I hereby give notice that an ordinary meeting of the Planning Committee will be held on:

**Date:** Tuesday, 6 March 2018  
**Time:** 9.30am  
**Meeting Room:** Reception Lounge  
**Venue:** Auckland Town Hall  
301-305 Queen Street  
Auckland

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**Komiti Whakarite Mahere / Planning Committee**

**OPEN AGENDA**

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**MEMBERSHIP**

**Chairperson**  
Cr Chris Darby  
Cr Richard Hills  
Cr Josephine Bartley  
Cr Dr Cathy Casey  
Deputy Mayor Bill Cashmore  
Cr Ross Clow  
Cr Fa’anana Efeso Collins  
Cr Linda Cooper, JP  
Cr Alf Filipaina  
Cr Hon Christine Fletcher, QSO  
Mayor Hon Phil Goff, CNZM, JP  
IMSB Member Hon Tau Henare  
Cr Penny Hulse  
Cr Mike Lee

**Deputy Chairperson**  
Cr Daniel Newman, JP  
IMSB Member Liane Ngamane  
Cr Dick Quax  
Cr Greg Sayers  
Cr Desley Simpson, JP  
Cr Sharon Stewart, QSM  
Cr Sir John Walker, KNZM, CBE  
Cr Wayne Walker  
Cr John Watson

**Members**  
(Quorum 11 members)

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**Kalinda Gopal**  
Senior Governance Advisor

**1 March 2018**

Contact Telephone: (09) 367 2442  
Email: kalinda.gopal@aucklandcouncil.govt.nz  
Website: www.aucklandcouncil.govt.nz

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

Responsibilities

This committee guides the physical development and growth of Auckland through a focus on land use planning, housing and the appropriate provision of infrastructure and strategic projects associated with these activities. Key responsibilities include:

- Relevant regional strategy and policy
- Infrastructure strategy and policy
- Unitary Plan
- Spatial plans
- Plan changes to operative plans
- Housing policy and projects
- Special Housing Areas
- City centre development
- Tamaki regeneration
- Built heritage
- Urban design
- Environmental matters relating to the committee’s responsibilities
- Acquisition of property relating to the committee’s responsibilities and within approved annual budgets
- Initiatives of the following CCOs that have a significant impact upon the implementation of the Auckland Plan and other relevant plans, policies and strategies:
  - Panuku Development Auckland
  - Auckland Transport
  - Watercare Services Limited
  - Regional Facilities Auckland (stadium)

Powers

(i) All powers necessary to perform the committee’s responsibilities, including:
   (a) approval of a submission to an external body
   (b) establishment of working parties or steering groups.

(ii) The committee has the powers to perform the responsibilities of another committee, where it is necessary to make a decision prior to the next meeting of that other committee.

(iii) The committee does not have:
   (a) the power to establish subcommittees
   (b) powers that the Governing Body cannot delegate or has retained to itself (section 2).
Exclusion of the public – who needs to leave the meeting

Members of the public

All members of the public must leave the meeting when the public are excluded unless a resolution is passed permitting a person to remain because their knowledge will assist the meeting.

Those who are not members of the public

General principles

- Access to confidential information is managed on a “need to know” basis where access to the information is required in order for a person to perform their role.
- Those who are not members of the meeting (see list below) must leave unless it is necessary for them to remain and hear the debate in order to perform their role.
- Those who need to be present for one confidential item can remain only for that item and must leave the room for any other confidential items.
- In any case of doubt, the ruling of the chairperson is final.

Members of the meeting

- The members of the meeting remain (all Governing Body members if the meeting is a Governing Body meeting; all members of the committee if the meeting is a committee meeting).
- However, standing orders require that a councillor who has a pecuniary conflict of interest leave the room.
- All councillors have the right to attend any meeting of a committee and councillors who are not members of a committee may remain, subject to any limitations in standing orders.

Independent Māori Statutory Board

- Members of the Independent Māori Statutory Board who are appointed members of the committee remain.
- Independent Māori Statutory Board members and staff remain if this is necessary in order for them to perform their role.

Staff

- All staff supporting the meeting (administrative, senior management) remain.
- Other staff who need to because of their role may remain.

Local Board members

- Local Board members who need to hear the matter being discussed in order to perform their role may remain. This will usually be if the matter affects, or is relevant to, a particular Local Board area.

Council Controlled Organisations

- Representatives of a Council Controlled Organisation can remain only if required to for discussion of a matter relevant to the Council Controlled Organisation.
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1 Apologies

Apologies from Deputy Chairperson R Hills, Cr D Newman and IMSB Member L Ngamane have been received.

2 Declaration of Interest

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

3 Confirmation of Minutes

That the Planning Committee:

a) confirm the ordinary minutes of its meeting, held on Tuesday, 13 February 2018, including the confidential section, as a true and correct record.

4 Petitions

At the close of the agenda no requests to present petitions had been received.

5 Public Input

Standing Order 7.7 provides for Public Input. Applications to speak must be made to the Governance Advisor, in writing, no later than one (1) clear working day prior to the meeting and must include the subject matter. The meeting Chairperson has the discretion to decline any application that does not meet the requirements of Standing Orders. A maximum of thirty (30) minutes is allocated to the period for public input with five (5) minutes speaking time for each speaker.

5.1 Public Input - Public Transport Users Association - Trains to Huapai campaign

Te take mō te pūrongo / Purpose of the report

1. Christine Rose, representing the Public Transport Users Association will speak to the committee regarding the Trains to Huapai Campaign.

Ngā tūtohunga / Recommendation/s

That the Planning Committee:

a) receive the presentation from Christine Rose on behalf of the Public Transport Users Association regarding trains to Huapai and thank her for attending.
5.2 Public Input - Nicolas Reid - Albert Park Tunnels development proposal update

Te take mō te pūrongo / Purpose of the report
1. Nicolas Reid will update the Planning Committee on the progress of the Albert Park Tunnels development proposal.

Ngā tūtohunga / Recommendation/s
That the Planning Committee:

a) receive the public input from Nicolas Reid regarding the progress of the Albert Park Tunnels development proposal and thank him for attending.

Attachments
A Albert Park Tunnels development proposal.............................................. 115

5.3 Public Input - Denise Lee, MP - Unlock Panmure High Level Project Plan

Te take mō te pūrongo / Purpose of the report
1. Denise Lee, Member of Parliament for the Maungakiekie electorate, will speak to the Planning Committee about the Unlock Panmure High Level Project Plan.

Ngā tūtohunga / Recommendation/s
That the Planning Committee:

a) receive the public input from Denise Lee, Member of Parliament for Maungakiekie electorate, regarding the Unlock Panmure High Level Project Plan and thank her for attending.

5.4 Public Input - John Wood - proposed development of a multi-storey carpark on the Gasometer site

Te take mō te pūrongo / Purpose of the report
1. John Wood will speak to the Planning Committee about the proposed development of a multi-storey carpark on the Gasometer site.

Ngā tūtohunga / Recommendation/s
That the Planning Committee:

a) receive the public input from John Wood regarding multi-storey car parking on the Gasometer site in Takapuna and thank him for attending.
6 Local Board Input

Standing Order 6.2 provides for Local Board Input. The Chairperson (or nominee of that Chairperson) is entitled to speak for up to **five (5)** minutes during this time. The Chairperson of the Local Board (or nominee of that Chairperson) shall wherever practical, give **one (1)** day's notice of their wish to speak. The meeting Chairperson has the discretion to decline any application that does not meet the requirements of Standing Orders.

This right is in addition to the right under Standing Order 6.1 to speak to matters on the agenda.

6.1 Local Board Input - Maungakiekie-Tāmaki Local Board - Unlock Panmure High Level Project Plan

Te take mō te pūrongo / Purpose of the report
1. Chris Makoare and Nerissa Henry, Maungakiekie- Tāmaki Local Board Members, will speak to the Planning Committee about the Unlock Panmure High Level Project Plan.

Ngā tūtohunga / Recommendation/s
That the Planning Committee:

a) receive the local board input from Maungakiekie-Tāmaki Local Board Members Chris Makoare and Nerissa Henry regarding the Unlock Panmure High Level Project Plan, and thank them for attending.

6.2 Local Board Input - Devonport-Takapuna Local Board - Proposed change of use of 40 Anzac Street

Te take mō te pūrongo / Purpose of the report
1. Devonport-Takapuna Local Board Chair, Grant Gillon, will speak to the Planning Committee regarding the proposed change of use of 40 Anzac Street, Takapuna.

Ngā tūtohunga / Recommendation/s
That the Planning Committee:

a) receive the local board input from Devonport-Takapuna Local Board Chair Grant Gillon regarding the proposed change of use of 40 Anzac Street, Takapuna and thank him for his attendance.
7 Extraordinary Business

Section 46A(7) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

“An item that is not on the agenda for a meeting may be dealt with at that meeting if-

(a) The local authority by resolution so decides; and

(b) The presiding member explains at the meeting, at a time when it is open to the public,

(i) The reason why the item is not on the agenda; and

(ii) The reason why the discussion of the item cannot be delayed until a subsequent meeting.”

Section 46A(7A) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

“Where an item is not on the agenda for a meeting,-

(a) That item may be discussed at that meeting if-

(i) That item is a minor matter relating to the general business of the local authority; and

(ii) the presiding member explains at the beginning of the meeting, at a time when it is open to the public, that the item will be discussed at the meeting; but

(b) no resolution, decision or recommendation may be made in respect of that item except to refer that item to a subsequent meeting of the local authority for further discussion.”

8 Notices of Motion

There were no notices of motion.
Unlock Panmure High Level Project Plan

File No.: CP2018/00293

Te take mō te pūrongo / Purpose of the report
1. To seek approval of the Unlock Panmure High Level Project Plan (HLPP).

Whakarāpopototanga matua / Executive summary
2. Panmure town centre represents a major regeneration and intensification opportunity for Auckland. The town centre occupies a strategic location with good infrastructure, services and facilities. The area has a concentration of council and Crown landholdings that are development ready sites. Many of the council owned properties have been acquired to deliver the Auckland Manukau Eastern Transport Initiative (AMETI) project with the intention that residual land would be developed to achieve an integrated transit-oriented development. There is evidence of market demand in the area for different housing types including terraces and apartments, as well as for commercial developments. The Panmure Train Station is an important transport asset supporting redevelopment as it provides convenient access to the city’s train network and key areas of employment.

3. Panmure is within the Tāmaki urban transformation area, one of the 10 Spatial Priority Areas identified in the Auckland Plan. Tāmaki Regeneration Company (TRC) is leading the delivery of 7500 new houses in Tāmaki with an anticipated population increase of 20,000 over the next 15 years. It will contribute to the Auckland Plan by increasing the number of dwelling in the area and creating a well-connected, quality town centre that local residents take pride in.

4. Development opportunities identified within the HLPP have the ability to create an estimated additional 1000 homes. The final number of houses will depend on design, typology and market demand. Development of these sites for housing will increase amenity, vibrancy, safety, connectivity and economic sustainability of the town centre and demonstrate to the wider development industry that quality medium density developments in a suburban location can be successfully achieved.

5. Panuku has discussed the issues, options etc with the Maungakiekie-Tāmaki Local Board as part of developing this HLPP and has engaged with the community and key stakeholders in partnership with the local board.

Ngā tūtohunga / Recommendation/s
That the Planning Committee:

a) endorse the Unlock Panmure High Level Project Plan as shown in Attachment B of the agenda report.

b) endorse Panuku as Auckland Council’s lead delivery agency for Panmure.

c) endorse Panuku to dispose of the Auckland Council owned properties listed below, with the objective of contributing strategically and financially to the outcomes of the Unlock Panmure High Level Project Plan objectives of urban regeneration, urban renewal and housing, subject to the conclusion of any required statutory processes and agreement with Auckland Transport that properties listed vi)-xxviii) are not required for transport purposes.

i) 59 Mountain Road, Mount Wellington (Lots 67 DP 35427, NA914/60)

ii) 59a Mountain Road, Mount Wellington (Section 1 SO 500055, CFR 797578)

iii) 3 Mountwell Crescent, Mount Wellington (Section 3 SO 471986, CFR 672276)
iv) 7 Mountwell Crescent, Mount Wellington (Section 6 SO 471986, CFR 672277)
v) 3 Kings Road, Panure (Lots 1 & 2 DP 120243, NA69C/662, NA69C/663)
vi) Auckland Manukau Eastern Transport Initiative (AMETI) – Stage 1 and Transit-Oriented Development Properties
vii) 15 Forge Way, Mount Wellington (Lot 5 DP 189494, NA119A/744)
viii) 7 and 9 Jellicoe Road, Mount Wellington (Section1-2 SO 458625, CFR 618285)
ix) 30-34 Potaka Lane, Panure (Lot 1 DP 33816, NA881/95)
x) 486-492 Ellerslie-Panmure Highway, Mt Wellington (Lot 8 DP 12992 and Lot 4 DP 39291 and Lot 2 DP 61745, NA18A/739 (part-cancelled))
i) 516 Ellerslie-Panmure Highway, Mount Wellington (Lot 48 DP 20306, NA616/17 (part-cancelled))
ii) Former 528 Ellerslie-Panmure Highway, Mount Wellington (legal road status, currently vacant and partially sealed)
iii) 530 Ellerslie-Panmure Highway, Mount Wellington (Section 17 SO 471986, CFR 672278)
iv) 532-534 Ellerslie-Panmure Highway, Mount Wellington (Section 19 SO 471986, CFR 672280)
v) 535 Ellerslie-Panmure Highway, Mount Wellington (Section 29 SO 471986, CFR 672282)
vi) 536 Ellerslie-Panmure Highway, Mount Wellington (Section 21 SO 471986, CFR 672281)
vii) Auckland Manukau Eastern Transport Initiative (AMETI) – Stage 2 Properties
viii) 7-11 Queens Road, Panmure (Part Lot 2, Lot 3 & Lot 4 DP 36382, NA968/241 (part-cancelled), NA957/203)
ix) 39-41 Queens Road, Panmure (Lot 18 DP 36382, Lot 19 DP 36382, Lot 21 DP 36382, NA1159/22, NA943/294, NA952/269)
x) 11-13 Lagoon Drive, Panmure (Lot 3-4 DP 20487, NA2C/740)
xi) 16 Lagoon Drive, Panmure (Lot 20 DP 36382, NA1054/224)
xxi) 20 Lagoon Drive, Panmure (Lot 22 DP 36382, NA951/277)
xx) 22 Lagoon Drive, Panmure (Lot 15-17 DP 57965 and Part Lot 23 DP 36382, NA13D/444)
xxii) 26 Lagoon Drive, Panmure (Lot 1 DP 38838, NA1025/92)
xxiv) 28 Lagoon Drive, Panmure (Lot 2 DP 38838, NA1186/83)
xxvi) 30 Lagoon Drive, Panmure (Lot 2 DP 66584, NA24A/425)
xxvii) 32-34 Lagoon Drive, Panmure (Lot 1 DP 75845, Part Lot 11 DP 54283, NA32B/817, NA8A/911)
xxviii) 1-19/10 Basin View Lane, Panmure (LOT 2 DP 92844)
xxix) 23 Domain Road, Panmure (Lot 1 DP 92844, NA49B/888)
xx) 28-30 Pilkington Road, Mount Wellington (Lots 30 and 31 DP 52157, NA7A/1476, NA7A/1477 (cancelled)), parking reserve, subject to the Reserves Act 1977.
d) authorise the redevelopment of 7-13 Pilkington Road, Panmure as a mixed-use development with proceed of sale being ring-fenced to be reinvested into a new community facility in Panmure, subject to agreement with Auckland Council Community Facilities department and Maungakiekie-Tāmaki Local Board (Lot 1 DP 176192, Lots 457-460 DP 42010, Lots 1-3 DP 52083, NA33A/884, NA8B/972, NA33A/840, NA13C/818, NA4C/115, NA100C/965).

e) authorise Panuku initiating the process of revoking the reserve status registered against the eastern section of 28-30 Pilkington Road, Mount Wellington (LOTS 30 31 DP 52157 NZ GAZ 1982 P3119, NA7A/1476) to enable better development outcomes, subject to statutory processes.

f) note that the Finance and Performance Committee will need to approve the disposal of the properties in c) above and as referenced in the High Level Project Plan.

Horopaki / Context

6. The Unlock Panmure HLPP project area covers an approximate 43ha footprint including the town centre mainstreet and commercial area to the west of the Panmure Train Station. The council and Crown has a number of landholdings within the project area as illustrated in the map below.

Figure 1 – Project Area
Analysis and advice

7. Panmure has been identified as an unlock location due to the suitability of the area for intensification and the potential benefits that urban development would have in this location. It is a centre with strong transport connectivity, being 18 minutes by rail to the CBD, proximity to major employment areas, a range of existing community facilities, and natural assets such as Mt Wellington and Panmure Basin for active recreation to support residential growth. Large Council land holdings in the area also provide greater ability to stimulate development and facilitate high quality urban regeneration outcomes. To achieve this potential the following issues need to be addressed:

- Low safety and security confidence due to the lack of activity and resident presence within the centre, particularly at night time
- Limited range of service offerings that do not meet the needs of a changing community
- Disconnected local street network that makes it difficult to access the town centre from immediate residential areas
- Tired buildings and mainstreet that lacks appeal
- Tired community facilities with weather-tightness and structural issues
- Lack of a civic space within the town centre, and
- Weak connection between the town centre, Mt Wellington and Panmure Basin.

Strategic Move 1: Develop a high quality urban neighbourhood

8. Panmure has the ability to contribute significantly to Auckland housing supply by developing council landholdings to grow the centre into a high quality urban neighbourhood. The development programme aims to increase quality housing supply and diversity in the centre’s service offer.

9. Panuku will lead quality housing development on council landholdings and strategic sites where they are acquired to support the regeneration of the centre. Primarily this will be through a medium density housing type model, which is not the current predominant form of development in the area. When enabling the development of council owned sites Panuku will look to secure a quality built form that enables a range of housing types and sizes to cater for a broad spectrum of housing needs. We will require all buildings to meet sustainability and quality objectives including meeting a Homestar 6 standard.

10. Development and commercial analyses indicate there is good market demand to support residential development in Panmure. Panuku will actively champion the following initiatives:

- Activate council landholding to enable high quality medium density housing developments. Ensuring a range of housing choices suitable to build strong communities
- Work with major land owners and developers to deliver quality and well-integrated mixed-use developments that contribute positively to the centre’s service offer and local built environment, and
- Work with the Crown and community housing providers to provide quality affordable homes.

Strategic Move 2: Reconnect the centre to its community and natural assets

11. Panmure has many local facilities and natural assets that are under utilised by the community due to poor local connections. It is important that the town centre maximises the benefit of existing and planned transport investments in the area including Auckland Manukau Eastern Transport Initiative (AMETI), walking and cycling improvements. The Panmure Train Station is a key strategic asset and there is an opportunity to strengthen this linkage with the town centre. The following initiatives are proposed to improve the local street network through:
Item 9

i. Pedestrian and cycle connection improvements along Pleasant View Road, Kings Road, and Queens Road to strengthen access between immediate residential areas, town centre, and Panmure Station

ii. Intersection improvements along Ellerslie-Panmure Highway at Ireland Road and Basin View Road as part of AMETI to improve pedestrian access to Panmure Basin and Lagoon Pool and Leisure Centre from the town centre

iii. Pedestrian and cycle overbridge to provide direct physical and visual connection between Queens Road and Panmure Basin. Investigate opportunities to incorporate the overbridge structure as part of the redevelopment of council landholdings along Lagoon Drive, and

iv. Greenway improvements to strengthen visual and physical linkages between the town centre and its natural assets including Mt Wellington, Panmure Basin, Mt Wellington Memorial Reserve to create a connected open space network. Greenway and open space improvements funding are provisioned under the Tāmaki Regeneration Infrastructure Funding Framework Agreement (IFFA).

Strategic Move 3: Enliven the heart of Queens Road

12. As the area intensifies as part of the planned developments in Tāmaki, and the town centre grows, there will be increasing demand on community services and facilities. A recent building condition review in the area has identified that several community facilities require upgrades. This offers opportunity to investigate options to improve existing community and recreation facilities to better meet the needs of the existing and future community. The following initiatives are proposed:

i. Build a strong community anchor in the centre of Queens Road with a fit for purpose multi-purpose community facility and civic space. This is an opportunity to create a vibrant heart where the Panmure community can access many services including a library, community centre, and local events. Council Parks and Recreation team has funding available for the acquisition of the civic space

ii. Clifton Court streetscape enhancement to maximise the use of this pedestrian laneway for community gatherings and establishment of a dining zone where outdoor seating is encouraged. Extension of the laneway can also be enabled through partnership with private land owners to provide a secondary connection between the community heart and Panmure Station. This public realm upgrade will be funded and led by Panuku

iii. A fit for purpose indoor leisure facility to meet the recreational needs of the existing and future residents, and

iv. Enhancement to Lagoon Pool to maximise the use of existing indoor and outdoor aquatic facilities.

Strategic Move 4: Foster mainstreet vitality and local economy

13. Regeneration requires strong local business investment to improve the attractiveness of service offer in the centre. Strong local businesses and a broader range of service offer are important in meeting the changing needs of existing and new residents in the area. Panuku will work in partnership with the business community to implement the following initiatives to enhance local business performance and attract new investments:

i. Town centre streetscape and laneway enhancement to elevate the centre’s visual appeal and public realm user experience;

ii. Mainstreet business improvement programme to deliver targeted placemaking initiatives to support the growth of existing businesses and attract new investments; and

iii. Demonstrate leadership by activating council landholdings to build strong activity attractors throughout the centre including Transport Hub, Community Heart, Heritage Quarter, and Commercial Quarter. New developments will aim to fill existing service gaps and broaden the centre’s breadth of offer.
Unlock Panmure High Level Project Plan

Item 9

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe / Local impacts and local board views

14. Panuku have worked closely with the Maungakiekie-Tāmaki Local Board since project inception and undertook joint engagement with the Panmure community to ensure the HLPP is consistent with the views of the local board and community. The proposed HLPP strategic moves strongly align with the outcomes and objectives identified in the Maungakiekie-Tāmaki Local Board Plan 2017.

15. Approval of this HLPP by the Planning Committee in March will enable implementation to commence with significant positive impacts on the local area. Panuku will continue to work closely with the Maungakiekie-Tāmaki Local Board to ensure that community aspirations and issues are addressed during implementation.

Tauākī whakaaweawe Māori / Māori impact statement

16. The 12 Tāmaki Makaurau mana whenua iwi and hapū listed below have interests in the broader Panmure area. Panuku will endeavour to work in partnership with these iwi/hapū towards best care for land, water and people throughout planning and implementation of land development in Panmure.

