in an approved residential apartment building. The proposal provides an indoor noise level of 35dBA L10 in every bedroom and 45dBA L10 in any other habitable spaces (as defined in the NZ building code), based on modelling of the permitted noise environment rather than the higher noise level standards in the Auckland Unitary Plan, standard 1214.6.4(2) for the Wynyard Quarter. Overall consent is required for a restricted discretionary activity. The applicant considers
that the proposed noise insulation will still provide appropriate acoustic amenity for
the residential use and the residential use will not have a reverse sensitivity impact
on the marine industry within the surrounding area. The Board have not had input
into this application.

- 19/75 Parnell Road, Parnell. TRE60312026. Removal of one Phoenix Palm and
two Chinese Fan Palm trees within the entrance courtyard of the Mayfair Building.
This application covers just the palms that are crowding the entrance on the basis
that they are damaging the building, the conifers will remain. The Board have not
had input into this application but, having visited the site, I can see the reasoning
behind removing the trees which should probably never have been planted in the
first place.

- 45-53 Ponsonby Road, Freemans Bay. LUC60311788. The site is located within
the Business – Town Centre zone and the proposed activity requires resource
consent as a restricted discretionary activity under the provisions of the Proposed
Auckland Unitary Plan, Operative in Part (AUPOP). The building is identified as
being a “character defining” building within the Special Character Area - Business
Ponsonby. The building contains a number of tenancies involving retail and
commercial activities. The proposed cocktail bar will be located within the ground
floor tenancy referred to as Level G, Number 45 Ponsonby Road, which is currently
a Vietnamese restaurant (Lac Viet Vietnamese Restaurant). The proposed activity
will take place internally, and within the small deck and courtyard area located
between the building and the front boundary of the site. The proposed change of
use will require no physical alterations to the premises that go beyond superficial
fitout and decorative works. The tenancy is allocated two parking spaces that are
located to the rear of the site, accessed off Colin Shaw Lane. These parking
spaces will be used for loading, servicing, and staff parking as required. Proposed
hours of operation for the cocktail bar will be Monday to Sunday 12 noon to 2
a.m. The part of the bar that will be open to the public is enclosed on three
elevations with openings restricted to the southern elevation only, out to Ponsonby
Road. Back of house areas will create a buffer between the “bar” area and
residential areas to the north. The Applicant proposes to manage the operation of
the premises to ensure that the permitted activity noise standards for the zone are
met. Conditions of consent reflecting the above standards as an operational
requirement would be accepted.
8 Scotia Place, Newton. LUC6031192. Application for external alterations and additions to an existing building, as part of its remediation works. The works include a new curtain wall and rain screen cladding to enclose the northern and southern balconies, replacement of the building façade and roofing, new parapet 790mm above the existing roof level and repairs to the external plaster and structural steel where possible. The proposal will increase the building’s gross floor area by 14.8m², and will not infringe the site’s maximum height, or change its floor area ratio (4.8:1). However, the proposal will result in an infringement to Standard H8.6.3 of the Auckland Unitary Plan in relation to ‘admission of sunlight to public places’, and increase the building’s shadowing over Myers Park. We requested public notification on the basis of the shadowing of a public space.

155-167 Fanshawe Street, Auckland Central. LUC60126795-B. Variation of consent conditions as follows: the relocation of the service core will see the elevators/bathrooms/kitchen facilities relocated to the core of the building; previously split level 1 now one level, resulting in an overall reduced height of the building end of trip and cycle facilities have been relocated to the basement; the courtyard to the north of the building has been relocated to level two and reduced in area; the retail area gross floor area has increased from 113m² to 340m²; atrium bridges have been increased in size to make usable, occupiable spaces; the level 6 balcony reduced in size; the roof plant has been moved to the centre of the building. The Local Board did not have input into this application.