- Ngāi Tai ki Tāmaki
- Ngāti Maru
- Ngāti Paoa
- Ngāti Tamaoho
- Ngāti Tamaterā
- Ngāti te Ata
- Ngaati Whanaunga
- Te Akitai Waiohua
- Te Kawerau ā Maki
- Ngāti Rehua
- Waikato-Tainui
- Te Ahiwaru

17. Mana whenua engagement on the Unlock Panmure project has resulted in the articulation of a cultural narrative specific to the area. The cultural narrative provides a high-level touch point on the association of mana whenua with Panmure and the wider surrounding area. It is envisaged that the cultural narrative provides context for on-going discussion with mana whenua as part of future implementation and in particular through:

- The expression of mana whenua cultural associations;
- Pursuing development consistent with Te Aranga Māori Design, in conjunction with mana whenua principles and guidance;
- That a people-centred environment is favoured that supports community building and an awareness and respect for the natural environment; and
- That improved stormwater management should be an integral and visible part of the projects.
- Opportunities for mana whenua may extend to joint ventures, land purchase and development.
**Ngā ritenga ā-pūtea / Financial implications**

18. The Unlock Panmure project will require funding for operational and capital works. The scale of transformation envisaged can be achieved through the following funding sources:

- Reinvest the proceeds from sales of development sites in the Panmure project area to fund projects and initiatives to deliver agreed HLPP outcomes. This approach is yet to be confirmed by the Governing Body as part of the Long-term Plan process.
- Use and reprioritisation of existing council budgets and local board discretionary funds towards delivering the strategic moves.
- Application to access funding under the IFFA established for the Tāmaki Regeneration Programme, and
- Possible access to funds arising from a partnership approach with the Government such as KiwiBuild housing scheme.

**Ngā raru tūpono / Risks**

18. The Unlock Panmure project delivery is likely to be influenced by the following risks and mitigations are proposed to respond to them throughout the regeneration life cycle:

- Delay of surplus land being available for development due to time extension to AMETI construction works. Panuku will continue to closely collaborate with Auckland Transport to align both the Panmure development programme and AMETI construction programme.
- Delay in strategic acquisitions due to land owner resistance. Panuku will endeavor to actively engage with land owners to reach successful negotiations that deliver win-win outcomes.
- Change in market conditions. Panuku will closely monitor property market trends and undertake regular review of the delivery programme to adapt the development staging to achieve the most optimal project outcomes.

**Ngā koringa ā-muri / Next steps**

19. The Finance and Performance Committee will consider a report on 20 March 2018 to approve the disposal of properties as referenced in the Unlock Panmure HLPP. If approved, this will give Panuku the mandate as council’s lead delivery agency for Panmure to progress to project implementation.

**Ngā tāpirihanga / Attachments**

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<th>Title</th>
<th>Page</th>
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<td>19</td>
</tr>
<tr>
<td>B6</td>
<td>Unlock Panmure High Level Project Plan</td>
<td>21</td>
</tr>
</tbody>
</table>

**Ngā kaihaina / Signatories**

<table>
<thead>
<tr>
<th>Author</th>
<th>Authorisers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jessica Laing - Senior Project Planning Leader, Panuku Development Auckland</td>
<td>David Rankin - Chief Operating Officer, Panuku Development Auckland</td>
</tr>
<tr>
<td></td>
<td>Jim Quinn - Chief of Strategy</td>
</tr>
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</table>
### Attachment A: Council Property Schedule

<table>
<thead>
<tr>
<th>ID</th>
<th>Property Address</th>
<th>Legal Description</th>
<th>Area (m²)</th>
<th>Rating $CV (2017)</th>
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<tbody>
<tr>
<td>i</td>
<td>56 Mountain Road, Mount Wellington</td>
<td>Lots 67 DP 35427, NA914460</td>
<td>1,619m²</td>
<td>$1,750,000</td>
</tr>
<tr>
<td>ii</td>
<td>59a Mountain Road, Mount Wellington</td>
<td>Section 1 SO 500055, CRF 797578</td>
<td>2,380m²</td>
<td>TBC</td>
</tr>
<tr>
<td>iii</td>
<td>3 Mountwell Crescent, Mount Wellington</td>
<td>Section 3 SO 479516, CRF 672276</td>
<td>1,972m²</td>
<td>$3,850,000</td>
</tr>
<tr>
<td>iv</td>
<td>7 Mountwell Crescent, Mount Wellington</td>
<td>Section 6 SO 479516, CRF 672277</td>
<td>2,372m²</td>
<td>$5,200,000</td>
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<tr>
<td>v</td>
<td>3 Kings Road, Panmure</td>
<td>Lots 1 &amp; 2 DP 120243, NA690/652, NA690/663</td>
<td>3,373m²</td>
<td>$640,000</td>
</tr>
<tr>
<td>vi</td>
<td>15 Forge Way, Mount Wellington</td>
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<tr>
<td>vii</td>
<td>7 and 9 Jelicoe Road, Mount Wellington</td>
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<td>8,149m²</td>
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<td>viii</td>
<td>30-34 Putaka Lane, Panmure</td>
<td>Lot 1 DP 33816, NA681/66</td>
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<td>ix</td>
<td>488-492 Elerslie-Panmure Highway, Mount Wellington</td>
<td>Lot 5 DP 129922 and Lot 4 DP 39291 and Lot 2 DP 81745, NA184A/739 (part-canceled)</td>
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<td>x</td>
<td>516 Elerslie-Panmure Highway, Mount Wellington</td>
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<td>xi</td>
<td>Ex 528 Elerslie-Panmure Highway, Mount Wellington</td>
<td>Currently vacant land and partially sealed</td>
<td>2,526m²</td>
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<td>520 Elerslie-Panmure Highway, Mount Wellington</td>
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<td>522-534 Elerslie-Panmure Highway</td>
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<td>535 Elerslie-Panmure Highway, Mount Wellington</td>
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<tr>
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<td>536 Elerslie-Panmure Highway, Mount Wellington</td>
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<td>751m²</td>
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<td>7-11 Queens Road, Panmure</td>
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<td>469m²</td>
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<td>39-41 Queens Road, Panmure</td>
<td>Lot 18 DP 36325, Lot 18 DP 36326, Lot 21 DP 36326, NA1153/22, NA943/294, NA662/269</td>
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<td>11-13 Lagoon Drive, Panmure</td>
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<td>809m²</td>
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<tr>
<td>xxi</td>
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<td>Lot 15-17 DP 57985 and Part Lot 23 DP 36326, NA133/444</td>
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<td>xxi</td>
<td>26 Lagoon Drive, Panmure</td>
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<td>28 Lagoon Drive, Panmure</td>
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<td>1-19/10 Basin View Lane, Panmure</td>
<td>LOT 2 DP 92644</td>
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<td>23 Domain Road, Farmmere</td>
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<td>28-36 Pilkington Road, Mount Wellington</td>
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<td>9,516 m²</td>
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<tr>
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<td>Benna Waghorn</td>
</tr>
<tr>
<td>Manager Portfolio Strategy</td>
<td>Marian Webb</td>
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<tr>
<td>Manager Place Making</td>
<td>Frith Walker</td>
</tr>
<tr>
<td>Manager Property Portfolio</td>
<td>Margrit de Man</td>
</tr>
<tr>
<td>Director Governance Relationship</td>
<td>Angelika Cuiter</td>
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<td>Director Place Shaping</td>
<td>Rod Marler</td>
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Document review

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<td>Benna Waghorn</td>
<td>15/02/2018</td>
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<tr>
<td>Chief Operating Officer</td>
<td>David Rankin</td>
<td>20/02/2018</td>
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Approval

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<td>Auckland Development Committee</td>
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Figure 6: Move 2: Reconnect the centre to its community .......... Error! Bookmark not defined.
Figure 7: Move 3: Enliven the heart of Queens Road .......... Error! Bookmark not defined.
Figure 8: Move 4: Foster mainstreet vitality and business growth .... Error! Bookmark not defined.

Abbreviations

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<th>Abbreviation</th>
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<td>ACPL</td>
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<td>Auckland Unitary Plan</td>
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<td>AT</td>
<td>Auckland Transport</td>
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<tr>
<td>BID</td>
<td>Business Improvement District</td>
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<tr>
<td>CCO</td>
<td>Council Controlled Organisation</td>
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<td>HLPP</td>
<td>High Level Project Plan</td>
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<td>LTP</td>
<td>Long-term Plan</td>
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<td>Panuku</td>
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<td>SOI</td>
<td>Statement of Intent</td>
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<td>TRC</td>
<td>Tamaki Regeneration Company</td>
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1 Introduction

This plan seeks to unlock the considerable potential of Panmure. There is a high level of political and community support for the revitalisation of Panmure town centre. It builds on significant work completed to date including the Maungakiekie-Tāmaki Local Board Plan 2017 and the Tāmaki Reference Plan 2018. The plan outlines Panuku Development Auckland (Panuku) vision of a strong vibrant centre in which a growing community want to live, visit and do business, building on Panmure’s distinct landscape, transport connectivity, family friendly community, and lifestyle amenities.

Panmure is in a prime location for regeneration and intensification. It has good access to Auckland’s CBD by rail in 18 minutes, proximity to major employment areas, good infrastructure, services, community facilities, and natural assets such as Mt Wellington and Panmure Basin for active recreation. The area has a number of large development ready sites and market demand for different housing types including terraces and apartments.

The centre sits within the Tāmaki urban transformation area, one of the 10 Spatial Priority Areas identified in the Auckland Plan. It will contribute to the Auckland Plan by increasing the number of dwellings in the area and creating a well-connected, quality town centre that local residents take pride in. Tamaki Regeneration Company (TRC) is leading the delivery of 7,500 new houses in Tamaki with anticipated population increase of 20,000 over the next 15 years.

Over the last 10 years, significant transport investment has been made in Panmure as part of Auckland Manukau Eastern Transport Initiative (AMETI) Stage 1 with a new Panmure Station and Bus Interchange completed by Auckland Transport (AT) in 2014. Panmure is currently the 5th busiest station in Auckland. Upon completion of AMETI the daily boarding is expected to increase from 3,700 to 12,000.

The Panmure HLPP project area includes a concentration of property owned by the Auckland Council (AC) family, TRC, and Crown. This provides significant opportunity to partner and achieve an integrated development outcome as surplus land become available for redevelopment from various agencies.

Panuku have partnered closely with TRC to collaborate with Auckland Council family, Maungakiekie-Tamaki Local Board, Mana Whenua, and the Panmure community to develop the HLPP. Through ongoing partnership with these agencies, Panuku will champion development on surplus council land and strategic acquisition to provide development that creates momentum for positive change in the area. And we will work with council to provide fit for purpose community facilities and improve public spaces and connections. This will support the vitality of the centre and grow local business.

We will form the environment that encourages and supports the private sector to achieve great development outcomes. This includes partnering with Tamaki Regeneration Company (TRC) and the Crown to ensure the town centre development programme complements the growth planned as part of the wider Tamaki housing programme.

To achieve Panmure’s regeneration, over time and working collaboratively with other agencies and the local community, we will make four Strategic Moves:

1. Develop a high quality urban neighbourhood
2. Reconnect the centre to its community
3. Enliven the heart of Queens Road
4. Foster mainstreet vitality and business growth
1.1 Mihi

NAU MAI TAKU ITI. PIKI MAI E TAKU RAHI. N KU KOE I TIKI ATU I TE PÆ-E-TE-RANGI. KA TOIA MAI, KA KUMEA MAI KIA EKE TANGAROA, EKE PANUKU.

Panuku, panuku, kia haumi e, kia hui e kia ara mai he tãkî ngãpãra. Ka whakainhua e te rangi hei hua tipua, kia poua â whenus hei lupturgera hou.

Mãna e huaki te mana tongoa e hao ai aku mahi. Kia hua ko te pai, kia pku ko te ora, he toto katiaki o tuku tsukiri taku lho.

Noku te whuri, noku te huirere. Ka tûhono a Rangi, ka tûhono ki a Papa, taku taura tere whanauananga, he mea no tua whakaire e mai. E kore e memeha; tã te ao, tã te põ, mauri tau, mauri ora.

WELCOME ONE, WELCOME ALL. YOU, FROM BEYOND THE HORIZON I HAVE TAKEN. I DRAW YOU NIGHT, I DRAW YOU HITHER TO RAISE EXPECTATIONS AND TO FULFIL POTENTIAL.

Upward, onward until all is met and done and that which rises will endure still. From high it heralds divine aspirations, grounded in visions of new beginnings.

If empowers in essence our very being and pervades all that we have achieved. Let good be rife and may good health be assured, as guardianship defines a legacy given.

As destiny beckons, peace is mine. The sky itself seems to greet the earth, epitomizing all I hold and revere; a token from that distant past. It abides as day and night without fail, with a gentle heart and a lively spirit.
1.2 Shaping spaces for Aucklanders to love

Panuku Development Auckland’s structure is the first of its kind in New Zealand.

We work across multiple locations and scales – from large, long-term urban renewal projects, to small projects on specific sites. We operate in a commercial way but with good public outcomes. We make a profit and deliver returns to the council, but at the same time ensure developments and community outcomes are positive and sustainable.

Panuku has been established to provide leadership and unlock barriers to enable urban transformation. We will plot ideas to advance council objectives in affordable housing, housing for older people and wi partnerships. We have the backing of council finances, which allows us to borrow at low cost and obtain funding through Auckland’s 10-year budget process. We can structure the delivery of projects in a way that helps fund public-good outcomes.

TRANSFORM

Creating change through urban renewal

We lead the transformation of select parts of our region; working alongside others and using our custodianship of land and planning expertise.

E.g. Wynyard Quarter

UNLOCK

Unlocking development potential for others

We are the facilitator; using our relationships to break down barriers and influencing others, including our council family, to create development opportunities.

E.g. Henderson

SUPPORT

Making the most of what we’ve got

Intensification is a key driver in the Auckland Plan. We support housing demands by enabling development of council-owned land.

E.g. Link Crescent, Whangaparaoa

1.3 Panuku – who we are

Panuku Development Auckland is a council-controlled organisation of Auckland Council that helps to rejuvenate parts of our city.

We manage about $1.5 billion in land and buildings the council owns. We continuously review this portfolio to find smart ways to generate income for the region, grow the portfolio or release land or properties that others can use better.

It’s important we understand the communities in which we work. Panuku identifies development opportunities, and plans and prepares the ground to attract private investment and make it easier for others to develop houses and commercial buildings. Together with our partners, we unlock the full potential of this land to create spaces for Aucklanders to love.

Auckland is experiencing significant housing and infrastructure pressures as a result of rapid growth. About 800 people move to Auckland each week, and current projections suggest the population could reach 2.01 million by 2033 – an increase of more than 517,000 people within the next two decades.
1.4 Why Panmure?

Panmure was chosen as an Unlock location due to a number of key attributes:

- A high level of planned public investment in the area as part of Tamaki urban transformation led by Tamaki Regeneration Company (TRC), a joint venture between Government and Auckland Council to build 7,500 new homes and new community facilities over the next 15 years.
- A high level of local board planning, political and community support for change in the area.
- A strategic town centre location, with good infrastructure and access to public transport.
- A good range of local services, leisure and recreational facilities.
- A proud community with rich heritage and cultural diversity.
- An unique location between Mt Wellington (Maungarei) and Panmure Basin (Kai-a-hiku) that provides mountain and water connectivity to the Tamaki River and Waitakaruru Harbour.
- Strategic council and Crown landholdings that can act as catalysts for private sector investment and redevelopment.
- A range of council facilities that can be optimised to create value for reinvestment in the area.
- A good level of market attractiveness for residential development, with market demand for different housing types (terrace, apartments).
- Significant public investment including the Auckland Manukau Eastern Transport Initiative (AMETI) phase one delivered a new Panmure Train Station and bus interchange in 2014. Next phase of AMETI to build an urban busway between Panmure and Pakuranga is planned to start in mid-2018.

1.5 Purpose of this plan

This High Level Project Plan (HLPP) details the short, medium, and long term goals for the Unlock Panmure project.

The HLPP was endorsed by the Maungakiekie-Tamaki Local Board in February 2018 and Auckland Council’s Planning Committee and Finance and Performance Committee in March 2018.

The plan is the central document to initiate the project and seek approval for any additional actions in Panmure. These actions include selling sites and undertaking further detailed project planning, design and analysis to give effect to the HLPP.

As well as summarising and assessing the proposed projects, this plan:
1.6 Developing the Unlock Panmure story

Panuku has been working closely with Maungakeke-Tamaki Local Board, TRC, and the local community in shaping the future plans for Panmure town centre. Community sessions and online survey were open between October and December 2017 to invite people who visit, work and live in Panmure to share their thoughts on the town centre. More than 280 people completed the survey and shared their views on local connections, safety, community facilities and places to visit in the area.

What we heard from the community captured things that are valued and many good ideas to make their local centre a better place. These include:

- A local supermarket and a greater variety of shops in the town centre to bring safety and vibrancy back to the centre especially on the western side of Queen Street.
- Plan for greater connectivity between the train station, town centre, and the places where people bring families for recreation.
- Mt Wellington and Panmure Basin are natural treasures that should be enhanced for best public usage.
- Make better use of the community spaces we currently have, such as Clifton Court.
- Community sees great value in its facilities such as the library and indoor recreation centre but these buildings are tired and need to be rejuvenated. Consider refreshing the existing facilities or relocate these around a new civic square.
- Reflect Panmure’s diversity in the centre through art and events.

Together with the local board, Panuku will continue to work with the community in the implementation of this plan to see these good ideas realised.
2 Vision

The HLPP builds on significant work completed to date including the Maungakiekie-Tamaki Local Board Plan and the Tamaki Reference Plan. It outlines Panuku’s intention to,

Create a vibrant centre that is a great place to live, visit, and do business; building on Panmure’s distinct landscape, transport connectivity, family friendly community, and lifestyle amenities.

3 Context

3.1 Background and location

Panmure town centre represents a major regeneration and intensification opportunity for Auckland. The town centre occupies a strategic location of being 18 minutes by train to the Auckland CBD and is well connected to key areas of employment and regional destinations.

The dramatic Mt Wellington (Maugarpara) and Panmure Basin cradles the centre in a rich geographic embrace. It began as a port town and was initially set to be the capital of New Zealand. Panmure has a proud heritage as a strategic transport stop for rapid access by canoe to the Waiheke Island, Hauraki Gulf and North Island east coast as well as 4km up the Tamaki Estuary was the portage that provided canoe access to the Manukau Harbour and the west coast.

As Auckland grew eastwards, the first bridge across the Tamaki River was built in 1865 with train services coming to Panmure in 1873. Expansion of housing and industry grew hand in hand and the district of Mt Wellington was sometimes referred to as ‘the home of modern industry’ with leaders in nationwide manufacture and distribution of products such as Alex Harvey Industries, Fisher & Paykel, Mason & Porter (Maasport), Dulux and Berger paints, British Motor Corporation to name a few. Over a four year period eighty shops were built in the Panmure town centre and twenty offices established.

The town continued to grow and was busy and prosperous town that rivalled Queen Street in Auckland’s CBD and supplied all the needs of the local residents. Through the 1980’s with the opening of cheaper land in East Tamaki and Manukau, industry slowly relocated and along with the increase of nearby shopping mall developments the centre’s vibrancy and appeal slowly declined.

Today Panmure is a humble local centre surrounded by low density residential and light industrial area. Residents enjoy a relaxed setting just outside the city while still maintaining great access to the city’s amenities. Panmure is very community oriented with a large range of community services and opportunities to get involved in. Panmure is home to a wealth of amenities, offering day-to-day necessities, services, specialty shops, boutique clothing stores and an array of ethnic food eateries. Parks and domains are very popular in the area and provide excellent outdoor opportunities for the whole family.

In the past decade, there has been significant transport investment in the area with Panmure Train Station and bus interchange completed in 2014 as part of Auckland Manukau Eastern Transport Initiatives (AMETI) Stage 1 works. It is a valuable asset for the centre and Panmure residents enjoys exceptional public transport connectivity to the wider Auckland.

Panmure is located within the Tamaki urban transformation area. one of the 10 Spatial Priority Areas identified in the Auckland Plan. Tamaki Regeneration Company (TRC) is leading the delivery of 7,500 new houses in Tamaki with anticipated population increase of 20,000 over the next 15 years. It will contribute to the Auckland Plan by increasing the number of dwelling in the area and creating a well-connected, quality town centre that local residents take pride in.

The rationale for selecting Panmure as an Unlock project relates to the town centre’s positive characteristics and the ability to realise the potential of a large amount of council and Crown landholdings to deliver inclusive regeneration benefits for the community.
3.2 Mana whenua

Mana whenua play an integral cultural, social and economic role in unlocking the potential of Panmure. Engagement with mana whenua has contributed to defining the overall goals of the project.

Mana whenua have a strong historical footprint in Panmure and seek to build on this association through involvement in development which recognises their values and draws on Te Aranga Māori design principles. Increasingly, as Treaty Settlements are reached, mana whenua through cultural and commercial redress can be leaders in the revitalisation and place making. It is important that their input into decision-making processes enables these opportunities for mana whenua contribution within the market and does not foreclose them. Opportunities may extend to joint ventures, land purchase and development.

The 12 Tāmaki Makaurau mana whenua iwi and hapū listed below have interests in the broader Panmure area. Panuku will endeavour to work in partnership with these iwi/hapū towards best care for land, water and people throughout planning and implementation of land development in Panmure.

- Ngāti Tai ki Tāmaki
- Ngāti Maru
- Ngāti Paoua
- Ngāti Tamaoho
- Ngāti Tamaterā
- Ngāti te Ata
- Ngaati Whanaunga
- Te Akitai Waiohua
- Te Kowerau & Maki
- Ngāti Rehua
- Waikato-Tainui
- Te Ahiwaru
3.3 Cultural narrative

Mana whenua engagement on the Unlock Panmure project has resulted in the articulation of a cultural narrative specific to the area. The cultural narrative provides a very high level touch point on the association of mana whenua with Panmure and the wider surrounding area.

Te Tauoma - Panmure

The pōrākau or story of place brings forward the essence of place, its whai me te pai rawa – glory and splendour. We are all associated to places, with which we resonate deeply. The following pēpēhā describes ones identity who possess a deep affinity to Tauoma:

Ko Maungarei te Maunga
Ko Te Waimaramo te Moana
Ko Wai Mokoa / Te Wai o Taike te Awa
Ko Mokoa nne Maunana nga Pā Tawhito
Ko te Waipuna-a-Rangihōke te Punua Wha Māor
Ko te Moko-ika-Hikuwaru te Taniwha

Te Tauoma is an area associated with occupation of the Wai o Taike (Tāmaki River) and Panmure area, as it relates to Mana Whenua. Te Tauoma is said to be the name of the original hill (now quarried away) next to Maungarae (Mt Wellington) and as a geographical area, is said to encompass Maungarē, Panmure, and the area along the western side of Tāmaki River to the Waitematā Harbour. The coastal environment and coastal pā, as well as the portages and pathways connecting the various features and tūpuna maunga continue to be highly valued.

The volcanic cones of Tāmaki Makaurau are referred to in the Tāmaki Makaurau Collective Settlement (“Collective Settlement”) as the Tūpuna Māunga, recognising their ancestral importance to Mana Whenua of Tāmaki Makaurau. The volcanic features are cultural and spiritual taonga/resources for Mana Whenua. The maunga provided sites for defensive pā, māra (gardens) and were symbols of mana and identity.

Maungarē (Mt Wellington) is one of these significant maunga and is the most visible feature on the landscape in this area. Occupation of the pā by Mana Whenua would have included use of the maunga as a pā, and the lower slopes for a number of customary activities including māra and wahi tapu.

Kai a Hiku (Panmure Basin) is the food bowl for the taniwha ‘Moko ika Hikuwaru’.

“Kai-a-Hiku was named by Taika, a Chef aboard the Tanu waka. On his travels along the Te Wai o Taike. Taika found the taniwha Moko ika Hikuwaru feasting on fish trapped in the basin and therefore named the basin after this event. The taniwha made his den in the deep pool at the entrance to the Lagoon and this place is known as Te Kopua a Hiku and is where the taniwha resides to this day. Taika and those with him drank from a spring that feeds into the Lagoon and named it Te Waipuna a Rangihōke in memory of their home Rangihōke in Hawaiik.”

The presence of taniwha is a very deep and respectful association to ancestral lands, sites of significance, wahi tapu and taonga. This recognises the significance of Kaia-Hiku, its associated waters and lands.

“The entrance to Kaia-hiku also has cultural significance due to their association with the kawau (black shag), which are said to represent/hold spirits/mana of Ngāti Pāoa tūpuna. Pohutukawa trees that align the edge of Kaia hiku entrance are associated with roosting habitats for the kawau.”

Te Wai o Taike (Tāmaki River) was an important strategic transport route being easily navigable for waka and provided good access to Waitematā and Hauraki on the east coast as well as connecting to

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1 Cultural Values Assessment in relation to the Proposed AMETI Project Phase 2A, Prepared for Auckland Transport by Tema Hovell, Atkins Holm Majurey Ltd, January 2016
2 Cultural Values Assessment in relation to the Proposed AMETI Project Phase 2A, Prepared for Auckland Transport by Tema Hovell, Atkins Holm Majurey Ltd, January 2016
the land portage links to the Manukau harbour on the west coast. As such, the Tāmaki River was a cultural and spiritually important waterway to all Mana Whenua.

“Te Wai o Taki is associated with the Тainui waka, drawn over this portage in its crossing from the east coast to the west coast. Te Wai o Taki was navigated by both the Tairawhiti and Te Arawa waka. The narrative of Tainui’s journey around the Waitemata Harbour and ultimately into the Tāmaki River and across the Ōtāhuhu portage recording the journey of the Tainui waka around the Waitemata Harbour, events surrounding its journey into the Tāmaki River and the Ōtāhuhu portage.”

Various features within and surrounding the Tāmaki and Manukau harbour are named and associated with the voyage of Tainui and Te Arawa waka, its crew and descendants. These places are imbued with the mana associated with the Tainui waka and serve as important sites and tāonga to those wāhi and hapū who retain customary authority over these places today.

The Waitangi Tribunal Manukau report (Wai 8) also conveys the spiritual link to these places and their importance to the customs and identity of Mana Whenua:

“One of the markers of Māori identity, then and now, has been their ability to trace (preferably by recitation of chants) ancestral genealogy or whakapapa from particular canoes and landforms, in the process marking ancestors, marriages, offspring, events, mountains and waterways that form tribal history. In their particular philosophical view, Māori are not separate from nature or the natural world. They are part of the natural world because they are all born of Papatuanuku (the Earth Mother). The idea of being born from the earth is the foundation for whakapapa and relates the environment with people. . . . Identity is thus bound into Auckland’s volcanic cones and the extensive gardens that surrounded them, together with the Manukau harbour and the land portage—Te To Waka (the dragging place for canoes)–between the two Auckland harbours, the Waitemata and the Manukau. This portage from east to west was a main highway throughout pre-European times and access to the Manukau Harbour gave canoes access to the wider west coast as well as through another small portage to the Waikato River, and so to the interior of New Zealand. These historical stories gave shape and meaning to the lives of [tribes]. They form their whakapapa, on which they draw in their goal to be enabled to live as Māori.”

Mokoia Pā and its landscape hold numerous stories in the history of Tāmaki and New Zealand. Adjacent to the Panmure basin and Tāmaki River it is a significant feature for all Mana Whenua, especially for Ngāi Pāoa where the Pā was a major stronghold and also a place of grief following a battle with Ngā Pūhi.

One account locates Mokoia Pā as a headland pā at the entrance to the Panmure lagoon, with Mautiwha on the hill where the Church of England now stands. However the names are used to describe the same location. Whereas another account from Ngāi Pāoa has Mokoia encompassing the Pā and the area around the lagoon, with Maunama being the kānga that extended along the Tāmaki River.

For Ngāi Pāoa, Mokoia Pā remains an important turangawaewae, but also represents a time of major change and grief. The tapu is such that it is a place to be respected, and any desecration of the tapu is a takahi (to undermine) of Ngāi Pāoa mana.

It is envisaged that the cultural narrative provides context for on-going discussion with the mana whenua as part of future implementation and in particular through:

- The expression of mana whenua cultural associations;
- Pursuing development consistent with Te Aranga Design, in conjunction with mana whenua principles and guidance;
- That a people-centred environment is favoured that supports community building and an awareness and respect for the natural environment; and
- That improved stormwater management should be an integral and visible part of the projects.

2Narrated by Maihi Te Kapua Te Hinaki of Ngāi Pāoa, recorded in the Journal of Polynesian Society (JPS) 6
3.4 Project Area

The Unlock Panmure project area is 48 hectares and covers the town centre mainstreet of Queens Road, Panmure Transport Interchange, and commercial area to the west.

Auckland Council has 7.3 hectares and the Crown 3 hectares of landholdings as illustrated in Figure 1:

- Community facilities including the Panmure Library, Panmure Community Hall, Stone Cottage, Lagoon Pool and Leisure Centre, and Lagoon Stadium; and
- Transport asset including the Panmure Transport Interchange, two formal park and ride sites, two informal park and ride sites, five public carpark sites; and
- Land along Lagoon Drive which has been acquired for the implementation of AMETI Busway (Panmure to Pakuranga).

Figure 1: Project area

3.5 Planning

A number of statutory and non-statutory plans and policies have considered the strategic role and structure of Panmure. These plans reflect a broad understanding of Panmure as a town centre with significant potential for growth.

Auckland’s more recent planning vision and regimes reinforce this direction for Panmure, with proposed zoning that supports the growth and intensification of the centre.

The Unitary Plan confirms a strategic direction to enable intensification of the wider project area. The zoning provides for town centre zone for urban blocks along the centre’s mainstreet Queens Road, surrounded by mixed use and terrace housing and apartment buildings zone.

There are a number of volcanic viewshafts that affect the Panmure town centre, and majority of the centre is restricted to a building height of 15m or below as highlighted grey in Figure 3. A small portion of the centre highlighted purple in Figure 4 can be built to the height limit of 27m. All other areas within the town centre not affected by the grey or purple areas above will have a variable height limit between 15m and 27m depending on the viewshaft contours.
Figure 2: Unitary Plan Zones

Figure 3: Volcanic Viewshaws Overlay – Areas restricted to 15m or below (grey)

Figure 4: Volcanic Viewshaws Overlay – Areas permitted to 27m (purple)

The Unitary Plan specifically requires that issues of significance to mana whenua are addressed in respect to the Treaty of Waitangi partnerships and participation. This means integrating mātauranga.
and tikanga Māori into sustainable management of the natural and physical environment, economic social and cultural development and protection of mana whenua cultural heritage.

<table>
<thead>
<tr>
<th>Enabling Provisions</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Auckland Plan</td>
<td>Identified as a town centre and an area of moderate change</td>
</tr>
<tr>
<td>Unitary Plan</td>
<td>Zoned Town Centre with a portion of the centre permitted to 27m height limit through the Height Variation Control, surrounded by mixed use and THAB zoning.</td>
</tr>
<tr>
<td>Local Board Plan</td>
<td>Support quality infrastructure investments to match growth. Prioritise securing funding to develop a civic space and community facilities in the heart of the Panmure town centre.</td>
</tr>
<tr>
<td>Tāmaki Open Space Network Plan</td>
<td>Support investment in the replacement of the community centre recognising the need for aquatic and leisure facilities.</td>
</tr>
<tr>
<td>Community Facilities Network Plan</td>
<td>Support investment in investigating library and indoor leisure in this area recognising condition and fit for purpose issues at existing facilities.</td>
</tr>
</tbody>
</table>

3.6 The Panmure Community

Panmure’s current population is 6,300, projected to rise to 12,280 in 2043. The population has experienced relatively slow growth than the wider region, increasing at a compounded annual growth rate of only 1.35 per cent from 2013 to 2017, when Auckland grew at 2.8 per cent.

Panmure is an ethnically and culturally diverse community, with 51.8% European, 26.7% Asian, 9.2% Māori, 9.5% Pacific, and 2.8% other ethnicities. It has a similar ethnic composition to the wider Auckland region. European remains the largest ethnic group. Diversity in ethnicities has grown between 2001 and 2013, with Asian and minority ethnicities increasing by 15.6 per cent.

Age

- 0-14 years
- 15-64 years
- 65+ years

Ethnicity

- European
- Māori
- Pacific
- Asian
- Other group

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3.7 Market dynamics and demand

Panmure has been identified as an area of increased market attractiveness and growth with all indications that Panmure will be one of the next Auckland suburbs to experience demand pressures for residential and business development and growth. It is situated in a strategic location with good access to Auckland’s rail and motorway networks to key areas of employment and destinations.

The average tenure of residence is split between 45% staying 1-4 years and 43% staying 5-10 plus years (12% have indicated other in the research statistics)

Housing Market Growth Indicators (NZ Statistics Data unless otherwise indicated)

| Panmure Special Housing Area Housing stock/growth | 2769 (2020) (SHA Areas Q4 2016) |
| Tamaki Regeneration Area Housing stock/growth | 7500 (2030) (TRC Annual Report 2016) |
| | 10,750 (2033) |
| | 12,280 (2043) |
| Population Growth Primary Area & Including Pont England & Mt Wellington | 18,900 (2018) |
| | 23,900 (2033) |
| | 27,120 (2043) |
| | 107,800 (2033) |
| | 122,300 (2043) |
| FHB Affordability index | 43.3% - 52.5% of net income |
| Home Ownership | 43% (2013 census) |
| Tenure of Residence | 1-4 yrs 45% 5-9 yrs 20% 10+ 23% (QV) |
| House Medium Price | $813,200 - $920,000 (QV 12/2017) |
| Medium Market Rental | $512 - $520 (QV 12/2017) |

Two development sites by local long-term residents are active in the area and are nearing completion. These include:

- **Kotuku House** in Clifton Court is being built by the Chinese New Settlers Trust, a four storey apartment block with 36 one bedroom units to accommodate low-income Asian residents.

- **McDonald’s Panmure** is redeveloping their site on the corner of Ellerslie-Panmure Highway/Mount Wellington Highway to create a new restaurant and over 500m2 of ground floor retail. The floor above the retail has been leased to a childcare operator. This development is due to complete in late 2018.

**Housing Demand**

Housing need is a key strategic issue for Auckland and has been the subject of much political and planning focus. Constraints such as infrastructure funding and accessibility of new development areas...
need to be addressed. Housing scarcity has a number of effects, it inflates the value of the existing housing stock which directly impacts the ability of people to enter the housing market, impacts levels of household debt and disposable income and it increases upward pressure on rentals for those who can’t or choose not to own their own homes.

Panuku is seeking to provide leadership by strategically enabling housing development, particularly in areas where additional residents are likely to have positive impacts on existing centres. Panmure is seen as a prime opportunity to realise this strategic imperative.

Key factors that enhance Panmure’s desirability as a housing choice in future are:

- The affordable price of Panmure housing in comparison to more affluent areas in central Auckland.
- The major upgrades and expansions to the public transport system, including the AMETI, new Panmure train station, and bus interchange.
- The SHA’s within the area and the projected population growth they offer.
- The Tamaki Transformation Plan that over 25 years will evolve to meet the housing, culture, living environment and community needs of Panmure, Glen Innes and Point England.
- Notable commercial developments currently in initial planning stages.

Retail and Commercial
Panmure hosts one of Auckland’s largest outdoor retail strips Queens Road. There are approximately 157 businesses located on this retail strip and adjoining side streets. With over 42 eateries offering food from many different cultures, the town centre is community minded with many health centres and community groups in action.

Panmure is an affordable location for retail and service businesses to be established. Rents are at a reasonable level and spaces are well sized and are located in character buildings. However, much of the retail property stock is in poor condition and there is no designated town square or meeting area.

Property owners are a mix of owner operators and property investors.

Retail spend in the area in the year to June 2013 was $111.06m. (* Marketview Data 2013*)

Core retail spending made up the greatest part of Panmure’s spending (49%) with recreation (12%) automotive (12%) and food and beverage spend (12%) were significant contributors. The higher share of core retail spend in Panmure reflects that the food and beverage spend is much lower than comparative centres with a supermarket.

Automotive spend in 2013 was 12% it is expected to decrease in future due to Moyes Holden being the largest automotive retailer in the area for over 30 years closing in November 2017.

3.8 Transport and connectivity
Panmure is located in a strategic location with exceptional public transport access and good motorway connectivity to the wider Auckland region.

Panmure Station
Panmure Station is the locus of two major transport networks; the railway and Auckland Manukau Eastern Transport Initiative (AMETI). It is also the terminal station for numerous local connector bus services. Residents close to the station have easy access to the Auckland CBD (19 minutes) and to numerous employment areas and other popular destinations.

Currently, Panmure Station is the 5th busiest railway station (up from 5th in 2013). Rail passenger boardings have vastly exceeded initial projections. By some estimates 1,000,000 boardings a year will be reached sometime between 2019 and 2021. The annual boardings may reach 2,000,000 as early as 2020. This represents a significant flow of customers to support town centre retail and commercial activities, in particular on sites around the station.

City Rail Link
With City Rail Link (CRL) completion in 2023, the frequency of the rail network will double. Trains will be arriving at the Panmure station every 5 minutes during the peak and every 10 minutes across the day. This effectively reduces travel times and provides passengers a degree of freedom about travelling. Instead of seeking out time table schedules, passengers will be able to just ‘turn up and go.’
CRL also opens up key employment destinations along the train network for passengers in Panmure including Aotea Station, Karanagahape Road and Newmarket.

**Bus – The New Network**

In December 2017, Auckland Transport launched a new bus network for East Auckland and is progressively being rolled-out across Auckland. The new network simplifies bus routes to make taking public transport easier and more legible.

Panmure features as a key terminal station in the new network. Most buses from the Eastern suburbs terminate at Panmure Station where passengers connect to the rail services of the Eastern Line. Local services are designed to connect to Panmure Station. This provides convenient access to destinations that converge at Panmure Station, in particular once AMETI is completed. Local services (lower frequency connections) also cover Eastern suburbs of Sunny Hills, Farm Cove, Buckland Beach, and Pakuranga Heights. The frequency of these services range from 15-to-30 minutes during the peak to half-hour to hourly across the day.

**AMETI (Panmure to Pakuranga)**

The Auckland Manukau Eastern Transport Initiative (AMETI) is a set of projects aimed to improve travel in the area. AMETI includes a planned busway from Panmure to Pakuranga that will allow buses to travel in dedicated lanes, avoiding congestion found on area roads. Early phases of the project included improvements at the Panmure Station and Te Horeia Road.

Over the last 10 years, significant transport investment has been made in Pakuranga as part of AMETI. In 2014, the Pakuranga Station and bus interchange was completed as part of Stage 1 works. The AMETI Stage 2 (Panmure to Pakuranga) construction works is planned to start mid-2018. It includes reconfiguration of the existing roundabout at Ellenbie-Panmure Highway and Queens Road to a signalised intersection and an urban busway from Panmure to Pakuranga, expected completion by 2021. Stage 3 (Pakuranga to Botany) is currently in design and consenting phase, and the completion is expected to be 2026.

**Walking and Cycling**

Several walking and cycling projects are planned and being implemented within the Panmure area. These projects include an extension of the Glen Innes to Tamaki Shared Path, the Jubilee Bridge replacement, the Tamaki Estuary Path, AMETI walking and cycling components, the Panmure Basin footpath widening, and the Rotary Walkway footpath widening. These projects will create improved environments for pedestrians and cyclists, and expand travel options in the area.

### 3.9 Infrastructure capacity

The infrastructure capacity of Panmure has been assessed by the Development Programme Office of Auckland Council. Overall, Panmure is considered to be largely infrastructure enabled and that urban development can be efficiently established in the area. In summary:

- **Water Supply:** There is generally good capacity in the network.
- **Wastewater:** There are some wastewater constraints in the area and some upgrades are likely to be required.
- **Stormwater:** Minor network upgrades will be required east of Jellicoe Road. The network has a range of capacities from <2yr to >100yr flow. The topography is generally steep enough that all excess rainfall will drain to the Panmure Basin via overland flows.
- **Open Space:** There is a shortfall in open space provision. One of the key shortfalls is the lack of a civic space within the town centre to create a civic focal point to hold community events.
- **Education:** It is considered that most of the growth projected for the Pakuranga area could be accommodated through increasing capacity at existing schools.
4 Development Principles and Goals

4.1 Our commitment

As the lead council agency in Panuku’s transformation, Panuku will champion the project’s goals and coordinate local and central government activities needed to achieve them.

Panuku has committed, through its key strategic and policy documents, to a particular way of doing business. These documents, which can be accessed separately include the:

- Statement of Intent and Business Plan
- Corporate Responsibility Framework
- Māori Engagement Framework
- Māori Commercial Relationships Action Plan
- Māori Responsiveness Action Plan
- Mana whenua Values and Principles for Panuku projects
- Panuku and mana whenua Roles and Decision-Making Process
- Panuku and mana whenua Project Charter for Unlock Panmure

4.2 Development Principles

These are the principles that guide Panuku projects, including the strategic moves and development goals:

- **Demonstrate leadership** – catalyse urban development and provide for additional density in strategic locations. Make decisions based on robust evidence as to the costs and benefits associated with delivering strategic outcomes across development projects.

- **Quality place-led design** – deliver high quality design, inclusive and accessible outcomes for public realm and commercial projects. Development enabled by Panuku is to be informed by the application of Te Aranga Māori Design Principles.

- **Provide for housing** – identify sites and providers that can contribute to housing affordability through a range of housing products, and accessible housing for a diverse population.

- **Integrate sustainability** – deliver projects that can actively respond to climate change, improve environmental quality, design and delivery infrastructure to support long-lasting behaviour change.

- **Work with mana whenua** – partner collaboratively with ōti to achieve shared outcomes, and to support mana whenua as partners in exercising their Kaitiakitanga and Manaakitanga.

- **Place-led engagement** – work with the Local Board and community, providing a tailored approach in each community to best harness the local identity, attributes and aspirations within development areas.

- **Strategically create value from assets** – manage assets to attract private investment, optimising returns from development and disposals and making strategic acquisitions to assist outcomes.

- **Support local economic development** – work with other agencies and the community to ensure that redevelopment of area can contribute to local prosperity and stimulate innovation.
4.3 Goals for Unlock Panmure

Project goals are based on the outcomes detailed in the Maungakiekie-Tāmaki Local Board Plan 2017 and previous planning work undertaken in the area. They are to be achieved through the strategic moves and subsequent project initiatives.

Goal One: Town centre vitality

The Maungakiekie-Tāmaki Local Board Plan 2017 identified a thriving local economy in town centre as a key outcome. Panmure has traditionally been successful at supporting the needs of the local population however there is some evidence of decline in the centre. Investment in Panmure is therefore seen as timely with the intention that this will act as a catalyst to invigorate the town centre and contribute to the restoration of the centre’s fortunes. Panmure is a growth area with many more people expected to move in over the next decade. This revitalisation is an opportunity to cater for that growth and build the town centre economy.

Goal Two: improve connections to and within the town centre

Panmure developed as a port town and a strategic location with strong transport relationship with the traditional portage Tāmaki River and rail infrastructure. It has a traditional mainstreet shopping area that is disconnected from the local community it serves due to poor local access. Opportunities to improve the quality of walking and cycle linkages will allow local residents to better access a wide range of local services and amenities the centre has on offer.

Goal Three: A step change in housing

Panuku are seeking to increase housing supply and choice within the town centre. Panmure is seen as a prime opportunity to realise this strategic imperative. Panmure is identified as a town centre within the Unitary Plan and has a zoning that allows for significant growth. The local board have stated that they see Panmure as a growth area, with many people moving there in the next decade.

Goal Four: Demonstrate leadership in sustainable development

Panmure has a rich natural landscape from the popular Panmure Basin, to the majestic Mt Wellington (Maungarei), and the contiguous reserves along the Tāmaki Estuary. Panuku will leverage development opportunities to make connections to these great natural features stronger and give the town centre its own point of difference and enhance its character.

Panuku is currently working on a project to introduce environmental standards in all our new developments. These standards will ensure that all Panuku initiated development provides leadership in environmental design. In addition the ability to deliver sustainable design elements will be a consideration in the selection of development partners.

Development within Panmure should provide a whole of site direction on integrating sustainability. Showcasing how sustainability and green building objectives can be delivered in a development to bring visibility to Panmure and act as a catalyst for embracing the sustainability agenda and showing the market how sustainability can be integrated into town centre intensification.
5 Strategic moves

5.1 Move 1: Develop a high quality urban neighbourhood

We will champion the delivery of a high quality urban neighbourhood through the development of council owned land to increase quality housing supply and diversity in service offer.

Panmure has the ability to contribute significantly to Auckland housing supply by developing council landholdings to grow the centre into a high quality urban neighbourhood. The development programme aims to increase quality housing supply and diversity in the centre's service offer.

Panuku will lead quality housing development on council landholdings and strategic sites where they are acquired to support the regeneration of the centre. Primarily this will be through a medium density housing type model, which is not the current predominant form of development in the area. When enabling the development of council owned sites Panuku will look to secure a quality built form that enables range of housing types and sizes to cater for a broad spectrum of housing needs. We also will require all buildings to meet Homestar 6 standard and sustainability objectives to uplift the overall built environment quality of the centre.

Figure 5: Move 1 - Develop a high quality urban neighbourhood

Development and commercial analyses indicate there is good market demand to support residential development in Panmure. Panuku will provide actively champion the following initiatives:

1. Activate council landholding to enable high quality medium density housing developments.
2. Work with major land owners and developers to deliver quality and well integrated mixed use developments that contribute positively to the centre’s service offer and local built environment; and
3. Work with the Crown and community housing providers to provide quality affordable homes.
5.2 Move 2: Reconnect the centre to its community

We will work with key stakeholders to improve the physical links between the town centre and its residential community, train station, mountain and basin.

Figure 6: Move 2 - Reconnect the centre to its community

Panmure has many local facilities and natural assets that are under-utilised by the community due to poor local connections. It is important that the town centre maximises the benefit of existing and planned transport investments in the area including AMETI, greenways, walking and cycling improvements. The Panmure Train Station is a key strategic asset and there is an opportunity to strengthen this linkage with the town centre.