46-56 & 58 Albert Street, Auckland Central. LUC60312611, WAT60312613. Resource consent is sought to construct and operate two hotels stacked one above the other in a single 39-storey tower building for Even and Holiday Inn Express Hotels. The building will have two basement levels, an independent retail unit on the ground floor, ancillary hotel services and facilities on the first 4 levels, rooms for the Holiday Inn Express hotel on levels 5-19, and rooms for the Even hotel on the upper levels. The building will also provide 22,713m² GFA in visitor accommodation and retail. Consenting matters include construction of new buildings; claiming light and outlook and residential bonuses for bonus floor area; infringements to the 6-metre lower separation standard; infringements to verandah height; diversion of groundwater caused by excavation; general earthworks greater than 2500m³; removal of and works within the protected root zone of street trees; comprehensive development signage; parking, loading and access; and for land disturbance associated with contaminated land under the NES. The proposal requires non-
complying activity resource consent. The Local Board did not have input on this consent.

- 70 Ivanhoe Road, Grey Lynn. LUC60312598. New 8-unit residential development. A previous consent was approved in 2014 for 6 units on the site. The site is zoned Mixed Housing Urban. Reasons for consent include - three or more dwellings per site, construction of a vehicle crossing with a vehicle restriction area and buildings located within an overland flowpath. Overall, resource consent is required as a restricted discretionary activity. The Local Board did not have input into this application.

- 5 Gibraltar Crescent, Parnell. LUC60312711, SUB60312712. Application for consent to alter the existing two storey second building on the site at 5 Gibraltar Crescent (40 Cheshire Street) to continue a business activity associated with the ground floor of this building (and previously consented) and utilise the upstairs floorplate for a residential apartment of 85m². The application involves utilising the existing building footprint and floor area (157m²) with new balcony and ancillary parking space with vehicle crossing. Written approval has been obtained from 33 Falcon Street. Subdivision application is to subdivide the site into two lots: Lot 1 will be 480m² and Lot 2 is 270m² where the existing workshop is located. The Local Board did not have input into this application.

- 9 Wolfe Street, Auckland Central. LUC60313089. Demolish existing buildings at 9-11 Albert Street & 9 Wolfe Street and undertake internal alterations to 13 &15 Albert Street. 13 Albert Street (the former Yales Building) frontage is Heritage B-listed under the Unitary Plan; the interior of the building and the car parking building at the rear (9 Wolfe Street) are exempted from the heritage protection. 15 Albert Street is identified as a “special character building”. The controls apply only to the exteriors of the buildings. The demolition is a Controlled Activity under the AUP so Council must grant consent (unless it has insufficient information to determine whether the activity is a controlled activity) and may only impose conditions on the consent regarding pedestrian amenity and safety, reuse of building materials, site condition post-demolition, and traffic generation. The Local Board’s concern is that the exteriors of 13 and 15 Albert Street are preserved; the interiors of the buildings are very run-down and, in some places such as the carpark, dangerous. The Local Board did not have input into this application.

- 5 Metford Street, Ponsonby. LUC60313437. Additions and alterations to an existing building in a special character areas overlay and the construction of an accessory
building at the rear of the site. Modification of the existing vehicle crossing, the
replacement of the existing carport with one of similar proportions and in the same
place, it will be constructed of painted steel framing with a timber roof to match the
material of the dwelling. The store room on the upper level will be extended and the
laundry on the ground floor will be extended and a toilet added. The replacement of
the existing front wall with a longer wall that is located closer to the front boundary.
The wall will be concrete. The north-facing skylight on the dwelling will be removed
and replaced with timber shingles to match the existing roof. The southern (street)
facing skylight will be replaced for maintenance. A steel and timber pergola will be
constructed at the rear of the site. The vehicle access will be widened and the entry
ramp modified. The Local Board did not have input into this application.

- 33 Scanlan Street, Grey Lynn. LUC60313503. An existing commercial unit will be
converted into a family residence, offices (including workshop, theatre, gym, etc.)
and accommodation accessory to the offices; the proposal is for a film
director/producer so is not a typical office space and the accommodation provided
as accessory to the office will be restricted to use of overseas business people and
visitors connected to the business and is not for permanent occupation or to be
rented out. The building does not abut any residential dwellings and the proposed
work will be a visual improvement so the Local Board did not have input into this
application.