A number of walking and cycling projects are planned and being implemented within the Panmure area. These projects include:

- AMETI walking and cycling shared path along Lagoon Drive;
- extension of the Glen Innes to Tamaki Shared Path along Pilkington Road;
- Tamaki Estuary Path;
- Panmure Basin footpath widening;
- Jubilee Bridge replacement; and
- Rotary Walkway footpath widening.

Panuku will work with delivery agencies for above projects and provide leadership on initiatives within the town centre to further enhance the planned walking and cycling network. The following initiatives will create improved environments for pedestrians and cyclists, and expand travel options in the area:

1. Pedestrian and cycle connection improvements along Pleasant View Road, Kings Road, and Queens Road to strengthen access between immediate residential areas, town centre, and Panmure Station;
2. Intersection improvements along Ellerslie-Panmure Highway at Ireland Road and Basin View Road as part of AMETI to improve pedestrian access to Panmure Basin and Lagoon Pool and Leisure Centre from the town centre;
3. Pedestrian and cycle overbridge to provide direct physical and visual connection between Queens Road and Panmure Basin. Investigate opportunities to incorporate the overbridge structure as part of the redevelopment of council landholdings along Lagoon Drive; and

4. Greenway improvements to strengthen visual and physical linkages between the town centre and its natural assets including Mt Wellington, Panmure Basin, Mt Wellington Memorial Reserve to create a connected open space network.

5.3 Move 3: Enliven the heart of Queens Road

We will work with key stakeholder to build a fit for purpose multi-purpose community facility and civic space to bring new life to the core of town centre mainstreet Queens Road.

Figure 7: Move 3 - Enliven the heart of Queens Road

As the area intensifies as part of the planned developments in Tāmaki, and the town centre grows, there will be increasing demand on community services and facilities. A recent building condition review in the area has identified that several community facilities require upgrades. This offers opportunity to investigate options to improve existing community and recreation facilities to better meet the needs of the existing and future community.

Panuku will work with key stakeholders to deliver the following initiatives:

1. Build a strong community anchor in the centre of Queens Road with a fit for purpose multi-purpose community facility and civic space. This is an opportunity to create a vibrant heart where
the Panmure community can access many services including a library, community centre, and local events;

2. Clifton Court streetscape enhancement to maximise the use of this pedestrian laneway for community gatherings and establishment of a dining zone where outdoor seating is encouraged. Extension of the laneway can also be enabled through partnership with private land owners to provide a secondary connection between the community heart and Panmure Station;

3. A fit for purpose indoor leisure facility to meet the recreational needs of the existing and future residents; and

4. Enhancement to Lagoon Pool to maximise the use of existing indoor and outdoor aquatic facilities.

5.4 Move 4: Foster mainstreet vitality and business growth

We will work in partnership with the business community to implement a mainstreet strategy to improve local business performance and attracts new investments.

Figure 8: Move 4 - Foster mainstreet vitality and business growth

Regeneration requires strong local business investment to improve the attractiveness of service offer in the centre. Strong local businesses and a broader range of service offer are important in meeting the changing needs of existing and new residents in the area. Panuku will work in partnership with the business community to implement following initiatives to enhance local business performance and attract new investments:
6 Proposed Implementation

6.1 Development strategy

Panuku will use existing council-owned properties to deliver development that supports the regeneration of Panmure. We will also look at further strategic acquisitions where required.

A breakdown of our approach to the HLPP work is summarised below.

- Clarify the current state, including the context for any masterplanning and the preferred realisation strategy – market, strategic, statutory, budget, planning and stakeholder analysis
- Identify key strategic moves
- Identify a strategy for implementation

Each new identified development proposal will go through a detailed business case and implementation stage.

As part of the implementation phase Panuku will assess the current financial benchmark for the properties under consideration and will report additional value creation through the planning and realisation process as well as the ultimate completed built value of the project undertaken by the private sector on the properties.

6.2 Funding

The Unlock Panmure project will require funding for operational and capital works. The scale of transformation envisaged can be achieved through the following funding sources:

- Reinvest the proceeds from sales of development sites in the Panmure project area to fund projects and initiatives to deliver agreed HLPP outcomes;
- Use and reprioritisation of existing council budgets towards delivering the strategic moves;
- Application to access funding under the Infrastructure Funding Framework Agreement (IFFA) established for the Tāmaki Regeneration Programme, and
- Possible access to funds arising from a partnership approach with the Government such as the KiwiBuild housing scheme.

Panuku will develop the funding strategy following final approval of this HLPP.

Other possible operational and capital funding options available to us include:

- The council’s long-term plan;
- The Panuku development and strategic development funds; and
- Local board discretionary funds.

Auckland Transport Capital Funds will not be available for Panuku use but may be allocated to some complementary road improvements next to development sites.

Panuku will investigate all of these options to assist in the funding strategy.

6.3 Commercial value creation

Panuku has carried out a desktop assessment of the baseline existing value for properties currently owned by Auckland Council. Once development constraints are addressed, the value of these properties could potentially be realised through the development strategy and reinvested in public-good investments. The development realisation strategy will establish the opportunities these
properties present in contributing to the implementation of the strategic moves. It will also establish the basis for the submission of detailed business cases.

6.4 Total value creation

The HLPP will establish a direction that will enable the broader benefits of Unlock Panmure to be assessed at the detailed business case stage. This will consider each of the four well-beings of environment, economic, social and cultural. It will give specific consideration of mana whenua values and aspirations and the recognition of mana whenua identity and footprint in Panmure.

6.5 Timeframes and phasing

The project is estimated to be delivered within 15 years, when Panuku is expected to have completely enabled the development of the Town Centre. All dates indicated below for tasks to be delivered by Panuku are indicative until further work is completed. Panuku will assume advisory role where delivery of the task is by another agency.

6.6 Outcomes monitoring

The outcomes stated in this HLPP will be monitored and reported after three years of Project Plan being adopted, and every three-yearly after that. We will measure success on how well the area achieves the regeneration goals and performance indicators set out below.

Table 1: Performance indicators

<table>
<thead>
<tr>
<th>Regeneration goals</th>
<th>Performance indicators</th>
<th>Outcomes Panuku</th>
<th>Community</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Catalyst Value</td>
<td>Leader</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Healing Environment</td>
<td>Community</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Access</td>
<td>Town Centre</td>
</tr>
<tr>
<td>1 Increase in the use of low-impact design devices to manage stormwater issues</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 Increase in the number of green buildings and sustainable design</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 Increase in public satisfaction with the quality of the Town Centre development</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4 Increase in public’s perception of safety in the Town Centre</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5 Increase in occupier satisfaction with the quality of the Town Centre</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6 Increase in private investment in the Town Centre</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7 Increase in the number of dwellings that are affordable, accessible and sustainable</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
7 Place-led community engagement and communication

7.1 Our approach

Panuku will continue to work in partnership with mana whenua and the Maungakiekie-Tamaki Local Board, take a fresh and bold approach to stakeholder engagement and communications. We will be proactive, collaborative and authentic across all relationships.

A key priority is maintaining positive momentum and demonstrating quick wins. Engaging hearts and minds will be vital to this. Establishing understanding, trust and credibility with people will help us proactively mitigate negative sentiments, which can delay progress by leading to proposals being re-litigated. We recognise that valuable engagement involves several disciplines including:

- Community and stakeholder engagement.
- Placemaking.
- Communications.
- Marketing.

7.2 Community and Stakeholder Engagement

Mana Whenua

Based on the belief that effective collaboration will regularly outperform individual or ‘silied’ approaches, Panuku is committed to engaging regularly with key stakeholders to ensure that urban regeneration in Panmure takes place in a cohesive way. An Unlock Panmure Project Charter was prepared to guide the mana whenua engagement approach to the project and this engagement will continue as the project progresses. Panuku also holds a regular mana whenua forum that helps to inform and enable iwi/hapu to consider commercial opportunities that may arise through the project.

Central Government

While existing relationships are strong, Panuku needs to ensure more cohesive coordination with Central Government across the wider council family. The local MP for Maungakiekie, which represents Panmure, is also a key stakeholder. We will connect with Central Government agencies such as Housing New Zealand, the New Zealand Police, Ministry of Education and Ministry of Social Development.

Tamaki Regeneration Company

Panuku has been working in close partnership with Tamaki Regeneration Company (TRC) since the inception of the Unlock Panmure project. TRC was established in 2013, a joint venture between Government and Auckland Council to be the regeneration agency to lead the Tamaki urban transformation and deliver 7,500 new homes and community facilities in the next 10-15 years. TRC has a well-established community network in the Tamaki area and has a permanent office in the
Panmure town centre that actively assists people into suitable housing. Panuku will continue to work together to build a strong Panmure town centre for the existing and future residents.

Maungakiekie-Tāmaki Local Board

Panuku is committed to continue the collaborative partnership with the Maungakiekie-Tāmaki Local Board. A tailored approach to engaging at the local level is vital to developing a genuinely effective working relationship with these essential partners. We will work with the local board in a collaborative manner and agree a Terms of Reference, setting out high-level roles and responsibilities. We will also establish meetings with the local board to ensure clear lines of communication early in the development planning process.

Maungakiekie-Tāmaki Ward Councillor

The elected member for the council’s Maungakiekie-Tāmaki Ward is a key stakeholder with accountability to the Panmure community and a significant interest in community outcomes. Panuku will look to the Councillor to champion transformation and help identify the best outcomes. We will work together in a genuinely collaborative manner, seeking alignment of shared objectives wherever possible.

Community and special interest groups

Panmure has a strong history of community connectedness. We will engage, and where possible, partner, with groups to produce engagement activities tailored by the community, for the community. An indication of the groups within the project scope includes:

- Panmure Business Association
- Panmure Community Action Group
- Panmure Historical Society
- Panmure East Residents Association
- Panmure RSA
- Chinese New Settlers Services Trust
- Panmure Yacht Club
- Panmure sports clubs
- Panmure schools and education providers
- Panmure youth groups
- Mārāwaka

Auckland Council family

Panuku understands that to successfully deliver urban regeneration, we need to work in partnership with the Auckland Council family and Tūpuna Maunga o Tāmaki Makaurau Authority (Maunga Authority), particularly where there are shared interests in the assets and outcomes. We aim to take an integrated approach to our work in Panmure, working closely with the locally-focused council officers and establishing a cross-council engagement working group.

7.3 Placemaking

Panuku has a strong reputation for its placemaking approach and is developing process and learnings from the Wynyard Quarter to best support new projects areas such as Panmure.

Placemaking is a process that fosters the creation of vital public spaces that people can value as special places and feel a strong relationship with their communities. It is based in the culture of how people interact, an iterative approach founded on taking the time to watch and listen to those for whom we are making spaces.

With this approach, local communities are involved in the planning and making of their physical surroundings. Small moves can connect us back to the fundamental importance of people-friendly scale and design, test long-term ideas, and build the sense and importance of manaakitanga in Auckland’s places.

Placemaking will be involved early in Panmure to support a place-led process of regeneration throughout the project. Our approach will contribute towards:

- Messaging and signage the Unlock Panmure vision and goals

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Planning, designing and initiating placemaking such as art installations, interactive and creative spaces.

Activating and enlivening potential construction areas or project sites. These initiatives will be designed to build excitement and connection, partner with the community, and potentially activate empty spaces or improve connectivity in the area.
### Appendix 1: Council property schedule

<table>
<thead>
<tr>
<th>Property Address</th>
<th>Legal Description</th>
<th>Area (m²)</th>
<th>Capital Value $ (2017)</th>
</tr>
</thead>
<tbody>
<tr>
<td>50 Mountain Road, Mount Wellington</td>
<td>Lots 87 DP 35427, NA014/60</td>
<td>1,819m²</td>
<td>$1,750,000</td>
</tr>
<tr>
<td>56a Mountain Road, Mount Wellington</td>
<td>Section 1 SO 500055, CFR 797/56</td>
<td>2,380m²</td>
<td>TBC</td>
</tr>
<tr>
<td>3 Mountwell Crescent, Mount Wellington</td>
<td>Section 3 SO 471986, CFR 672276</td>
<td>1,972m²</td>
<td>$3,850,000</td>
</tr>
<tr>
<td>7 Mountwell Crescent, Mount Wellington</td>
<td>Section 5 SO 471999, CFR 672277</td>
<td>2,572m²</td>
<td>$5,300,000</td>
</tr>
<tr>
<td>3 Kings Road, Panmure</td>
<td>Lots 1 &amp; 2 DP 120243, NA96C/662, NA66C/663</td>
<td>3,373m²</td>
<td>$640,000</td>
</tr>
<tr>
<td>15 Forge Way, Mount Wellington</td>
<td>Lot 5 DP 185494, NA110A/744</td>
<td>2,456m²</td>
<td>$5,100,000</td>
</tr>
<tr>
<td>7 and 9 Jettsure Road, Mount Wellington</td>
<td>Section 1-2 SO 458523, CFR 618283</td>
<td>6,149m²</td>
<td>$12,250,000</td>
</tr>
<tr>
<td>30-34 Pakoka Lane, Panmure</td>
<td>Lot 1 DP 33816, NA881/95</td>
<td>1,581m²</td>
<td>$3,125,000</td>
</tr>
<tr>
<td>400-402 Ellerslie-Panmure Highway, Mount Wellington</td>
<td>Lot 8 DP 129922 and Lot 4 DP 30291 and Lot 2 DP 61745, NA18A/739 (part-cancelled)</td>
<td>4,573m²</td>
<td>$4,350,000</td>
</tr>
<tr>
<td>516 Ellerslie-Panmure Highway, Mount Wellington</td>
<td>Lot 49 DP 20306, NA616/17 (part-cancelled)</td>
<td>809m²</td>
<td>$1,260,000</td>
</tr>
<tr>
<td>Ex 528 Ellerslie-Panmure Highway, Mount Wellington</td>
<td>Currently vacant land and partially seaward</td>
<td>2,526m²</td>
<td>TBC</td>
</tr>
<tr>
<td>530 Ellerslie-Panmure Highway, Mount Wellington</td>
<td>Section 17 SO 471986, CFR 672273</td>
<td>971m²</td>
<td>$1,850,000</td>
</tr>
<tr>
<td>532-534 Ellerslie-Panmure Highway</td>
<td>Section 19 SO 471986, CFR 672280</td>
<td>2,179m²</td>
<td>$4,200,000</td>
</tr>
<tr>
<td>535 Ellerslie-Panmure Highway, Mount Wellington</td>
<td>Section 29 SO 471986, CFR 672282</td>
<td>5,249m²</td>
<td>$9,000,000</td>
</tr>
<tr>
<td>530 Ellerslie-Panmure Highway, Mount Wellington</td>
<td>Section 21 SO 471986, CFR 672281</td>
<td>731m²</td>
<td>$1,050,000</td>
</tr>
<tr>
<td>7-11 Queens Road, Panmure</td>
<td>Part Lot 2, Lot 3 &amp; Lot 4 DP 36382, NA968/241 (part-cancelled), NA957/203</td>
<td>490m²</td>
<td>$1,220,000</td>
</tr>
<tr>
<td>39-41 Queens Road, Panmure</td>
<td>Lot 18 DP 36382, Lot 19 DP 36382, Lot 21 DP 36382, NA115/922, NA943/294, NA922/266</td>
<td>1,051m²</td>
<td>$2,225,000</td>
</tr>
<tr>
<td>11-13 Lagoon Drive, Panmure</td>
<td>Lot 3-4 DP 20487, NA22C/740</td>
<td>1,010m²</td>
<td>$2,350,000</td>
</tr>
<tr>
<td>15 Lagoon Drive, Panmure</td>
<td>Lot 29 DP 36382, NA105/224</td>
<td>855m²</td>
<td>$1,450,000</td>
</tr>
<tr>
<td>20 Lagoon Drive, Panmure</td>
<td>Lot 22 DP 36382, NA951/277</td>
<td>809m²</td>
<td>$1,400,000</td>
</tr>
<tr>
<td>22 Lagoon Drive, Panmure</td>
<td>Lot 15-17 DP 57955 and Part Lot 23 DP 36382, NA130/444</td>
<td>1,195m²</td>
<td>$2,150,000</td>
</tr>
<tr>
<td>26 Lagoon Drive, Panmure</td>
<td>Lot 1 DP 36838, NA1025/92</td>
<td>812m²</td>
<td>$1,650,000</td>
</tr>
<tr>
<td>28 Lagoon Drive, Panmure</td>
<td>Lot 2 DP 36838, NA1186/83</td>
<td>809m²</td>
<td>$1,340,000</td>
</tr>
<tr>
<td>30 Lagoon Drive, Panmure</td>
<td>Lot 2 DP 66584, NA224A/425</td>
<td>1,143m²</td>
<td>$1,925,000</td>
</tr>
<tr>
<td>32-34 Lagoon Drive, Panmure</td>
<td>Lot 1 DP 75845, Part Lot 11 DP 54283, NA328/817, NA94A/911</td>
<td>3,460m²</td>
<td>$5,800,000</td>
</tr>
<tr>
<td>1-19/10 Basin View Lane, Panmure</td>
<td>Lot 2 DP 92644</td>
<td>1,396m²</td>
<td>$6,640,000</td>
</tr>
<tr>
<td>23 Domain Road, Panmure</td>
<td>Lot 1 DP 92844, NA49B/888</td>
<td>678m²</td>
<td>$1,000,000</td>
</tr>
<tr>
<td>28-30 Pilkington Road, Mount Wellington</td>
<td>Lots 30 and 31 DP 52157, NA7A/1476, NA7A/1477 (part-cancelled)</td>
<td>3,541m²</td>
<td>$3,175,000</td>
</tr>
<tr>
<td>7-13 Pilkington Road, Panmure</td>
<td>Lot 1 DP 176192, Lots 457-460 DP 42010, Lots 1-3 DP 52093, NA33A/884, NA66/972, NA33A/540, NA13C/818, NA4C/115, NA100C/955</td>
<td>9,516m²</td>
<td>$18,000,000</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>66,543m²</strong></td>
<td><strong>$104,430,000</strong></td>
</tr>
</tbody>
</table>
Appendix 2: Special Housing Areas

There are three Special Housing Areas (SHA’s) in the vicinity of the Panmure project area:

- Forge Way, Mt Wellington (located within the area of interest, south of Mountain Road and west of the rail way)
- Domain Road, Panmure (located within the area of interest, to the south east)
- The Tāmaki Regeneration Area (located to the north east, just outside of the project boundary).

These SHA’s are shown in pink in the map below:

![Map showing special housing areas](image-url)
Te take mō te pūrongo / Purpose of the report
1. To report on the engagement between Panuku and the Devonport-Takapuna Local Board since November 2017 in respect to the proposal to change the use of 40 Anzac Street.
2. To re-present the report of the Hearing Panels recommending a change of use of 40 Anzac Street for a Planning Committee decision.

Whakarāpopototanga matua / Executive summary
3. Takapuna is a Metropolitan Centre and is already experiencing a significant amount of growth. In March 2016, the Auckland Development Committee endorsed the Takapuna High Level Project Plan and granted Panuku the authority to sell selected properties in Takapuna for the purpose of achieving urban renewal and housing. One of these sites was 40 Anzac Street.
4. Panuku started working on the Unlock Takapuna project in late 2015 with the full support of the local board at the time.
5. Over the course of 2016 and 2017 Panuku worked with the Devonport-Takapuna Local Board (DTLB) on community engagement to seek views on the proposals put forward in Panuku’s Framework Plan.
6. The DTLB established a key stakeholder reference group (the Greater Takapuna Reference Group) to act as a sounding board to assist Panuku to develop options.
7. Additional stakeholder groups were identified in early 2017 in collaboration with the local board and feedback was sought from these groups as Panuku's Framework Plan was being drafted.
8. The Framework Plan was published in August 2017 and provided as supporting documentation to the consultation on the change of use of 40 Anzac Street.
9. As part of the town centre planning, Panuku and Auckland Transport developed an approach to construct a multi-level car park building on part of the Gasometer site to accommodate 400-550 car parks. This proposal ensures that the long term off street parking needs of the centre can be met. It replaces the existing provision in a facility that is located in a new location 200m down Huron Street.
10. The main benefit of this proposal is the opportunity to revitalise the town centre by removing car parking from 40 Anzac Street. It will create a new town square and public realm that is surrounded by activated development that would create safer and more vibrant spaces and activities.
11. Placing public car parking on the periphery of Takapuna will allow for a more pedestrian-friendly environment without as much of the congestion.
12. Agglomerating the car parking into one facility is cost effective for council to construct and most efficient for Auckland Transport to manage. Panuku and Auckland Transport are not interested in investing in two large car parking structures in Takapuna.
13. Panuku will work with Auckland Transport, the local board and the community to improve the streetscapes along Huron and Northcroft streets. The existing bus stops along Lake Road will also be improved and integrated into any development on 40 Anzac Street as part of the project.
14. The current local board is not supportive of the proposal to change the use of 40 Anzac Street and has its own view on the location and quantum of car parking that should be provided by council in Takapuna.

15. The local board is proposing that two car park buildings be constructed - the proposed Gasometer car park and another multi-level 400 car park on part of 40 Anzac Street. This proposal has an estimated cost of $61 million and results in a 9 storey car park building adjacent to the existing Potters Park.

16. It is a common misconception that town centres need a lot of car parking immediately adjacent to retail premises to be successful. A significant amount of research shows that car parking at the edge of a centre leads to shoppers staying longer and buying more.

17. Panuku does not support the local board’s proposal. The DTLB proposal would create more traffic congestion in the centre of Takapuna and does not support a people orientated town centre. The scale of the proposed car park on 40 Anzac Street would represent a dominating building form that would be to the detriment of both the existing Potters Park and the new town square would be adjacent to a very large car park building. The local board’s proposal also significantly increases off street car parking provision to a level that AT does not believe is appropriate.

18. The budget for the Gasometer car park approved by the Finance and Performance Committee in September 2017 was based on a delivery programme that assumed the change of use approval being made in November 2017. Construction cost escalation is currently 5% p.a. and deferring the decision has already potentially caused a construction cost increase in the range of $400,000 - $500,000. Any further delay to the decision could result in a need to increase the approved budget.

19. If the change of use is not supported there is little Panuku can do in Takapuna and the Unlock Takapuna project cannot continue.

20. A judicial review has been lodged with the High Court against Auckland Council (as well as several councillors in their personal capacity). This application for review concerns the decision made by the Auckland Development Committee in March 2016 to authorize Panuku to sell 40 Anzac Street if and when other preconditions are met. Those proceedings do not directly relate to the decision being sought by this committee on the change of use of 40 Anzac Street. This matter will be heard in late May.

21. If this committee approves the change of use of 40 Anzac Street, as recommended by the Hearing Panel, then work can still proceed on the design and planning component of the project, noting that nothing will be irreversible by the time this matter is heard by the High Court.

22. The applicant for judicial review has been involved in the consultation process for the change of use.

Ngā tūtohunga / Recommendations

That the Planning Committee:

a) acknowledge the engagement between Panuku and the Devonport-Takapuna Local Board between December 2017 and February 2018 and the further consideration of matters by each party.

b) approve the recommendation of the hearing panel to change the use of 40 Anzac Street, Takapuna from a car park to mixed use with the following conditions

i) Includes a town square

ii) Investigate short-stay public parking in the surrounding streets

iii) Complete the Gasometer car park before the Anzac car park is closed

iv) Undertake further community engagement on the design of public space at 40 Anzac Street.
c) agree that the Devonport-Takapuna Local Board, North Shore ward councillors and Panuku Development Auckland will work together to develop and undertake community engagement for site planning of the public realm component on 40 Anzac Street, fully complying with the Hearing Panel and Planning Committee decision.

d) agree that Panuku Development Auckland will bring the draft design solutions to a Planning Committee workshop.

e) agree that the town square created will follow Auckland Council’s Open Space Provision Policy 2016 guidelines for a Civic Space.

f) note that Panuku, through development agreements, will ensure an outcome that is people-friendly, creates public amenity, retains and enhances the existing Potters Park and creates connections to Hurstmere Road.

Horopaki / Context

23. The context of this project is outlined in the Hearing Panels report as presented to this committee in November 2017 and attached to this report at Attachment A.

24. Panuku have identified Takapuna as a key centre in Auckland that requires investment to unlock economic activity and enhanced public space. The re-development of 40 Anzac Street and the adjacent Gasometer site are critical to the future shape of Takapuna.

25. Through consultation, some of the key aspects for submitters relate to the market use, provision of public open space, possible design of buildings and the site, economic growth and car parking.

26. This report updates the Committee on recent discussions with the Devonport-Takapuna Local Board. Staff recommend proceeding with the change of use to allow a comprehensive re-development of 40 Anzac Street to enable the outcomes of the Takapuna Framework Plan.

Tātaritanga me ngā tohutohu / Analysis and advice

40 Anzac Street and car parking proposal

27. Panuku and AT’s agreed strategy to meet the long-term parking requirements of Takapuna and free up land for more beneficial uses is to build a stand-alone multi-level car park on part of the Gasometer site (option 5 in Attachment B).

28. This proposed car park will meet all replacement car parking requirements for Takapuna and allow the central town centre area to be developed to support and enhance the existing centre. The approved budget enables the new car park to be provided and funding to create a civic space on the 40 Anzac Street site.

29. Further information is outlined in the car parking and transport section in the Hearing Panel’s report.

30. The recommended car park option to provide 400+ car parks in a single multi-storey structure on part of the Gasometer car park was developed with Auckland Transport and was the most feasible of all the options considered. It has approved budget based on freeing up 40 Anzac Street from public parking which is to be transferred to the Gasometer site.

31. There is an opportunity to install signage to direct traffic to both the proposed new car park and the current Killarney Street car park to give drivers real-time advice on parking availability. These two car parks are located on the northern and southern ends of the town centre respectively and are only 200m from either end of Hurstmere Road.
Car parking research
32. A significant amount of research has been done to support the provision of public car parking located on the periphery of the town centre.
33. Panuku’s traffic and parking consultants have highlighted that:
   - Although drivers spend more money per shopping trip, walkers and cyclists spend money more often.
   - When no controls exist, it is usually the owner or employees who take the parking spot outside the shop.
   - The longer people want to spend in a location, the further they are willing to walk from their parking spot. Parking controls should be used to help increase space turnover.
   - Factors affecting the success of a retail strip include rent, choice of retail/food/entertainment on offer and pedestrian amenity. It is not solely related to the provision of very cheap parking.
   - The walkable catchment to a retail centre from the surrounding residential area is paramount to its success.
   - People meet, socialise, exercise and spend money only once they are out of their car.
   - Parking is a traffic generator, not a money generator.
   - Concentrated parking can be a solution, but the parking has to go on the edge and not in the middle. It has to be a walking generator, not a driving generator.
   - Moving car parking out of the centre enables a more pedestrian friendly street environment to be developed.

Stakeholder engagement and public consultation
34. Stakeholder engagement was carried out, in collaboration with the local board, to confirm the vision, goals, objectives and design principles of the Unlock Takapuna project for the Framework Plan.
35. This was initiated with the Greater Takapuna Reference Group and then further with wider stakeholder groups as identified by the local board.
36. This work canvassed the unitary plan potential for 40 Anzac Street and led to a number of changes to be made for the final Framework Plan including a strong desire for public open space to be on all or part of the Anzac Street site and the Gasometer car park to be constructed before 40 Anzac Street is closed.
37. Detail of the engagement done and the public consultation process is outlined in Attachment C.

Project benefits
38. The benefits that this project brings to Takapuna town centre are:
   - Mixed development and new residents to revitalise the centre of Takapuna.
   - Upgraded public transport facilities.
   - Streetscape improvements along Huron and Northcroft streets.
   - New public realm connection through to the upgraded Hurstmere Road.
   - More accessible and safe Potters Park with no busy car park entrance – can open up onto 40 Anzac Street and better connect into the public realm network.
   - Improved service lane along back of 40 Anzac Street which could be a catalyst for the properties along the Hurstmere Road side of the service lane to be improved.
   - New town square.
   - Ability to move the Anzac Memorial off private land.
Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe / Local impacts and local board views

39. The Devonport-Takapuna Local Board has been part of the journey since the beginning. An outline of the engagement and consultation to date is included in the engagement summary (Attachment C).

40. The current local board does not support the change of use of 40 Anzac Street (see DTLB minutes in Attachment D).

41. From discussions, the main point of contention is the location and quantum of public car parking to be provided by Auckland Council in Takapuna.

42. Following the Planning Committee resolution in November 2017 to defer the decision on the change of use, the local board wished to meet with members of the community that had concerns with the proposal before any engagement with Panuku. The local board met with invited members of the community and canvassed their concerns.

43. Panuku staff met the local board on 6 December 2017 to discuss respective issues of concern and views on the way forward. The local board stated that it would be willing to consider a multi-level car parking structure instead of underground provision as was its original intention at the October 2017 meeting. However, this multi-level car park was to be in addition to the proposed car park on the Gasometer site for 400-550 car parks (option 2 in Attachment B).

44. The cost to construct the car parking for this option is $55M and would require at least $29M, in addition to any development sale opportunities, just to construct the car parking. This option has a total estimated budget of $61M and further budget would be required to build the new town square and any public realm across the site.

45. At a further meeting on 16 February 2018 Panuku presented the local board with analysis of the car parking options (Attachment B). We discussed why options 1-4 were not achievable and were not supported by Panuku or Auckland Transport.

46. Panuku stressed that it does not support car parking provision on 40 Anzac Street due to the constraints it would place on creating a vibrant pedestrian-friendly town centre. It was also stated that Auckland Transport would not support the provision of an immediate requirement of 800 car spaces, being double the replacement off-street parking that it believes is required. In addition, the budget implications of the local board’s options are not feasible and are not currently approved by council, and would not be supported by Panuku.

47. Unfortunately, Panuku and the Devonport-Takapuna Local Board have not been able to come to agreement on the public car parking quantum and location for Takapuna.

48. At its 20 February 2018 business meeting, the local board resolved its preferred option is to provide a multi-level car park on 40 Anzac Street for 400 cars in addition to the new car park for 400-550 cars on the Gasometer site.

Tauākī whakaaweawe Māori / Māori impact statement

49. The work done with the Devonport-Takapuna Local Board over the months since November 2017 has had no impact to Māori further to that specified in the Hearing Panel report.

50. Mana whenua were involved in preparing the High Level Project Plan and Framework Plan.

Ngā ritenga ā-pūtea / Financial implications

51. Panuku’s preferred option (option 5 in Attachment B) for the car parking provision has a cost of $25 million. This option is approved by Auckland Transport Board (October 2017 meeting) and has budget as approved by the Finance and Performance Committee [Resolution FIN/2017/123].
52. This option will enable land sales that should create capital receipts of $14m which is sufficient to reinvest to fund the creation of a new town square and public realm on the 40 Anzac Street site.

53. The local board’s preferred option (option 2 in Attachment B) has a total car park cost of $55 million. Following sales investment from development partnership opportunities, this option would require additional funding from council of $35.25m to cover the $29.25m shortfall in construction costs of car parking and the estimated $6m required to build a new town square and public realm across the sites. This is unbudgeted expense.

Ngā raru tūpone / Risks

54. Cost escalation due to the decision being deferred from November 2017 to March 2018 could be in the range of $400,000 to $500,000 (at 5% p.a.).

55. Any further delay in the decision to proceed could increase the cost over the approved budget meaning Panuku either wouldn’t be able to construct enough car parks to satisfy Auckland Transport’s requirement of 400 car parks or would need to seek further budget from Auckland Council to construct a large enough facility.

56. There is a risk that if the local board’s recommendations are not supported by the Planning Committee, it may not work with Panuku going forward into the community engagement. The new resolution passed by the local board in its 20 February 2018 meeting [DT/2018/10 c) iii) and iv)] which discusses working together with Panuku and the community to co-design 40 Anzac Street has given Panuku some comfort towards this risk being mitigated.

57. If the change of use is not approved by the Planning Committee, then the Unlock Takapuna project cannot continue.

Ngā koringa ā-muri / Next steps

58. The next steps assume that the change of use is confirmed:

- Work with the Devonport-Takapuna Local Board to finalise a community engagement plan.
- In collaboration with the Devonport-Takapuna Local Board, the Takapuna Beach Business Association and YOUNITE (the Devonport-Takapuna Youth Board), work with the community on the site planning for public realm and a new town square on 40 Anzac Street.

59. This is planned to involve:

- Engaging with key community organisations, interested groups and individuals, public and subject matter experts in conversations around how the public space is shaped as part of the 40 Anzac Street development.
- Providing an opportunity to have referenced work to support the development of designs.
- Creating spaces for a thought process, starting and continuing the conversation around development and how public space is activated and utilised.
- Giving an opportunity to present ideas, thoughts and proposals on display to initiate further input.

60. Following community engagement a site plan and design principles/options would be workshopped with the Planning Committee before being implemented.

61. Only once the location and form of the town square and public realm is determined would any site development opportunities be taken to the market for private sector investment and partnership.
Ngā tāpirihanga / Attachments

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Ngā kaihaina / Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Kate Cumberpatch - Development Manager, Panuku Development Auckland</th>
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</thead>
<tbody>
<tr>
<td>Authorisers</td>
<td>Allan Young - Director Development, Panuku Development Auckland</td>
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<tr>
<td></td>
<td>Jim Quinn - Chief of Strategy</td>
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</tbody>
</table>
Consideration of hearing panel’s report on change of use at 40 Anzac Street, Takapuna

File No.: CP2017/23319

Purpose
1. To approve a change of use at 40 Anzac Street, Takapuna as recommended by the hearing panel.

Executive summary
2. In March 2016, the Auckland Development Committee endorsed the Takapuna High Level Project Plan and granted Panuku the authority to sell selected properties in Takapuna for the purpose of achieving urban renewal and housing (the “Unlock Takapuna” project) conditional on satisfactory conclusion of the required statutory processes. One of these sites was 40 Anzac Street.

3. Formal consultation and a hearing have recently been held and the hearing panel have completed their deliberations. The hearing panel was given delegated authority to hear submissions and to make recommendations to the Planning Committee for final approval. Attachment A is the report of the hearing panel.

4. The Planning Committee can accept the hearing panel’s recommendation and approve the change of use at 40 Anzac Street as recommended.

5. However, if the Planning Committee does not want to accept the hearing panel’s recommendation, the Committee can only require the submission and hearing process to begin again. The reason for this is that the Planning Committee did not hear the submissions or consider the proposal as the hearing panel. Therefore, from a natural justice perspective, the Committee can only approve the recommendation or require the process to begin again.

6. It is recommended that the Planning Committee approve the recommendation of the hearing panel to change the use of 40 Anzac Street, Takapuna.

Recommendation/s
That the Planning Committee:

a) approve the recommendation of the hearing panel to change the use of 40 Anzac Street, Takapuna from a carpark to mixed use with the following conditions:
   i) Include a town square
   ii) Investigate short-stay public parking in the surrounding streets
   iii) Complete the Gasometer car park before the Anzac car park is closed
   iv) Undertake further community engagement on the design of public space at 40 Anzac Street
Attachments

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<td>A</td>
<td>Hearing Panel report on the proposed change of use of 40 Anzac Street</td>
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Signatories

<table>
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<tr>
<th>Authors</th>
<th>Megan Tyler - Executive Officer CPO</th>
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<tbody>
<tr>
<td>Authoriser</td>
<td>Jim Quinn - Chief of Strategy</td>
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Consideration of hearing panel's report on change of use at 40 Anzac Street, Takapuna
Report of the hearing panel regarding the proposed change of use of 40 Anzac Street, Takapuna

Purpose
1. To provide a summary of the public consultation and recommendation from the hearings panel on the proposed change of use of 40 Anzac Street, Takapuna.

Executive summary
2. Takapuna was identified by the Auckland Development Committee in October 2015 as one of the key commercial centres where intervention to bring about urban renewal was appropriate [Resolution AUC/2015/195].
3. In March 2016 the Auckland Development Committee endorsed the Takapuna High Level Project Plan and granted Panuku the authority to sell selected properties in Takapuna for the purpose of achieving urban renewal and housing (the “Unlock Takapuna” project) conditional on satisfactory conclusion of the required statutory processes [Resolution AUC/2016/22].
4. The properties approved for the Unlock Takapuna project include 40 Anzac Street, Takapuna. 40 Anzac Street is currently a 256 space car park located in the centre of Takapuna between Anzac Street and Lake Road, adjacent to Potters Park.
5. 40 Anzac Street has the potential to provide a mix of residential, commercial and public open space with activated laneways linking the site to Hurstmere Road.

Picture 1: 40 Anzac Street, Takapuna

6. There is a legal obligation to consult on any change of use or ownership of the car park.
7. The consultation was open from 7 August to 4 September 2017 and submissions were accepted until 8 September.
8. The “Statement of Proposal – proposed change of use of 40 Anzac Street” is contained in Attachment A. This was the basis of the consultation question.
9. The consultation was widely communicated to the public and stakeholders in the community. The consultation materials were also delivered to all property owners within the surrounding area and to all contributors to the car park reserve fund that could be located. Two information sessions were held in Takapuna during the consultation period.
10. A total of 2,001 submissions were received on the proposed change of use of 40 Anzac Street, Takapuna.
11. The change of use of 40 Anzac Street from a car park to an area of mixed development was supported by 838 submissions (41%) and opposed by 1,183 submissions (57%). 31 submitters (2%) neither supported nor opposed the proposal. A summary of submissions is contained in Attachment B.

12. Submitters responded on a number of common themes which included market activity, car parking, open space and public use, development and design outcomes, land sale and the consultation process. Details of each of these themes are provided in the body of this report.

13. The Regulatory Committee resolved at its 10 August meeting (resolution REG/2017/756) to appoint Cr Cooper (chairperson), Cr Hulse, Cr Clow and Independent Māori Statutory Board member Mr Wilcox as the hearings panel. The hearings panel would hear submissions on the proposed change of use and subsequent sale of 40 Anzac Street, to deliberate and make a recommendation to the Planning Committee.

14. Cr Hulse was unavailable for the hearings and was replaced with Cr Stewart under the chairperson’s delegation.

15. The hearings on the change of use of 40 Anzac Street were held on 4 and 5 October. Of the total 2,061 submissions received on the proposal, 33 submitters spoke at the hearings in support of their submission.

16. Submitters who spoke at the hearings in opposition of the proposal talked about concern regarding the car parking provision and location, a desire for the provision of public open space, support to include community services and facilities on site, skepticism on the legal rights to sell the land, opposition to the sale of the land and concern of where any proceeds are spent. Submitters who spoke at the hearings in support of the proposal talked about the site’s development enabling economic growth and bringing more activity to the centre.

17. Public deliberations took place on Monday 16 October. During the public deliberations the hearings panel primarily focused on open space and car parking as these were the two significant areas of discussion by submitters.

18. This recommendation is a majority decision of the hearings panel. It was passed three votes to one, with Councillor Stewart recording a dissenting vote.

Recommendation

That the Planning Committee:

a) approve the change of use of 40 Anzac Street, Takapuna from a carpark to mixed use with the following conditions:

i. Include a town square.

ii. Investigate short-stay public parking in the surrounding streets.

iii. Complete the Gasometer car park before the Anzac car park is closed.

iv. Undertake further community engagement on the design of public space at 40 Anzac Street.

Considerations

Legal obligation to consult

19. On 25 June 1963 the Local Authorities Loans Board approved a proposal by the Takapuna City Council to raise a loan for the purpose of purchasing and developing land in central Takapuna for off-street parking.

20. 40 Anzac Street was purchased with a “special loan” that was paid off by a separate rate which was charged to the commercial properties in the Takapuna central area. The loan was fully repaid in 1989 and the separate rate was no longer charged from that time.
21. There is a legal obligation to consult on any change of use or ownership of the car park with the ratepayers that paid this historical special rate as well as contributors that paid contributions that now form part of the Takapuna Off-Street Car Park Reserve Fund.

22. Auckland Council’s Communications and Engagement team has also advised that the level of public interest in 40 Anzac Street warranted the application of the Special Consultative Procedure under section 83 of the Local Government Act 2002.

Consultation process

23. The consultation was open from 7 August to 4 September 2017 and submissions were accepted until 8 September.

24. The consultation was on a proposed change of use of 40 Anzac Street to an area of mixed use development. No specific development proposals have been developed or determined as Panuku wanted to ask the community early in the process whether a change of use was supported at all before investment was put into developing or determining any specific options. Any possible development options shown in the Unlock Takapuna Framework Plan or consultation information are based on previous work illustrated in strategic and area plans (largely the Takapuna Strategic Framework 2010 and the Takapuna Centre Plan 2014-2044) with a refresh to done to incorporate rules from the Auckland Unitary Plan.

25. Significant community engagement was undertaken to develop the Framework Plan. This started in early 2016 with the Greater Takapuna Reference Group which was a group of community stakeholders set up as a community reference group by the Devonport-Takapuna Local Board. Stakeholder meetings were carried out in early 2017 with a number of groups in the community. Many hui with mana whenua were held to compose a cultural narrative for the area.

26. Community engagement led to different options being shown within the Framework Plan. The Framework Plan was used as background information during this consultation process on the change of use of 40 Anzac Street.

Summary of submissions

27. A total of 2,081 submissions were received. Of these, 57% opposed the proposal, 41% supported it and 2% were neutral.

28. The theme most mentioned in submissions was in regards to providing enough open space to keep the Sunday market. A total of 44% of submissions referred to this theme. Of these 68% of those submitters supported the proposal while 32% opposed the proposal. 2% of submissions included a comment that the market should continue at a new location and a few submissions mentioned that better facilities should be provided for market activity.

29. There were various themes regarding car parking. These are split into the following comments:

<table>
<thead>
<tr>
<th>Comments on car parking theme</th>
<th>Percent of submissions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less or no parking on 40 Anzac Street</td>
<td>30%</td>
</tr>
<tr>
<td>Keep the current car park</td>
<td>21%</td>
</tr>
<tr>
<td>40 Anzac Street should provide more parking</td>
<td>9%</td>
</tr>
<tr>
<td>Parking should go underground</td>
<td>4%</td>
</tr>
<tr>
<td>Support for the Gasometer site for alternative parking</td>
<td>2%</td>
</tr>
<tr>
<td>Do not support Gasometer for alternative parking</td>
<td>2%</td>
</tr>
</tbody>
</table>

30. A number of submissions also mentioned other modes of transport. 4% of submissions included comments on improving and promoting public transport and 2% of submissions included comments on improving and promoting walking and cycling options.

31. Comments on open space and public use were reflected in a number of submissions with 17% of the submissions stating that open space should be retained or improved and 2% of the submissions supporting redeveloping space for public use. In addition a small number of submissions noted concern about surrounding reserve/gardens.
32. There were various themes regarding future development and design outcomes. These include the following comments:

<table>
<thead>
<tr>
<th>Comments</th>
<th>Percent of submissions including comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ensure development has a high sustainability rating</td>
<td>28%</td>
</tr>
<tr>
<td>No more apartments/high-rise development</td>
<td>7%</td>
</tr>
<tr>
<td>Quality design and accessibility</td>
<td>6%</td>
</tr>
<tr>
<td>Keep the character of Takapuna</td>
<td>4%</td>
</tr>
<tr>
<td>Housing and infrastructure</td>
<td>3%</td>
</tr>
<tr>
<td>Environmental concerns</td>
<td>1%</td>
</tr>
</tbody>
</table>

33. 13% of submissions were against the sale of public land and 2% stated a belief that it is not council land to sell.

34. 5% of the submissions commented on concerns about the process and 2% of the submitters felt there was a lack of information.

35. The hearings panel heard from 33 submitters during the hearings on 4 and 5 October and one submitter prior to the public deliberations on 16 October.

36. Of these, 31 submitters who spoke opposed the proposal while 2 supported it.

37. The following sections in this report reflect responses from officers in regards to the main themes and comments made in both the written submissions and from submitters during presentations at the hearings.

Car parking and transport

38. There are currently 2,300 public car parks in Takapuna (both on and off-street). 40 Anzac Street provides 250 of these car park spaces.

39. Auckland Transport has assessed the car parking requirement in Takapuna and has advised that Panuku needs to replace 400 car parks within the Unlock Takapuna project and future-proof for a further 350-500 car parks in the next 30 years.

40. As part of providing for future parking requirements Panuku is redeveloping part of the Gasometer site (located between Northcroft and Huron streets) into a multi-level car park with approximately 450 car spaces. This will increase the current car parking supply by 35.

41. Future demand can be catered for by enlarging the Gasometer and Killamey Street car park buildings.

42. This strategy for the car parking would concentrate more car parks on the periphery of the town centre and assist with reducing congestion in the centre.

43. The Gasometer car park would be delivered before any work on the Anzac Street site takes place to ensure continuity of car parking in Takapuna.

44. Streetscape improvements along Huron and Northcroft streets will be looked at in conjunction with the car park development to ensure the journey for pedestrians is safe, comfortable and enjoyable.

45. International car parking studies have shown that the impact on reducing car parking immediately outside retail and hospitality spaces and increasing foot traffic can actually have a positive effect on these businesses.

46. A number of written submissions and presentations from submitters who spoke at the hearings suggested providing the car parking and a bus station underground.

47. Auckland Transport has stated that it would be unnecessary to put the bus station underground. The Metro team has confirmed that current infrastructure and Takapuna bus stops are sufficient and ideal for current and forecast patronage. The facilities and amenity of the stops can be improved.
48. Underground parking is significantly more expensive than above ground car parking. Providing the car parking on the Gasometer site is a far more cost effective way to meet Auckland Transport’s car parking requirements, and in doing so assists reducing the congestion in Takapuna centre and improving the pedestrian environment.

**Open space and public use**

49. 40 Anzac Street is not open space, it is a fee simple title and its current purpose is parking. The proposed change of use is to allow a mixed use development, of which the form has not been determined, but includes creating some new public space.