- 42 Fife Street, Westmere. LUC60313556. Removal of existing house and
replacement with a new family home with landscaping and pool. Very large
(unscheduled) pōhutukawa in front of the house. Land use consent is required for
the demolition of an existing dwelling, and erection of a new two storey (ground and
basement level) dwelling. The proposed dwelling will have 4 bedrooms, living and
kitchen spaces, a double garage, landscaping works and a rear pool. The proposed
dwelling largely sits within the allowable development envelope for the subject site,
with consenting matters being infringements to the height in relation to boundary
standard, and infringing the maximum permitted width for a vehicle crossing on a
dwelling. It is noted that the applicant has obtained written approval from the
adjacent neighbours at 40 Fife Street for the proposal. The proposal requires
resource consent for a restricted discretionary activity. Further enquiry on my part
revealed that the tree has already been removed. We had no further input.

**Significant Resource Consent Matters**
51-53 Albert Street, Auckland Central – Hotel development fronting on Saint Patrick’s Square and Albert Street

BUN60308038, LUC60308036, DIIS60308037. This application has a long and complex history. The latest application, which is still awaiting s 62 RMA requests for information, is for a breach of the maximum total floor area ratio and will also deal with access by vehicle to the construction site and finished building by car and truck across the legal road part of Saint Patrick’s Square.

In February 2009, land use consent was granted to a previous site owner for the redevelopment of the site to construct a 46-storey residential apartment building including 15 mezzanine levels and 31 levels of residential accommodation under consent reference R/LUC/2006/7101. The building was proposed to accommodate 150 apartments, a café, a through-site link and 95 parking spaces. Separate vehicle entrances and exits are proposed from Albert Street, to provide access to the loading area and eight levels of carpark stacking within the basement. The consent provided for either demolition of the entire building (Option A) or reconstruction and retention of the Albert Street façade and demolition of the remainder of the building (Option B). The application was limited notified and 8 submissions were received. The [then] Auckland City Council determined to grant consent subject to a range of conditions.

The consent was subsequently appealed by two parties related to Saint Patrick’s Cathedral. This appeal was withdrawn following the approval of a variation to the consent (R/VCC/2009/1518) which addressed the concerns raised by the appellants regarding noise and geotechnical matters to do with extensive proposed basement excavations by significantly reducing the scale of excavation. A further variation to the original consent was approved on a non-notified basis in 2014 that modified Condition 2, which required the sites at 51-53 Albert Street and 55 Albert Street to be held together for development purposes (consent R/VCC/2006/7101/1).

In July 2013, consent was granted to extend the lapse period of the existing consent by 3 years from 18 February 2014 to 18 February 2017 (R/EXT/2005/7101/1). In August 2013, consent was sought and obtained for the demolition of the existing building only (R/LUC/2013/3468), that consent has now lapsed.
In December 2016, a section 127 RMA application was lodged to vary both the development and demolition consents to confirm that only Option B of the original consent (retention of the Albert Street façade and demolition of the rest of the building) would be pursued. This application was approved in January 2017. As part of the assessment of that application, Council’s Built Heritage Specialist, Dr Bryan Pooley, raised concerns regarding the proposed removal and re-instatement of the Albert Street façade, and regarding the loss of the St Patrick’s Square façade. These matters were addressed and another variation (R/VCC/2006/7:101/3) was granted on 19 April 2017 with conditions changed to ensure the protection of the heritage building. The 51-53 Albert Street frontage – the former Dexter & Crozier building – now has a B-listing under the unitary Plan.

In May 2017, consent was granted to extend the lapse of the original consent to 18 February 2022.

I was briefed by resource consent staff on 6 December 2018 about a new application to exceed gross floor area and use the part of St Patrick’s Square that is still legally a road as an entrance for construction vehicles. I met with Cathedral stakeholders on 8 December.

There are still issues to be dealt with regarding truck and car access to the site as it is no longer possible to have this on Albert Street due to the City Rail Link works and, once they are finished, the side of Albert Street on which the building fronts will be a busway. The part of the Cathedral plaza between the St Patrick’s Square frontage and Wyndham Street is still legally a road so the applicants have rights to bring in vehicles for construction and service vehicles, including taxis and coach buses, once construction is complete. Much of the detail in this particular application will be around these matters. AT have already signalled that an arrangement can be reached with passenger vehicles to stop on Wynyard Street. The applicant is also prepared to work out a traffic management plan with AT and Council to restrict the use of the loading zone to off-peak times and not at lunchtimes.