50. There is an opportunity to provide a civic space within 40 Anzac Street and/or the council-owned properties along Hurstmere Road. A civic space would provide all weather public space in Takapuna and has been identified as a desire in previous engagements with the community. The council’s Open Space Provision Policy 2016 targets one large civic space within Metropolitan Centres which this site could provide.

51. In addition there is an opportunity to create improved connections from Potters Park across to Hurstmere Road and Hurstmere Green, through to Takapuna Beach.

52. Panuku will work with the council parks team following the Open Space Provision Policy 2016, in conjunction with the communities of Takapuna, to develop any public spaces.

53. 40 Anzac Street is adjacent to Potters Park on the corner of Lake Road and Anzac Street. Potters Park is 3,465sqm and contains the historically significant rose gardens, one heritage listed Monterey Cypress tree and a new playground.

54. Removing the car parking and significant traffic movement past Potters Park has also been identified by the council parks team as significantly improving the access, pedestrian safety and attractiveness of Potters Park. The council parks team has highlighted an opportunity to improve the current park to attract more visitors and usage. Panuku will work with the council parks team to assist any improvement of Potters Park for the community.

**Market activity**

55. The Takapuna Sunday market has been run for many years by a private operator. The market is held on a Sunday morning on 40 Anzac Street. The site is leased on a short-term lease from Auckland Transport for an annual rental.

56. There is an opportunity for market activity within any new public space on 40 Anzac Street or the council-owned Hurstmere Road properties. This can be done in a way that supports the retail market in Takapuna and draws visitors around the centre.
Local board views

57. The Devonport-Takapuna Local Board resolved at their 19 October 2017 meeting:

Resolution number DT/2017/228

MOVED by Chairperson G Ginon, seconded by Member J O'Connor;

That the Devonport-Takapuna Local Board:

a) strongly supports the community's views where:
   i. 57 percent of all submitters do not support the change of use of 40 Anzac Street from a single-level asphalt car park to an area of mixed development; and
   ii. 30 percent of all submitters either support retaining the carpark, or want more carparking on 40 Anzac Street.

b) recommends that there be no change of use to 40 Anzac Street and the site continue to be used as a carpark.

c) notes that the Hearings Panel has endorsed the change of use of 40 Anzac Street, and subsequently recommends that if the Planning Committee recommends a change in use, that the sale and purchase agreement include the following provisions:
   i. the mixed development be constructed on the perimeter of the existing site, as this will enable the development of quality open space and / or a civic plaza that also links Potter's Park to Hurstmere Green;
   ii. that the quality public open space and / or civic plaza is large enough to retain the Takapuna Sunday markets (as noted by 44 percent of all submitters), and meets the plaza provisions as outlined council's Open Space Provision Policy;
   iii. the mixed development does not have any detrimental impacts to Potter's Park (i.e. shadowing); and no reduction in the overall size of the park.
   iv. that there be no overall reduction in quality open space at 40 Anzac Street; and
   v. an underground public carpark be constructed, with a minimum of 400 carparks on the current site, and preferably is managed by Auckland Transport,

d) recommends that if there is a change of use to 40 Anzac Street, that under no circumstances will there be a reduction in the overall size of Potter's Park.

e) notes that Panuku advises that any change at Anzac Street should not take place for two years.

f) recommends that, following the Planning Committee's decision on this issue, that if there is a decision for change of use, that further public consultation be undertaken to ensure the local views and preferences are reflected before any change of use to 40 Anzac Street, and before the site is sold within that two year period.

g) recommends that no changes in use at 40 Anzac Street be undertaken until the development of the Gasometre carpark is completed.

h) recommends the Finance and Performance Committee endorse the proposal to reinvest proceeds of any property sales back to the same Unlock location, with the purpose to fund capital projects and initiatives articulated in not only the Unlock Approved High Level Project Plans, but also the relevant local board plan, or other key planning documents (e.g. a local board centre plan).

i) requests from Auckland Transport the report which outlines the updated...
Impact on Māori

58. Panuku had a number of workshops with mana whenua on the Unlock Takapuna project. A cultural narrative for Takapuna was included in the Framework Plan.

59. The consultation information and feedback form were sent to mana whenua for them to submit their views and comments on the proposal.

60. 5% of submitters identified as Māori.

61. Officers were asked during public deliberations if the land would be available for iwi to purchase. Any land opportunity for purchase would be available for iwi through an open market process. Mana whenua would receive an early notification of any opportunity.

Next steps

62. Panuku will work with the communities of Takapuna on future planning for physical public spaces and their preferred uses and activities. This is proposed to occur over summer 2017/18 if the change of use is approved.

63. There is a significant level of due diligence and preparation for any development opportunity to be available for private sector investment.

64. Any physical work on 40 Anzac Street would not start on site until the Gasometer car park is completed and open for parking. The estimated completion of this is December 2019.

Attachments

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<tr>
<td>A</td>
<td>Statement of Proposal: Proposed change of use of 40 Anzac Street, Takapuna</td>
</tr>
<tr>
<td>B</td>
<td>Feedback overview - 40 Anzac Street car park</td>
</tr>
</tbody>
</table>

Signatories

| Author | Cr Linda Cooper – Hearing Panel Chair |

Consideration of hearing panel's report on change of use at 40 Anzac Street, Takapuna
Statement of Proposal: Proposed change of use of 40 Anzac Street, Takapuna

What are we consulting on?
We want to know if you support a proposal to change 40 Anzac Street from its current use as a single-level asphalt car park to an area of mixed development. This could include new public open space, retail, offices and residential uses, with related car parking. We would involve the communities of Takapuna in the planning of the future space and its uses.

This proposed change of use would involve the sale and subsequent development of parts of the site by a private developer in a way that ensures the vision for a revitalised Takapuna centre is met.

The alternative is that 40 Anzac Street remains as a surface car park.

- Do you support the change of use from a single-level asphalt car park to an area of mixed development? Yes/No
- What do you like about the proposal?
- Do you have any concerns about the proposal?
- Would you like to make any further comments?

Background
Takapuna holds an enviable position with Takapuna Beach, the Waitemata Harbour and views to Rangitoto on one side – and Lake Pupuke on the other.

The Auckland Plan identifies Takapuna as one of 10 metropolitan centres – important industry, transport and housing hub where significant change is expected during the next 30+ years.

Panuku Development Auckland is leading urban regeneration in Takapuna on behalf of Auckland Council, through a few key sites.

Vision
“To make the most of Takapuna’s unique sea and lakeside location and create a safe, accessible and vibrant town centre oriented around pedestrians and cyclists.”

This vision will guide future planning and development in Takapuna, with the goals of revitalising the town centre, improving public spaces, creating better connections to the beach and supporting more urban living and public transport options.

What’s happened so far?

- The desires and opportunities for Takapuna have been well outlined in a number of previous planning documents dating back to 2010 and have been widely consulted on.
- In March last year Panuku was given the mandate to redevelop a number of properties in central Takapuna to deliver on previous plans and achieve urban renewal and housing.
- Panuku has confirmed the vision and goals of the Takapuna project with community and residents’ groups.
- Auckland Transport has reviewed car parking and public transport requirements for Takapuna now and into the future. The strategy for car parking is to replace the existing car park spaces within the Unlock sites and future-proof for a further 350-500 spaces within Takapuna over the next 30 years.
- The strategy recommends the bus station should remain at its current Lake Road location in the centre of town.
- The Devonport Takapuna Local Board included the Unlock Takapuna project in its draft Local Board Plan 2017 that was recently open for public consultation.
What's planned?

- 40 Anzac Street is currently a 250-space car park. It is located in the centre of Takapuna between Anzac Street and Lake Road and is adjacent to Petters Park.
- There is an opportunity for 40 Anzac Street to be developed to create a mix of residential, commercial and public open spaces with activated laneways linking the site to Hurstmore Road, Hurstmore Green and Takapuna Beach.
- There is a plan to develop part of the Gasometer site (located between Northcroft, Huron and Auckland streets) into a multi-level car park with approximately 450 car park spaces. This would be completed before any disruption to 40 Anzac Street occurred.
- The vision for the other part of the Gasometer site is to create a mix of commercial, retail and residential spaces.
- If the proposed change of use is supported, the next step would be to work with the communities of Takapuna on future planning for physical public spaces and their preferred uses and activities.
**40 ANZAC STREET CAR PARK, TAKAPUNA**

**PROPOSED CHANGE OF USE**

**FEEDBACK OVERVIEW**

Total submissions received: 2,061

The following information relates to feedback received and processed at Friday 22 September 2017.

**SUBMISSION BY RESIDENT LOCAL BOARD**

The table below indicates the total number of submissions received by the local board that submitters live in.

<table>
<thead>
<tr>
<th>LOCAL BOARD</th>
<th>Organisations</th>
<th>Individuals</th>
<th>Total</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Devonport-Takapuna</td>
<td>28</td>
<td>744</td>
<td>772</td>
<td>38%</td>
</tr>
<tr>
<td>Kapatiki</td>
<td>2</td>
<td>232</td>
<td>234</td>
<td>11%</td>
</tr>
<tr>
<td>Hibiscus and Rays</td>
<td>0</td>
<td>98</td>
<td>98</td>
<td>5%</td>
</tr>
<tr>
<td>Other</td>
<td>4</td>
<td>288</td>
<td>292</td>
<td>14%</td>
</tr>
<tr>
<td>Not supplied</td>
<td>0</td>
<td>665</td>
<td>665</td>
<td>32%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>34</strong></td>
<td><strong>2,027</strong></td>
<td><strong>2,061</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

**SUBMISSION TYPE**

The majority of submissions were received via hard copy form.

<table>
<thead>
<tr>
<th>SUBMISSION TYPE</th>
<th>Organisations</th>
<th>Individuals</th>
<th>Total</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Online form</td>
<td>607</td>
<td></td>
<td>607</td>
<td>29%</td>
</tr>
<tr>
<td>Hard copy form</td>
<td>549</td>
<td></td>
<td>549</td>
<td>26%</td>
</tr>
<tr>
<td>Non form</td>
<td>605</td>
<td></td>
<td>605</td>
<td>29%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>2,061</strong></td>
<td><strong>2,061</strong></td>
<td><strong>2,061</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

Note – non form includes emails and letters addressing the consultation, as well as online submissions organised by Generation Zero which followed the same format but did not come through the official online form.

Analysis conducted by Richard Sapsford, Consultation Analyst

Consideration of hearing panel's report on change of use at 40 Anzac Street, Takapuna
DEMOGRAPHIC INFORMATION

The table below indicates the demographic information people identified with when provided (note – the graphs only include a breakdown of those that provided demographic information).

<table>
<thead>
<tr>
<th>GENDER</th>
<th>Total</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>519</td>
<td>41%</td>
</tr>
<tr>
<td>Female</td>
<td>761</td>
<td>59%</td>
</tr>
<tr>
<td>Gender diverse</td>
<td>2</td>
<td>0%</td>
</tr>
<tr>
<td>Total submitters providing data</td>
<td>1,282</td>
<td>100%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>AGE</th>
<th>Male</th>
<th>Female</th>
<th>Diverse</th>
<th>Total</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 15</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>15–24</td>
<td>29</td>
<td>38</td>
<td>9</td>
<td>76</td>
<td>6%</td>
</tr>
<tr>
<td>25–34</td>
<td>56</td>
<td>94</td>
<td>137</td>
<td>152</td>
<td>11%</td>
</tr>
<tr>
<td>35–44</td>
<td>90</td>
<td>101</td>
<td>0</td>
<td>191</td>
<td>15%</td>
</tr>
<tr>
<td>45–54</td>
<td>80</td>
<td>150</td>
<td>0</td>
<td>235</td>
<td>18%</td>
</tr>
<tr>
<td>55–64</td>
<td>96</td>
<td>137</td>
<td>0</td>
<td>234</td>
<td>19%</td>
</tr>
<tr>
<td>65–74</td>
<td>95</td>
<td>154</td>
<td>0</td>
<td>254</td>
<td>20%</td>
</tr>
<tr>
<td>75+</td>
<td>55</td>
<td>54</td>
<td>0</td>
<td>119</td>
<td>9%</td>
</tr>
<tr>
<td>Total submitters providing data</td>
<td>1,263</td>
<td>NA</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Analysis conducted by Richard Sapirstein, Consultation Analyst

Consideration of hearing panel’s report on change of use at 40 Anzac Street, Takapuna
CONSULTATION FEEDBACK

Q1 How do you feel about changing the use of 40 Anzac Street car park to form a single –level asphalt car park to an area of mixed development?
Submitters were asked to select one of the following response options.
(n=2,061 responses)

<table>
<thead>
<tr>
<th>RATING</th>
<th>TOTAL</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strongly Support</td>
<td>744</td>
<td>36%</td>
</tr>
<tr>
<td>Support</td>
<td>94</td>
<td>5%</td>
</tr>
<tr>
<td>Neutral</td>
<td>31</td>
<td>2%</td>
</tr>
<tr>
<td>Oppose</td>
<td>91</td>
<td>4%</td>
</tr>
<tr>
<td>Strongly oppose</td>
<td>1,992</td>
<td>53%</td>
</tr>
<tr>
<td>Don't know/N/A</td>
<td>6</td>
<td>0%</td>
</tr>
</tbody>
</table>

SUMMARY
Overall, 57% were opposed to the proposal while 41% were supportive.
There were strong differences in the different channels.
Most hard copy forms appear to have been captured by the Takapuna Action Group from people attending the markets.
with 95% of those submitters opposed the proposal.
In contrast, non-forms were mostly captured by Generation Zero and 98% of those submitters supported the proposal.
Of those submitting via the regular online form, 62% were opposed while 34% were supportive.

Q2 Do you have any concerns about the proposal?
Submitters were asked to provide a free text response. The table below shows the most common themes provided in those responses.
(n=2,061 responses)

Analysis conducted by Richard Sapsford, Consultation Analyst

Consideration of hearing panel's report on change of use at 40 Anzac Street, Takapuna
<table>
<thead>
<tr>
<th>THEMES</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide enough open space to keep the markets</td>
<td>44%</td>
</tr>
<tr>
<td>Ensure less/no parking</td>
<td>30%</td>
</tr>
<tr>
<td>Ensure development has a high sustainability rating</td>
<td>28%</td>
</tr>
<tr>
<td>Keep the car park</td>
<td>21%</td>
</tr>
<tr>
<td>Retain/Improve open space</td>
<td>17%</td>
</tr>
<tr>
<td>Don’t sell public land</td>
<td>13%</td>
</tr>
<tr>
<td>Provide more parking</td>
<td>9%</td>
</tr>
<tr>
<td>Generally supportive</td>
<td>8%</td>
</tr>
<tr>
<td>No more apartments/high-rise development</td>
<td>7%</td>
</tr>
<tr>
<td>Quality design and accessibility</td>
<td>6%</td>
</tr>
<tr>
<td>Negatively affects Takapuna businesses</td>
<td>5%</td>
</tr>
<tr>
<td>Concerned about the process</td>
<td>5%</td>
</tr>
<tr>
<td>Generally opposed</td>
<td>5%</td>
</tr>
<tr>
<td>Keep the character of Takapuna</td>
<td>4%</td>
</tr>
<tr>
<td>Improve/promote public transport</td>
<td>4%</td>
</tr>
<tr>
<td>Suggest underground parking</td>
<td>4%</td>
</tr>
<tr>
<td>Housing and infrastructure</td>
<td>3%</td>
</tr>
<tr>
<td>Not Council land to sell</td>
<td>2%</td>
</tr>
<tr>
<td>Improve/promote walking/cycling options</td>
<td>2%</td>
</tr>
<tr>
<td>Support/redeveloping space for public use</td>
<td>2%</td>
</tr>
<tr>
<td>Suggest alternative development site</td>
<td>2%</td>
</tr>
<tr>
<td>Better use for the land</td>
<td>2%</td>
</tr>
<tr>
<td>Support Gaseometer site for alternative parking</td>
<td>2%</td>
</tr>
<tr>
<td>Continue market at new location</td>
<td>2%</td>
</tr>
<tr>
<td>Do not support Gaseometer site for alternative parking</td>
<td>2%</td>
</tr>
<tr>
<td>Lack of information</td>
<td>2%</td>
</tr>
<tr>
<td>Other</td>
<td>1%</td>
</tr>
<tr>
<td>Environmental concerns</td>
<td>1%</td>
</tr>
<tr>
<td>Impact on economic growth</td>
<td>1%</td>
</tr>
<tr>
<td>Concerned about surrounding reserve/patios</td>
<td>&lt;0%</td>
</tr>
<tr>
<td>Provide better facilities for markets</td>
<td>&lt;0%</td>
</tr>
<tr>
<td>Develop south end of site only</td>
<td>0%</td>
</tr>
</tbody>
</table>

Analysis conducted by Richard Sapsford, Consultation Analyst
## Attachment 1: Option analysis of car parking options

<table>
<thead>
<tr>
<th>Option</th>
<th>Opportunities – provided and lost</th>
<th>Car park cost</th>
<th>Est. sales</th>
<th>Budget implications</th>
<th>If supported</th>
</tr>
</thead>
</table>
| 1 Anzac:  
- Underground car park for 400 cars - this would need to have two basement levels across the whole site.  
- A town square (1/3 site) and development above ground only (2/3 site)  
Gasometer:  
- Multi-level car park for 450 cars on half of the site.  
- Development on other half of the site. | - Cars still travelling into the centre which is not complementary to people-friendly vision.  
- Development on Anzac Street would be constrained with no subterranean rights.  
- Double the number of cars required for Takapuna. | $40M for Anzac  
$25M for Gasometer  
$65M total | $27M | Budget not approved to construct Anzac.  
Would require an additional $38M to construct car parking and all budget required to create a town square and new public realm (est $6M) | Not supported by Panuku or AT. |
| 2 Anzac:  
- Multi-level car park for 400 cars – this would require an 8-9 level parking building located adjacent to Potters Park that would cover 1/3 of the site.  
- A town square (1/3 site) and development (1/3 site)  
Gasometer:  
- Multi-level car park for 450 cars on half of the site.  
- Development on other half of the site. | - Cars still travelling into the centre which is not complementary to people-friendly vision.  
- Potters Park and new town square would be bound by an 8-9 storey car park rather than active edges.  
- Double the number of cars required for Takapuna. | $30M for Anzac  
$25M for Gasometer  
$55M total | $25.75 M | Budget not approved to construct Anzac.  
Would require an additional $29.25M to construct car parking and all budget required for a town square and new public realm (est $6M) | Not supported by Panuku or AT. |
| 3 Anzac:  
- Underground car park for 400 cars - this would need two basement levels across the whole site.  
- A town square (1/3 site) and development above ground only (2/3 site)  
Gasometer:  
- No car parking  
- Development across whole site | - Cars still travelling into the centre which is not complementary to people-friendly vision.  
- Development on Anzac Street would be constrained with no subterranean rights. | $40M for Anzac  
$40M total | $38M | Budget not approved to construct Anzac.  
This leaves $2M profit which is insufficient to create a town square and public realm (est $6M) | Not supported by Panuku. |
| 4 Anzac:  
- Multi-level car park for 400 cars – this would require an 8-9 level parking building adjacent to Potters Park that would cover 1/3 of the site  
- A town square (1/3 site) and development (1/3 site)  
Gasometer:  
- No car parking  
- Development across whole site | - Cars still travelling into the centre which is not complementary to people-friendly vision.  
- Potters Park and new town square would be bound by an 8-9 storey car park rather than active edges. | $30M for Anzac  
$30M total | $37M | Budget not approved to construct Anzac.  
This leaves $3M profit which is insufficient to create a town square and public realm (est $6M) | Not supported by Panuku. |
<table>
<thead>
<tr>
<th>5</th>
<th>Anzac:</th>
<th></th>
<th>Complementary to people-friendly vision.</th>
</tr>
</thead>
<tbody>
<tr>
<td>A town square (1/3 site) and development (2/3 site)</td>
<td>Poteru Park and town square are bound by active edges.</td>
<td>$25M for Giscometer</td>
<td>$25M total</td>
</tr>
<tr>
<td>Gasometer:</td>
<td>Assists development and streetscape improvements along Huron and Northcroft streets.</td>
<td></td>
<td>Budget is approved by F&amp;P.</td>
</tr>
<tr>
<td>Multi-level car park for 450 cars on half of the site.</td>
<td>Greater development opportunities.</td>
<td></td>
<td>This provides $14M profit which is sufficient to create a town square and public realm (est $6M) and additional funds</td>
</tr>
<tr>
<td>Development on other half of the site.</td>
<td></td>
<td></td>
<td>Supported by Panuku and AT.</td>
</tr>
</tbody>
</table>
Engagement Summary: Unlock Takapuna – Early stakeholder engagement and public consultation

Local Board

<table>
<thead>
<tr>
<th>Date</th>
<th>Meeting type</th>
<th>Discussed</th>
</tr>
</thead>
<tbody>
<tr>
<td>12 Oct 2015</td>
<td>Briefing</td>
<td>Introducing Panuku Development Auckland</td>
</tr>
<tr>
<td>12 Oct 2015</td>
<td>Briefing</td>
<td>On Takapuna being a priority location to be considered by Panuku</td>
</tr>
<tr>
<td>17 Nov 2015</td>
<td>Business meeting</td>
<td>LB ratifies submission on Takapuna being a priority location</td>
</tr>
<tr>
<td>2 Feb 2016</td>
<td>Workshop</td>
<td>On Takapuna High Level Project Plan</td>
</tr>
<tr>
<td>13 Apr 2016</td>
<td>Greater Takapuna Reference Group (GTRG) meeting</td>
<td>Joe Bergin and Dianne Hale present</td>
</tr>
<tr>
<td>3 May 2016</td>
<td>GTRG meeting</td>
<td>Joe Bergin and Dianne Hale present</td>
</tr>
<tr>
<td>9 Jun 2016</td>
<td>GTRG meeting</td>
<td>Joe Bergin present</td>
</tr>
<tr>
<td>14 Jul 2016</td>
<td>GTRG meeting</td>
<td>Joe Bergin and George Wood present</td>
</tr>
<tr>
<td>2 Aug 2016</td>
<td>GTRG meeting</td>
<td>Joe Bergin, Dianne Hale and George Wood present</td>
</tr>
<tr>
<td>7 Sep 2016</td>
<td>GTRG meeting</td>
<td>Joe Bergin, Dianne Hale and George Wood present</td>
</tr>
<tr>
<td>7 Oct 2016</td>
<td>GTRG meeting</td>
<td>George Wood present</td>
</tr>
<tr>
<td>21 Nov 2016</td>
<td>GTRG meeting</td>
<td>George Wood present</td>
</tr>
<tr>
<td>6 Dec 2016</td>
<td>Briefing</td>
<td>GTRG briefed LB on the ‘starter for ten’ suggestions for Takapuna</td>
</tr>
<tr>
<td>8 Dec 2016</td>
<td>Workshop</td>
<td>Update on draft of Framework Plan, possible car parking locations,</td>
</tr>
<tr>
<td></td>
<td></td>
<td>unitary plan potential of 40 Anzac St.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Discuss with and get input from the LB on the engagement approach</td>
</tr>
<tr>
<td></td>
<td></td>
<td>for Takapuna including identifying key groups and individuals.</td>
</tr>
<tr>
<td>15 Feb 2017</td>
<td>GTRG meeting</td>
<td>George Wood present</td>
</tr>
<tr>
<td>21 Feb 2017</td>
<td>Business meeting</td>
<td>GTRC presented ‘starter for ten’ to LB.</td>
</tr>
<tr>
<td>7 Mar 2017</td>
<td>Business meeting</td>
<td>Update on community engagement as agreed with the LB at 8 Dec workshop.</td>
</tr>
<tr>
<td>11 Apr 2017</td>
<td>Business meeting</td>
<td>Panuku gave LB their 6 monthly update.</td>
</tr>
<tr>
<td>12 Apr 2017</td>
<td>Workshop</td>
<td>Update on community and Framework Plan. Requested LB’s feedback</td>
</tr>
<tr>
<td>11 Jul 2017</td>
<td>Workshop</td>
<td>Panuku, A1 strategy, A1 parking management and Hurstmere Road upgrade</td>
</tr>
<tr>
<td></td>
<td></td>
<td>project team presented the overall Takapuna Parking Strategy to LB for</td>
</tr>
<tr>
<td></td>
<td></td>
<td>their information.</td>
</tr>
<tr>
<td>18 Jul 2017</td>
<td>Business meeting</td>
<td>Seeking support for the allocation of the Takapuna Off-street Carpark</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Reserve Fund for the proposed Gasmeter car park</td>
</tr>
<tr>
<td>28 Jul 2017</td>
<td>Email</td>
<td>Provided the consultation Statement of Proposal and memo outlining the</td>
</tr>
<tr>
<td></td>
<td></td>
<td>consultation for 40 Anzac St. This was also provided to the Planning</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Committee.</td>
</tr>
<tr>
<td>17 Oct 2017</td>
<td>Business meeting</td>
<td>Seek LB’s formal views on the proposal to change the use of 40</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Anzac Street.</td>
</tr>
</tbody>
</table>