My own view is that the evolution of the building from an apartment building with extensive basement excavation for parking to a hotel with no basement parking has not adequately adapted to fit its new function as a hotel. Despite the difficulty aided by the Albert Street frontage being heritage-protected, the servicing of the building by vehicles should be incorporated into the front of the building with a porte-cochère arrangement like all the other hotels along Albert Street. The potential for this is clear from the pictures below.
The Local Board’s comment on this application was as follows:

The Waitemata Local Board (supported by the views of the Catholic Bishop of Auckland and Saint Patrick’s Cathedral management, the Central City Residents Group, St Patrick’s Neighbours Group and the owner of 55 Albert Street which leases to two businesses fronting onto the square) submits that the current application should be PUBLICLY NOTIFIED for the following reasons:

The local board has serious concerns about all the traffic for this development being channelled into Saint Patrick’s Square. As the building has evolved over the course of several consents from being an apartment building with proposed basement level parking to a hotel with no basement excavation, it has not adequately changed to deal with the traffic that its activities will generate. It will be the only hotel on Albert Street that does not channel its traffic through a port-cochere arrangement within the footprint of the site.

We are deeply uncomfortable with a significant part of a public space that cost millions of dollars in ratepayer funds to create becoming a loading zone for a private business.

We understand that CRL and Auckland Transport (AT) have been intransigent on allowing access to the building, once finished, from Albert Street and Wyndham Street but it leads to an unsatisfactory outcome that the eastern end exterior of the Cathedral and the part of the square that will be used for
ingress/egress will be subject to constant traffic flows.

Whatever is decided in the notification and substantive decisions, it is important the traffic is effectively steered from flowing and parking around the outside of the Cathedral - with physical barriers if necessary - as this will be inevitable once high volumes of traffic are allowed in.

A further issue which needs to be clarified with AT is the connection between both parts of the Federal Street Cycleway which will run through the area that is under consideration.

This is a complex and multi-factorial matter which requires the depth of consideration that is only possible in the course of a notified consent and hearing process.

Establishment of the permanent and temporary infrastructure required to hold two Americas Cup events in Auckland – Wharf 11-99 Brigham Street, Auckland Central
LUC60313878: Land use consent
WAT60313910: Regional water permit number for taking, use, damming and diversion of water and drilling (s14)
CST60313917: Coastal permit number for dredging (s12)
CST60313918: Disposal/deposit/replenishment (s12)
CST60313919: Coastal permit number for structures (s12)
CST60313921: Coastal permit number for coastal activity/event (s12)
DIS60313879: Discharge permit number associated with Industrial Trade Activities (s15)
DIS60313912: Stormwater discharge and diversion permit (s15)
DIS60313915: Air quality discharge permit (s15)
DIS60313916: Discharge permit for contaminated land (s15)

Establishment of a new facility for the Fishing Industry and Sealink Ferry including the location of structures and undertaking of activities within the coastal marine area and on land
LUC60313924: LUC number required associated with land disturbance activities, signage, transport, stormwater quality and development within an area subject to natural hazards within the Wynyard Precinct
WAT60313927: Regional water permit number for taking, use, damming and diversion of water and drilling (s14)
CST60313928: Coastal permit number for structures (s12)
CST60313929: Coastal permit number for coastal activity/event (s12)
CST60313930: Coastal permit number for dredging (s12)
CST60313931: Coastal permit number for disposal/deposit/replenishment (s12)
DIS60313925: Regional discharge permit for contaminated land (s15)
DIS60313926: Regional stormwater diversion and discharge number (s15)

75 Sarsfield Street, Herne Bay: Use of Helipad

In December 2017, Rod and Patricia Duke appealed a consent (BUN60302136) for a helipad on their boatshed at their property at 75 Sarsfield Street, Herne Bay. The application sought consent for 6 helicopter flights to and from the converted boatshed (12 movements of one take-off and landing per flight), they were granted 3 flights (6 movements). Ldn

The construction of a helicopter take-off and landing site in the general marine area is a non-complying activity under the Unitary Plan. The take-off and landing of a helicopter from the site was assessed as a Restricted Discretionary activity under the Unitary Plan as Council assumed it exceeded the permitted activity standard by exceeding a noise level of 50 dBA Ldn.