**MEETINGS SINCE NOVEMBER 2017 PLANNING COMMITTEE**

<table>
<thead>
<tr>
<th>Date</th>
<th>Meeting</th>
<th>Discussed</th>
</tr>
</thead>
<tbody>
<tr>
<td>6 Dec 2017</td>
<td>Meeting</td>
<td>LB and Panuku met to discuss how the proposal and the key considerations from each party. Present: Grant Gilton, George Wood, Jennifer Mackenzie, Jan O’Connor, Mike Sheehy and Mike Cohen</td>
</tr>
<tr>
<td>16 Feb 2018</td>
<td>Meeting</td>
<td>LB and Panuku met to discuss how the proposal and the key considerations from each party. Present: Grant Gilton, George Wood, Jennifer Mackenzie and Jan O’Connor</td>
</tr>
</tbody>
</table>
Stakeholder engagement

In collaboration with the local board, a significant level of stakeholder engagement was undertaken during 2016 and early 2017 to confirm the Unlock Takapuna Framework Plan. This started with the local board establishing the Greater Takapuna Reference Group which was asked to focus on the Unlock Takapuna project initially. Then between February and April 2017, we met, along with the local board advisors and the Hursthouse Road upgrade project team, another 7 stakeholder groups that the local board had approved. Of the 9 stakeholder groups spoken to, 7 were in support of the direction of the project, the vision, goals and objectives.

The purpose of this stakeholder engagement was to get feedback on:
- Our vision for Takapuna
- The goals for the Unlock Takapuna project
- Initial design and development thinking
- Public space and connections

Greater Takapuna Reference Group

In early 2016 the Devonport-Takapuna Local Board set up a community reference group representing a wide cross-section of the community to advise the local board in respect to development projects in the greater Takapuna area. Its membership included sector representation from residents, accessibility, wi youth, retailers, the business association, Waitakere DHB and the market operator. Local board membership included Joe Bergin, Dianne Hale and George Wood. Following the new local board, George Wood continued as the local board member.

The local board asked the reference group to focus initially on Panuku’s Unlock Takapuna project.

In February 2017 the reference group submitted their recommendations to the local board for making Takapuna centre a success. Many of the recommendations made are relevant for the Unlock Takapuna project and have been considered along with all other feedback received on the Framework Plan and the project direction.

Key recommendations from the reference group included:
- Car park for long-stay, all-day parkers built first and foremost at Gasmometer Site
- A mix of activated green and hard spaces of various sizes are provided
- Sizeable green spaces maintained
- Connections and view shafts created between the network of public spaces in Takapuna
- Creation of a heart in the form of a ‘Civic Plaza’ for Takapuna on Anzac Quarter
- Height limit of 8 storeys around Anzac Quarter to maximise sun and limit wind
- Panuku considers multi-use design and opportunities for street markets and events
- Provide support for minimal disruption to Sunday Markets in medium term
- Takapuna to become flagship destination for universal design

Stakeholder Meetings

Panuku undertook a comprehensive stakeholder mapping exercise in collaboration with the Greater Takapuna Reference Group and local board who are well connected in their community. Once these groups were identified we then extended the invitation to meet with each of them. We met with the groups, together with each of the project leads, between late February to early April 2017. Groups received presentations on each of the projects and were then given the opportunity to provide input and feedback for project leads/designers to consider.

Stakeholder groups met included:
Key themes from feedback received in the stakeholder meetings included:

- Development e.g. “Ensure height limit is well balanced with amount of setbacks.”
- “Car park on Anzac is undesirable but would prefer not too many buildings”
- Public space and connections e.g. “The laneways and connections could be great pedestrian spaces. It looks like the future for Takapuna!”
- Car parking e.g. “Having carpark structures on the periphery of town will be better for business as people will be walking past their shops more.”
- Delivery e.g. “Don’t touch Anzac Quarter until Gasometer is done.”
- Safety e.g. “I think lighting and easier accessibility may be helpful to create a safer atmosphere.”
- Design e.g. “Using development of squares/green areas as an opportunity to include locals – murals, tree planting, local art and street furniture”
- Accessibility and pedestrian friendly e.g. “Gradient, quality and kerbs of streets to the west of Lake Road are not good. Need wider streets.”
- Engagement e.g. “Involve residents – multi-faceted notification styles: local press, posters, letterbox drops, etc.”

External surveys undertaken

The Hurstmere Road project team led a significant community survey exercise across Takapuna town centre in mid-2017. The work was undertaken by Captivate, a local external research consultancy. Panuku worked with the Hurstmere Road project team and the external consultants to enable questions were asked that were relevant for the Unlock project. The survey participants included residents, visitors and businesses. In total, 250 telephone interviews, 351 pedestrian intercept surveys and 192 business interviews were completed and analysed.

Key themes from survey feedback included:

- Improved parking e.g. multi-storey buildings
- More connections to and from beach and town centre e.g. undercover walkways and orientate town centre towards the beach
- More pedestrian friendly e.g. create pedestrianised areas
- Enhancing the vibrant atmosphere e.g. such as Melbourne
- Modernising town centre e.g. more communal and attractive open spaces with seating

In mid-2017 a property market survey was undertaken by Colliers with particular focus on Hurstmere Road. Key property owners and investors in the Takapuna market were interviewed.

Key themes from property market survey feedback pertaining to wider Takapuna included:

- Increasing public urban spaces, connectivity
- Improved transport infrastructure
- Regular events and shared spaces
Petition
In March 2017, an 8,000 signature petition was presented to the Panuku Board and Governing Body for consideration by the Takapuna Action Group opposing the sale of 40 Anzac Street, Takapuna. The petition was positioned as ‘save the Sunday market’, the operators of which we have been in close communication with regarding its future options. The operator has options to relocate the market and will confirm these once notice has been given by Auckland Transport to and the current lease agreement.

Mana whenua

Panuku had a number of workshops with mana whenua on the Unlock Takapuna project. Key outputs from these hui included a project charter for Unlock Takapuna and a cultural narrative that is included in the framework plan.

<table>
<thead>
<tr>
<th>Date</th>
<th>Meeting type</th>
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<tbody>
<tr>
<td>16 Feb 2016</td>
<td>Forum</td>
<td>Overview of Panuku priority locations and projects</td>
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<tr>
<td>21 Mar 2016</td>
<td>Site tour</td>
<td>Site tour of Unlock Takapuna</td>
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<tr>
<td>4 Jul 2016</td>
<td>Workshop</td>
<td>HLPP overview and deliverables</td>
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<tr>
<td>18 Jul 2016</td>
<td>Workshop</td>
<td>Overview of project, initiate cultural narrative</td>
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<td>Forum</td>
<td>Overview and timing of project</td>
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<td>29 Aug 2016</td>
<td>Workshop</td>
<td>Project Charter</td>
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<td>Kaitiaki workshop</td>
<td>On Unlock Takapuna Framework Plan draft and cultural narrative</td>
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<td>18 Oct 2016</td>
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<td>Workshop</td>
<td>On Unlock Takapuna Framework Plan draft and cultural narrative</td>
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<tr>
<td>28 Nov 2016</td>
<td>Workshop</td>
<td>On Unlock Takapuna Framework Plan draft and cultural narrative</td>
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<tr>
<td>5 Dec 2016</td>
<td>Forum</td>
<td>Endorsement of the cultural narrative for inclusion in the Unlock Takapuna Framework Plan</td>
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<td>May 2017</td>
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<td>Inform of findings from community and stakeholder engagement over early 2017</td>
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<tr>
<td>Aug 2017</td>
<td>Email</td>
<td>Informing of consultation process and how to give feedback</td>
</tr>
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Impact on project and design thinking

Key feedback and impact on project and design thinking:

- Feedback has confirmed the strategy of delivering Gasometer car park first to ensure car park provision is maintained in Takapuna.
- Overwhelming feedback on the difficulty of finding available car parking lead to increased provision of car parking on Gasometer site.
- Feedback highlighted the need for greater investigations and wind testing for Anzac Quarter and Hurstmere Road link.
- Safety concerns and lighting issues around Takapuna were raised. These will need to be considered across development, but especially in any car park structures, public spaces and laneway connections.
- There is a need to improve accessibility and connectivity around Takapuna (particularly to and from the beach).
- The strong desire for public open space on all or part of the Anzac Street site should influence the development options for Anzac Quarter.
Public consultation

Panuku have a legislative requirement under the Local Government Act 2002, to consult with contributors to the legacy council reserve fund and those who paid a special Takapuna Central Off-Street Parking rate between rating years 1983/84 – 1989/90, regarding any change of use proposed for the Anzac Street car park.

Consultation on the proposal to change the use of 40 Anzac Street, Takapuna was open from 7 August to 4 September 2017 and submissions were accepted until 8 September. The proposal was publicly notified on 3 August 2017 in the North Shore Times and NZ Herald. In addition, a media release was sent on 6 August, advertisements were placed in the North Shore Times on 15 August and 31 August, information adverts were placed in the Channel Magazine in the August and September issue, and there was an article in the September version of Our Auckland.

Emails with consultation materials were sent to stakeholder groups that had been part of early engagement at the start of 2017. These groups were:

- Auckland North Community and Development (ANCAD)
- Environment Takapuna
- Generation Zero
- Physically Disabled and Able Bodies Assn Inc (PHAB)
- Apartment residents (Sentinel and Maison)
- Takapuna central residents group
- The Sunday Market operator
- YOUNITE (Devonport-Takapuna Youth Board)
- Takapuna Beach Business Association
- Barry’s Point Business Association
- All members of the former Greater Takapuna Reference Group.

Mana whenua with an interest in the Devonport-Takapuna Local Board area were also notified of the consultation on the 4 August 2017.

Two public information sessions were held at the Takapuna Boating Club during the consultation period. One was during the evening on Wednesday 16 August. The other was in the morning on Saturday 19 August.

A number of hard copies of the feedback form were made available at the Takapuna council service centre and Takapuna library. Panuku provided additional forms to all staff and local board members as requested to ensure availability for the public. A couple of hundred forms were also provided to the Sunday market operator to be handed out to market attendees or stallholders as needed.

Information and feedback forms were distributed via post to all residents and tenants in the 0622 postcode, all property owners in the Takapuna commercial area and all contributors to the Takapuna Off-Street Carpark Reserve Fund that were able to be located.

Hearings of submissions were scheduled on Wednesday 4 and Thursday 5 October 2017, at the Takapuna Council Chamber.
Devonport-Takapuna Local Board minutes – 17 October 2017

Resolution number DT/2017/228.
MOVED by Chairman G Gillon; seconded by Member J O’Connor:
That the Devonport-Takapuna Local Board:

a) strongly supports the community’s views where:
   i. 57 percent of all submitters do not support the change of use of 40 Anzac Street from a single-level asphalt car park to an area of mixed development; and
   ii. 30 percent of all submitters either support retaining the carpark, or want more carparking on 40 Anzac Street.

b) recommends that there be no change of use to 40 Anzac Street and the site continue to be used as a carpark.

c) notes that the Hearings Panel has endorsed the change of use of 40 Anzac Street, and subsequently recommends that if the Planning Committee recommends a change in use, that the sale and purchase agreement include the following provisions:
   i. the mixed development be constructed on the perimeter of the existing site; as this will enable the development of quality open space and / or a civic plaza that also links Potter’s Park to Hurstmere Green;
   ii. that the quality public open space and / or civic plaza is large enough to retain the Takapuna Sunday markets (as noted by 44 percent of all submitters), and meets the plaza provisions as outlined council’s Open Space Provision Policy;
   iii. the mixed development does not have any detrimental impacts to Potter’s Park (i.e. shadowing); and no reduction in the overall size of the park.
   iv. that there be no overall reduction in quality open space at 40 Anzac Street; and
   v. an underground public carpark be constructed, with a minimum of 400 car parks on the current site, and preferably is managed by Auckland Transport.

d) recommends that if there is a change of use to 40 Anzac Street, that under no circumstances will there be a reduction in the overall size of Potter’s Park.

e) notes that Panuku advises that any change at Anzac Street should not take place for two years.

f) recommends that, following the Planning Committee’s decision on this issue, that if there is a decision for change of use, that further public consultation be undertaken to ensure the local views and preferences are reflected before any change of use to 40 Anzac Street, and before the site is sold within that two year period.

g) recommends that no changes in use at 40 Anzac Street be undertaken until the development of the Gasometre carpark is completed.

h) recommends the Finance and Performance Committee endorse the proposal to reinvest proceeds of any property sales back to the same Uniloc location, with the purpose to fund capital projects and initiatives articulated in not only the council-approved High Level Project Plans, but also the relevant local board plan, or other key planning documents (e.g. a local board centre plan).

i) requests from Auckland Transport the report which outlines the updated
carparking projections and statistics, as outlined at the 16 October Hearings Panel deliberations.

j) requests from staff the Hearings Panel full recommendations.

k) delegates authority to Chair Gillon and Deputy Chair Woold to finalise the local board’s feedback, following the release of the Hearings Panel report on the proposed change of use at 40 Anzac Street.

UNANIMOUSLY CARRIED

Devonport-Takapuna Local Board minutes – 20 February 2018

Resolution number DT/2018/14

MOVED by Chairperson G Gillon, seconded by Member M Sheehy:

That the Devonport-Takapuna Local Board:

a) restates resolution number DT/2017/228 passed at its 17th October 2017 business meeting in relation to the proposed change of use of 40 Anzac Street, Takapuna.

b) notes that, as a result of further consultation with the community post the local board’s 17 October 2017 business meeting, and after receipt of further information received from Panuku that the construction of an underground carpark at 40 Anzac Street, Takapuna is cost prohibitive, the local board would subsequently support the construction of an unobtrusive multi-storey above ground parking structure on 40 Anzac Street that caters for a minimum of 400 carparks.

c) notes and endorses the following feedback received from the community as part of consultation undertaken post the local board’s 17 October 2017 business meeting:

i) that the proposed carpark at the Gasometer site does not replace the quantum of parking currently provided at the 40 Anzac Street site, and that the Gasometer site should instead provide additional car parking for the Takapuna town centre;

ii) that the views and preferences of the Devonport-Takapuna Local Board be sought at business meetings prior to the Panuku Board making any decisions relating to either the Gasometer or 40 Anzac Street sites;

iii) that the Devonport-Takapuna Local Board, Panuku and a group of members from the community work together to co-design any concept plans and detailed design for the 40 Anzac Street site in the event change of use is supported by the governing body; and

iv) that, in the event the governing body supports the change of use of 40 Anzac Street, the Devonport-Takapuna Local Board and Panuku work together to develop and undertake community consultation on concept plans and detailed design for the site.

CARRIED
12 Notice of Motion - Mike Cohen - 40 Anzac Street, Takapuna

In accordance with Standing Order 2.5.6 Member Cohen sought the consent of the meeting to enable alteration of the notice of motion. The Chairperson put this to an informal vote and a majority of members provided consent to alter the original motions.

A copy of the amended notice of motion has been attached to the official minutes and can be viewed on the Auckland Council website.

Motion
Resolution number DT/2018/10
MOVED by Member M Cohen, seconded by Chairperson G Gillon.
That the Devonport-Takapuna Local Board:

a) 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.

A division was called for, voting on which was as follows:
For
Chairperson G Gillon
Deputy Chairperson GW Wood
Member M Cohen
Member J McKenzie
Member J O’Connor
Member M Sheehy

Against

Abstained
The motion was declared CARRIED by 6 votes to 0.

b) 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 Act 2002.

A division was called for, voting on which was as follows:
For
Member M Cohen
Chairperson G Gillon
Member J O’Connor

Against
Member J McKenzie
Member M Sheehy
Deputy Chairperson GW Wood

Abstained

The motion was declared EQUAL by 3 votes to 3.
The Chairperson exercised his casting vote for so the motion was Carried.

The motion was declared **CARRIED**.

c) reinforces local board resolution number DT/2017/228 noting that the central Anzac Street carpark is integral to the Takapuna retail and hospitality business district, and that the current 270 carparks at the Anzac Street site should be protected.

A division was called for, voting on which was as follows:

For | Against | Abstained
---|---|---
Chairperson G Gillon | | |
Deputy Chairperson GW Wood | | |
Member M Cohen | | |
Member J McKenzie | | |
Member J O'Connor | | |
Member M Sheehy | | |

The motion was declared **CARRIED** by 6 votes to 0.

---

d) regards the purpose to reclassify 40 Anzac Street, Takapuna as "strategic" under Section 5 of the Local Government Act 2002 reinforces its "significance" to the community, to ensure that the local authority understand that it is not "superfluous to use" and is 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.

A division was called for, voting on which was as follows:

For | Against | Abstained
---|---|---
Member M Cohen | Chairperson G Gillon | |
Member J O'Connor | Deputy Chairperson GW Wood | |
| Member J McKenzie | | |
| Member M Sheehy | | |

The motion was declared **LOST** by 2 votes to 4.

e) regards that the classification of 40 Anzac Street, Takapuna as a "strategic asset" will ensure the provision of "service and infrastructure" and that it "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 Act 2002.

A division was called for, voting on which was as follows:

For | Against | Abstained
---|---|---
Member M Cohen | Chairperson G Gillon | |
Member J O'Connor | Deputy Chairperson GW Wood | |
| Member J McKenzie | | |
| Member M Sheehy | | |
The motion was declared LOST by 2 votes to 4.

f) regards the protection of the "5 hours or less" short-stay car-parking provision at the 40 Anzac Street, Takapuna location will both support and enable the legislative obligation of Auckland Council’s council-controlled organisations (CCOs) to provide “connectivity and accessibility” to increase public wellbeing under their Section 13.3 Accountability Policy.

A division was called for, voting on which was as follows:

For  Against  Abstained
Member M Cohen  Chairperson G Gillon
Member J O’Connor  Deputy Chairperson GW Wood
                       Member J McKenzie
                       Member M Sheehy

The motion was declared LOST by 2 votes to 4.

g) regards that continued provision of the 40 Anzac Street, Takapuna location for parking ensures obligations under the Human Rights Act 1993 are met; whereby the local board does not go “beyond its 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 the Anzac Street 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, and that this parking location is necessary under Section 73 (b) of the Act to provide “measures to erasure 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”, whilst acknowledging that Takapuna has people with disabilities, which is further compounded by an aging population.

A division was called for, voting on which was as follows:

For  Against  Abstained
Member M Cohen  Chairperson G Gillon
Member J O’Connor  Deputy Chairperson GW Wood
                       Member J McKenzie
                       Member M Sheehy

The motion was declared LOST by 2 votes to 4.

h) requests 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 Local Government Act 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.
A division was called for, voting on which was as follows:

**For**  
Member M Cohen  
Member J O'Connor

**Against**  
Chairperson G Gillon  
Deputy Chairperson GW Wood  
Member J McKenzie  
Member M Sheehy

**Abstained**

The motion was declared **LOST** by 2 votes to 4.

i) 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.

A division was called for, voting on which was as follows:

**For**
Chairperson G Gillon  
Deputy Chairperson GW Wood  
Member M Cohen  
Member J McKenzie  
Member J O'Connor  
Member M Sheehy

**Against**  

**Abstained**

The motion was declared **CARRIED** by 6 votes to 0.

j) 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 number 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.

A division was called for, voting on which was as follows:

**For**
Chairperson G Gillon  
Deputy Chairperson GW Wood  
Member M Cohen  
Member J McKenzie  
Member J O'Connor  
Member M Sheehy

**Against**  

**Abstained**

The motion was declared **CARRIED** by 6 votes to 0.
Te take mō te pūrongo / Purpose of the report
1. To establish a political reference group to consider the soon to be released new draft Government Policy Statement on Land Transport 2018 (GPS) and to prepare, if considered necessary, a submission for approval by the Planning Committee at its 3 April 2018 meeting.

Whakarāpopototanga matua / Executive summary
2. The Government Policy Statement sets out the government's priorities for expenditure from the National Land Transport Fund over the next 10 years and how funding is allocated between activities such as road safety policing, state highways, local roads and public transport.
3. Both the Auckland Council 2018-2028 Long-term Plan and New Zealand Transport Agency’s work programme will be heavily influenced by this document.
4. In order to meet the consultation timeframe on the policy statement (around a month on its release in March) it is proposed that a political reference group be established.
5. The purpose of the political reference group is to guide and work with staff on a submission to the policy statement, if required, to be reported to the 3 April 2018 Planning Committee for approval.
6. Because Auckland Council is working closely with the Government on strategic transport matters through the update to the Auckland Transport Alignment Project (ATAP) indicative package, there may not be the need to make a submission to the draft GPS 2018.
7. Once the GPS is released, the political reference group will be better placed to make a judgement on whether a submission is required.