The original application was lodged in August 2016, I noted it, and my response, in my August 2016 report to the Local Board as follows:

75 Sarsfield Street, Herne Bay: Reconstruction of existing boatshed and the establishment and use of a helicopter landing pad on the replacement building

R/LUC/2016/3598. The application involves the reconstruction of the existing boatshed and the establishment and use of a helicopter landing pad on the replacement building. The applicant has applied for the noise component of this consent as a permitted activity. The Local Board asked that this application should be limited notified to surrounding properties on the basis of noise caused by the helicopter operation. We have also asked for public access along the waterfront to be maximised so that the passage of members of the public along the shoreline is not unreasonably obstructed by the construction.

The applicant's noise expert, Mr Nevil Hegley, provided an assessment of noise effects, dated July 2016, which states (on page 6-7): "Based on the above and assuming no written approvals have been obtained from the neighbours, a total of three flights (three approaches and three departures) a week with a maximum of one arrival and one
departure on any one day will comply with a level of 50dBA Ldn at the most noise sensitive location, which is the neighbour’s foreshore boundary adjacent to the boat shed. By complying with the 50dBA Ldn at this site the 50 dBA Ldn limit will be complied with at all sites not owned by the applicant”.

Council’s noise expert, Jon Styles, reviewed Mr Hegley’s report, which was based on three flights (three approaches and three departures) a week with a maximum of one arrival and one departure on any one day and further information was sought from Mr Hegley, which he provided in letter form on 14 September 2016.

After ten months had elapsed, the recommendation report for notification – further to the Local Board’s request for limited notification to surrounding properties – (dated 1 June 2017) recommended that the application be processed on a limited notified basis to 73 and 79 Sarsfield Street. This recommendation report was then shared with the applicant.

Council received written approvals from the owners of 73 (also owned by the Dukes) and 79 Sarsfield Street on 19 June 2017.

The recommendation report for notification was updated as a result of the written approvals being received from the owners of 73 and 79 Sarsfield Street, and the report (dated 18 August 2017) recommended that the application be processed non-notified. The notification decision was made by a duty commissioner on the 18th of August 2017. The 18 August 2017 recommendation report for notification states “The Council’s assessment has been based on a maximum of 3 flights (3 arrivals and 3 departures, 6 movements) in any 7-day period with a maximum of one flight in any one day. The applicant has accepted the application proceed on that basis.”

The application in this case was processed non-notified, with the assessment for notification being based on a maximum of 3 flights (3 arrivals and 3 departures) in any 7-day period. A greater number of flights per week would have required an amended noise assessment and the officer managing this application noted that this may have required the application to be notified. Section 104(3)(b) of the RMA provides that Council (and the Environment Court on appeal) must not grant a resource consent if the application should have been notified and it was not.

The Dukes appealed Council’s decision to the Environment Court. The Council has agreed to Mr Duke commencing with his current consent (under section 116 of the RMA),
while the proceedings are before the Environment Court. The Dukes withdrew their appeal on the 17th of December.

For some context, three other properties in Herne Bay have been granted consents for helipads, 2 of them for a greater number of movements. 10 movements (5 flights) per week from 64 Sentinel Road, granted in 2011. 12 movements (6 flights) per week from 12 Cremorne Street, granted in 2015. 4 movements (2 flights) per week from 15 Cremorne Street, granted in 2015. None of these consents were notified as they had all gathered consent of the surrounding properties. 04 Sentinel Road, written approvals from 9 surrounding properties provided by the applicant; 12 Cremorne Street, 3 written approvals from 3 sites provided; 15 Cremorne Street, 8 written approvals provided by the applicant from 8 sites.

Private helipads consented in the Herne Bay area. Those already consented are in blue, 75 Sarsfield is in red.

**Signatory**

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