Ngā tūtohunga / Recommendation/s
That the Planning Committee:
a) agree to consider making a submission in respect to the draft Government Policy Statement on Land Transport.
b) establish a political reference group comprising the Planning Committee Chair and Deputy Chair, Mayor, Deputy Mayor and an Independent Maori Statutory Board member to guide and work with staff on a submission, if considered necessary, on the new draft Government Policy Statement on Land Transport dated March 2018.
c) agree to consider and approve (if required) Auckland Council’s draft submission to the draft Government Policy Statement on Land Transport at its meeting on 3 April 2018.
**Horopaki / Context**

8. The Government Policy Statement on Land Transport (GPS) 2018 sets out the government’s priorities for expenditure from the National Land Transport Fund over the next 10 years. It sets out how funding is allocated between activities such as road safety policing, state highways, local roads and public transport. The GPS does not allocate funding directly to specific projects. Decisions at the project level are made through the National Land Transport Programme and council’s long-term planning process.

9. The draft Government Policy Statement on Land Transport 2018 was initially released by the Minister of Transport for public engagement in February 2017. Council made a submission to that draft GPS (Attachment A).

10. The new Minister of Transport confirmed in November 2017 that government intended to revise the draft GPS to reflect its policies and to take account of:

- giving public transport greater priority in cities and expanding the public transport system to support new housing and interregional commuting
- increasing the use of rail to enable efficient passenger and freight use
- supporting regional development
- increasing support for active modes – walking and cycling
- delivering health, safety and environmental improvements
- reducing the environmental impact of transport
- mode neutrality in freight transport planning.

11. The Minister recently released a statement confirming the intention to release the new draft GPS so that engagement can begin in March 2018 and run for about a month (Attachment B).

12. The Minister also confirmed that investment priorities will change to achieve a land transport system that:

- is a safe system, free of death and serious injury
- improves access to move towards more liveable cities and thriving regions
- ensures the land transport system enables better environmental outcomes
- delivers the best possible value for money.

13. The Minister further signalled that more fundamental changes to the scope of the new GPS and changes to local, regional and national transport planning are likely to occur, and involve engagement, later in the year.

**Tātaritanga me ngā tohutohu / Analysis and advice**

14. In order to meet the consultation timeframe on the new Policy Statement, a submission will need to be prepared within the next month. It is recommended that a political reference group be established to guide and work with staff on a submission, if one is required.

15. There may not be the need to make a submission to the new draft GPS 2018. The investment priorities indicated by the Minister are well aligned with council’s priorities identified in the new Auckland Plan and Auckland Council is working closely with the Government on strategic transport investment priorities through the update to the Auckland Transport Alignment Project (ATAP) indicative package.

16. Once the new GPS is released, the political reference group will be better placed to make a judgement on whether a submission is required.
Planning Committee
06 March 2018

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe / Local impacts and local board views
https://acintranet.aklc.govt.nz/EN/workingatcouncil/techandtools/infoCouncil/Pages/LocalImpactsAndLocalBoardViews.aspx

17. The new draft GPS 2018 will not be locally-specific in that it will identify high-level funding allocation. Council’s Long-term Plan and Regional Land Transport Plan is where local-specific decisions will be made and where local boards input into these decisions.

18. Local board chairs will be provided a link to the new draft GPS 2018 and an opportunity to make comments to feed into the draft submission should they so wish.

Tauākī whakaaweawe Māori / Māori impact statement

19. The new draft GPS 2018 is a high-level indication of funding allocation across transport activity classes and does not include project or area-specific decisions. The final policy statement will impact Māori as it will direct the New Zealand Transport Agency on how it can allocate funds to transport activities that have an impact on Māori communities. The priority of specific projects will be determined through the upcoming Auckland Council Regional Land Transport Plan/Long-term Plan process.

20. A member of Independent Maori Statutory Board has been invited to participate in the political reference group.

21. Mana whenua organisation chairs will be advised of the release of the new draft GPS 2018 so that they can make a direct submission if they so wish.

Ngā ritenga ā-pūtea / Financial implications

22. There are no financial implications of making a decision to form a political reference group.

Ngā raru tūpono / Risks

23. There are no risks in making a decision to form a political reference group.

Ngā koringa ā-muri / Next steps

24. If a submission is required, a draft submission will come to the Planning Committee meeting on 3 April 2018 for approval.

Ngā tāpirihanga / Attachments

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<td>Auckland Council Submission: Draft GPS 2018</td>
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<td>B</td>
<td>Minister of Transport Guidance on new GPS 2018</td>
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Ngā kaihaina / Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Jim Fraser - Principal Transport Planner</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authorisers</td>
<td>Jacques Victor - GM Auckland Plan Strategy and Research</td>
</tr>
<tr>
<td></td>
<td>Jim Quinn - Chief of Strategy</td>
</tr>
</tbody>
</table>
Auckland Council Submission:

Date: 31 March 2017

He mihi ki te kaahui iāpuna,
te taura-hera mō tātou te muka tāngata,
ki ngā mana ātua, kia tau te mauri.

He kura tangihia, he maimai aroha,
rātou kua whetūrongitia ki a rātou
tātou te hunga mata-rerehua ki o tātou

E ngā mana, e ngā reo, e ngā karangatanga maha,
tēnā rā koutou katoa.

1. Overview

This is Auckland Council’s submission in response to the draft Government Policy Statement on Land Transport 2018/19-2027/28.

The address for service is Auckland Council, Private Bag 92300, Victoria Street West, Auckland 1142. Please direct any enquiries to Phil Haizeiden, Team Leader Transport Strategy, Auckland Council.

This submission has been approved by the Planning Committee of Auckland Council.

2. Introduction and Summary

Thank you for the opportunity to submit on the draft Government Policy Statement on Land Transport 2018/19 – 2027/28 (GPS 2018). This submission has been developed in conjunction with Auckland Transport’s submission, which will provide more detailed comments in relation to funding.

Context

Auckland plays a critical role in New Zealand’s current and future prosperity. It is the country’s major centre of population and economic activity. Auckland’s large and growing labour market provides opportunities to bring together complementary skills, enable specialisation of activities and a sharing of ideas that supports innovation and productivity.
Auckland’s young and diverse population, as well as its attractiveness to international migrants, means that the vast majority of New Zealand’s working age population growth – and therefore its economic growth – will occur in Auckland.

In the past three years Auckland’s rate of population growth has dramatically increased, growing by around 120,000 people – equivalent to the whole of Tauranga. Statistics NZ now project Auckland’s population will reach approximately 1.94 million by 2026 (under a medium growth scenario), up from their previous projection of 1.81 million. Statistics NZ also project that 55% of New Zealand’s population growth from 2018-28, the years the GPS applies to, will occur in Auckland.

The sheer pace and scale of Auckland’s current growth is placing substantial pressure across our transport networks and creating a critical need to accelerate housing development.

This growth has led to substantial increases in travel demand, across all parts of the transport network:

- Total vehicle travel has grown by around 10% in the past three years for which data is available. This equates to around 360,000 more daily trips.
- Annual public transport boardings have increased by 22%, from 69.9 million in the year to January 2014 to 85.1 million in the year to January 2017. Rail has grown even faster, with boardings increasing by over 70% since 2014.

This increased demand is placing substantial pressure on our transport networks:

- Average peak time travel speeds on Auckland’s state highway network have declined from 64 to 55 km/h between 2014 and 2016.
- The arterial road network has become increasingly congested at peak times. 28% of Auckland’s arterial road network is now congested at peak times, up from 18% three years ago. Across a very large network this is a substantial reduction in performance.
- Congestion is increasingly spreading into inter-peak times, which is particularly concerning as this affects commercial and freight travel that occur at this time.
- A number of public transport services are facing capacity constraints, particularly bus routes accessing the city centre from the isthmus and the North Shore.

Transport continues to be Auckland Council’s largest area of expenditure, with approximately 40% of Council’s total investment going on transport. Over the next decade, current funding plans outline that Council anticipates investing approximately $6.8 billion into operating and improving Auckland’s transport system.

Auckland Transport Alignment Project

While our transport challenge is greater than ever, Council and Government are also more aligned than ever on how to meet this challenge. Through the Auckland Transport Alignment Project (ATAP), Council and Government have agreed a long-term strategic approach to the development of Auckland’s transport system. ATAP provides an agreed understanding of the most critical challenges facing Auckland and the likely sequencing of major investments over time to address these challenges.

Reflecting ATAP’s strategic approach in statutory strategic documents, like the GPS (and Council’s upcoming refresh of the Auckland Plan), is necessary to ensure policy and investment decisions into the future are aligned with this approach. The GPS gives guidance
to statutory transport funding and planning documents so is a critical link in ensuring ATAP’s direction is given effect to over time. Furthermore, ATAP identified a $4 billion funding gap over the next decade that will need to be addressed to fully implement the recommended strategic approach.

We note and support the references to ATAP that have been included in the Draft GPS particularly reference to the most significant challenges as this provides important focus for investment in Auckland. Our submission provides a number of further ways in which ATAP’s strategic approach can flow through into the GPS, as well as other key areas that ATAP did not focus on but have strategic implications (e.g. safety and investment in walking & cycling).

Therefore, our key submission points are:

- a stronger focus on the role of transport investment in enabling and supporting growth
- increasing the priority of safety outcomes to address poor recent performance in this area
- ensuring activity classes are sufficient and flexible enough to enable delivery of the ATAP indicative package, including greater clarity about progressing the strategic public transport network
- providing clarity on the funding processes for rail improvements
- suggested minor wording changes

These main submission points are expanded upon below.

3. Enabling and Supporting Growth

We recognise that the draft GPS 2018 acknowledges growth as a strategic priority to be supported by Government transport investment, including through the Housing Infrastructure Fund (HIF).

However, given the scale of Auckland’s growth challenge and the urgent need for substantial investment to enable an acceleration of housing and business land development, we would like to see further emphasis in this area and more clarity on the role transport investment has in enabling growth to occur, especially in the greenfield areas.

In the past, it has often been difficult for Council to gain NZTA co-funding for transport investments that are mainly focused on enabling growth, rather than addressing current or projected network deficiencies. Significant effort has been made over the past year to understand and agree upon the transport needs in greenfield growth areas. This work, under the banner of “Supporting Growth” (formerly Transport for Future Urban Growth), was jointly developed by NZTA, Auckland Council and Auckland Transport.

Important next steps for transport investment in greenfield areas are:

- undertaking route protection and acquiring land for future networks
- providing new local infrastructure to support areas “live-zoned” in the Unitary Plan
- upgrading regional and strategic connections (both roading and public transport) to greenfield areas to cater for growing demand.

Strong funding support from NZTA, as directed through the GPS, will be necessary to progress all of these next steps.
4. Improving Safety Outcomes

As recognised in the draft GPS, there is an urgent need to improve road safety outcomes and reverse the increase in deaths and serious injuries that has occurred in recent years. In Auckland the number of deaths and serious injuries has increased by 48% over the past four years, from a low of 421 in 2012 to 635 in 2016.

Because of Auckland’s highly urbanised environment and the intense use of its transport networks by different users, vulnerable road users (pedestrians, cyclists and motorcyclists) make up a higher proportion of deaths and serious injuries in Auckland (43%) than in the rest of New Zealand (33). This suggests a need to tailor approaches to safety for large urban areas like Auckland. For example, lower speeds in urban areas dramatically reduce pedestrian harm if collisions occur.

Reversing recent safety trends will require new approaches and interventions, particularly in Auckland. As well as increasing investment in road safety promotion and road policing, the GPS should highlight the need to further tilt the balance towards safety when trade-offs are being made against travel-time. Current investment assessment procedures often prevent NZTA from co-investing in improvements to address Auckland’s most dangerous intersections when these improvements result in traffic delays.

For further progress in reducing deaths and serious injuries to be made, we consider it necessary for the GPS to highlight these trade-offs need to be reconsidered.

5. Activity Classes

Flexibility

Through ATAP, Auckland has undertaken a comprehensive planning process with Government to agree the main transport challenges and to develop a strategic approach for addressing these challenges. This provides both parties with a higher level of assurance that investment will focus on the biggest transport challenges facing Auckland.
Because of this alignment, there are significant benefits from ensuring funds available for transport investment can be directed towards the area of highest priority. Paragraph 125 of the ATAP Recommended Approach highlights this point, stating “Transport investment processes need to ensure the best performing interventions are prioritised for funding regardless of type.” To give effect to this recommendation, the GPS activity class structure should have broader funding bands that enable greater flexibility to direct funding to the most important investments.

Sufficient Funding

The Draft GPS notes (paragraph 161) that the funding requirements of ATAP have not yet been incorporated into the funding ranges. Auckland Transport’s submission provides further detail on some of the adjustments to funding ranges likely to be required to enable the ATAP indicative package to be progressed. Likely areas where activities classes would need to be increased to enable the ATAP indicative package are:

- Public Transport (noting the further submission point below about how to progress strategic public transport initiatives)
- Local Road Improvements (particularly to enable route protection for networks in greenfield growth areas)
- Local Road Maintenance (subject to finalising work on the “One Network Road Classification” system and Auckland Transport reaching agreement with NZTA on appropriate levels of service and funding requirements).

Furthermore, depending on whether the Urban Cycleway Fund is extended beyond 2018, there may also be a need to increase the walking and cycling activity class to enable a continuation of momentum in cycling investment and to maximise the benefits of current and committed investment by linking up projects and completing networks.

The extent to which the NLTF can help address the funding gap identified in ATAP depends on the overall size of the NLTF and the proportion of the fund that ends up being allocated to Auckland. Council supports an increase to either both of these approaches, particularly noting that around 55% of New Zealand’s population growth over the next decade is projected to occur in Auckland—meaning investments in Auckland are likely to provide strong value for money.

Strategic Public Transport

ATAP identifies a substantial expansion of Auckland’s strategic public transport network over time. This network forms the backbone of Auckland’s public transport system, providing for high volumes of travel on fast, frequent, high-capacity services that operate along corridors separated from private vehicles and are unaffected by road congestion. Depending on the particular situation, the strategic public transport network may be implemented in the form of bus rapid transit, busway, light rail or heavy rail.

There is a lack of clarity in the GPS in relation to strategic public transport projects, which flows through into inconsistencies about which parts of this network NZTA or Auckland Transport should be progressing, and what the funding arrangements are. Currently some busways are being progressed by Auckland Transport (e.g. AMETI), others by NZTA (e.g. Northern Busway extension) and some where the responsibility is unclear (e.g. Northwest Busway). The mass transit route between the city centre and Airport identified in ATAP partly follows local roads and partly follows state highway corridors, resulting in complex and unclear responsibilities and funding arrangements.
It would be helpful for the GPS to clarify these funding arrangements, potentially through creating an activity class for strategic public transport network improvements or clearly signalling that the state highway activity class can be used for strategic public transport projects.

6. Rail Funding

ATAP identified the need for ongoing investment in Auckland’s heavy rail network to cater for passenger and freight growth, incorporating investments identified in the Rail Development Plan that was jointly developed by Auckland Transport and KiwiRail. Beyond City Rail Link, this investment includes track infrastructure upgrades, additional electric trains, removal of road/раi level crossings and extending electrification to Pukekohe. Around $1.25 billion of rail investment (in addition to CRL) is included within the ATAP indicative package to occur between 2018 and 2028.

Under current arrangements, some of this investment (e.g. additional trains, station upgrades and level crossing removals) could be co-funded by Council and NZTA, while “below track” infrastructure is funded by the Crown. Given the scale of investment required over the next 10 years to deliver the Rail Development Plan it would be very helpful for the GPS to clarify and confirm these funding arrangements – and to ensure there is sufficient available funding in the relevant activity classes.

7. Minor Wording Changes

In addition to these high level points, we have identified a number of more minor changes that we would like to see in the final version of the GPS 2018. These changes are outlined below:

<table>
<thead>
<tr>
<th>Section/Paragraph</th>
<th>Suggested Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paragraph 47</td>
<td>Final bullet point about increasing public transport use should not just be to “relieve” congestion, but also refer to enabling greater throughput on key corridors to improve economic productivity.</td>
</tr>
<tr>
<td>Paragraph 48</td>
<td>Additional wording that reflects ATAP’s strong direction that a “fundamental shift” to a greater focus on influencing travel demand is required to achieve a step-change in the performance of Auckland’s transport system. It would also be very helpful for this paragraph to pick up on the key early priorities for this shift that are outlined in the table on page 33 of ATAP’s recommended strategic approach. This greater emphasis on influencing travel demand should also be reflected in paragraphs 78-84.</td>
</tr>
<tr>
<td>Paragraph 89-90</td>
<td>Additional wording highlighting the need to ensure transport infrastructure is resilient to the impacts of climate change, such as rising sea levels and greater storm intensities and frequency.</td>
</tr>
<tr>
<td>Paragraph 108</td>
<td>Amend fourth bullet point as congestion is increasing in Auckland due to rapid growth in recent years.</td>
</tr>
<tr>
<td>Paragraph 110</td>
<td>Additional wording that links to the need to “focus on addressing the most significant challenges” would be helpful here to increase alignment with ATAP.</td>
</tr>
<tr>
<td>Section/Paragraph</td>
<td>Suggested Amendment</td>
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</tr>
<tr>
<td>Paragraph 121</td>
<td>Clear distinction of peak/off-peak PT is blurring in Auckland due to congestion outside the peak. It is becoming increasingly expensive and difficult to provide additional PT capacity at peak times. Improving travel choice can also improve the affordability of travel for users as they don’t need to own and operate as many vehicles.</td>
</tr>
</tbody>
</table>
Dear Lester,

As you know, the Government Policy Statement on land transport (GPS) is central to investment decisions across the land transport system. It provides guidance on how over $3.5 billion of New Zealanders’ money is spent through the National Land Transport Fund (NLTTF) each year. It also provides signals for spending of a further $1 billion each year on land transport through local government investment. Through the GPS, the Government ensures that the revenue raised delivers the best possible land transport system (infrastructure and services) to support the needs of New Zealanders and the country’s economic growth and productivity.

In November 2017, when I wrote to you, I noted that work was underway to develop a new GPS 2018 and I indicated the new priority areas. We have been very conscious that the GPS is central to your planning, and the impact that investment direction in the GPS may have on your work.

I have asked officials to prepare a draft GPS for my consideration in late February 2018. This will enable engagement to begin in March 2018, for around a month.

This Government’s vision for transformation is considerable. Reflecting the scale of that transformation in this GPS was not going to be realistic within the time available. Fully reflecting our vision will be a longer term process that officials need to scope, and this will likely involve engagement with the sector later in the year.

In the meantime, focusing on GPS 2018, I wanted to share some of the detail of what is likely to be in the engagement draft of this GPS, with the intention that this information will support your planning.

Firstly, we are retaining the current GPS framework – so the structure of the document will look familiar to you. It will continue to have strategic priorities, six objectives, themes, results, reporting, funding levels and activity class information.

Investment priorities will, however, change. From a strategic priority perspective, the GPS proposes investment to achieve a land transport system that:

- is a safe system, free of death and serious injury – New Zealand roads, speeds, vehicles and user behaviours are a long way from what is required to achieve our aim of a land transport system that is free of death and serious injury. There needs to be increased efforts across the system to significantly reduce death and serious injury on our roads.
• improves access to move towards more liveable cities and thriving regions – the GPS focusses on how transport can enhance the well being of people and the environment and significantly shift to providing more investment in public transport, walking and cycling.

• ensures the land transport system enables better environmental outcomes – we are committed to reducing carbon emissions from transport by substantially increasing the use of lower emission modes, such as walking and cycling, providing frequent and affordable public transport, and supporting rail and sea freight. Lower emission transport options, like electric vehicles and bio-fuels, encourage efficient network and speed management is also key to this priority area.

• delivers the best possible value for money - value for money in transport will deliver the right infrastructure and services to the right level at the best cost. This consideration needs to take into account the full range of benefits and costs over the whole of the life of the investments.

The draft GPS will also include themes. The themes include broad issues that support the effective delivery of the strategic priorities and objectives. The themes influence how the results should be delivered to ensure the best transport solutions for New Zealand are achieved. The following themes are likely to be included in the GPS engagement document:

• a mode neutral approach to transport planning and investment decisions

• incorporating technology and innovation into the design and delivery of land transport investment

• integrating land use and transport planning and delivery.

Currently, the funding information, including activity class funding ranges, is under development. I expect the ten activity classes in the current GPS are likely to remain the same. However, I am considering how signals for investment in mass transit can be provided, and a new activity class may be required. Activity class funding ranges are being repositioned to reflect this Government’s priorities for transport and will be included in the draft GPS for engagement.

Although specific funding is under active consideration, I appreciate that these signals and the broader strategic guidance will have a specific influence on Auckland’s transport investment decisions. As you are aware, the Government and Auckland Council are working in partnership, through the Auckland Transport Alignment Project (ATAP) update, to align our expectations for Auckland’s future transport investments.

In accordance with the Terms of Reference for the ATAP update, I expect that your planning will attach greater priority to improving public transport, including accelerating development of Auckland’s rapid transit network, encouraging walking and cycling, and delivering improvements in health, safety and the environment. The Government expects a greater focus on these modes will transform the urban environment, and provide real travel choices for commuters to access economic and social opportunities.

I look forward to hearing your feedback following the release of the draft GPS. Following engagement, feedback will be considered and revisions made. In line with
the Land Transport Management Act 2003, I intend to consult with the New Zealand Transport Agency Board, before releasing the final GPS before 30 June 2018.

I hope these signals help you better understand the direction of GPS 2018 and help inform your planning.

Yours sincerely

Hon Phil Twyford
Minister of Transport
Summary of Planning Committee information memos and briefings - 13 February 2018

File No.: CP2018/01762

Te take mō te pūrongo / Purpose of the report
1. To receive a summary and provide a public record of memos or briefing papers that may have been distributed to committee members.

Whakarāpopototanga matua / Executive summary
2. This is a regular information-only report which aims to provide greater visibility of information circulated to committee members via memo/briefing or other means, where no decisions are required.

3. The following information items are attached:
   • Schedule of workshops April 2018 (Attachment A)

4. The following workshops/briefings have taken place:
   • 15 February 2018 – Confidential Airport to City Mass Transit Spatial Planning 2 (no attachment)

5. This document can be found on the Auckland Council website, at the following link:
   http://infocouncil.aucklandcouncil.govt.nz/
   - at the top of the page, select meeting “Planning Committee” from the drop-down tab and click ‘View’;
   - under ‘Attachments’, select either the HTML or PDF version of the document entitled ‘Extra Attachments’.

6. Note that staff will not be present to answer questions about the items referred to in this summary. Committee members should direct any questions to the authors.

Ngā tūtohunga / Recommendation/s
That the Planning Committee:

a) receive the Summary of Planning Committee information memos and briefings – 6 March 2018.

Ngā tāpirihanga / Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
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</thead>
<tbody>
<tr>
<td>A</td>
<td>Schedule of Planning Committee workshops April 2018</td>
<td>109</td>
</tr>
</tbody>
</table>

Ngā kaihaina / Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Kalinda Gopal - Senior Governance Advisor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authoriser</td>
<td>Jim Quinn - Chief of Strategy</td>
</tr>
</tbody>
</table>
## Planning Committee workshop schedule - April 2018

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Subject</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wednesday, 11 April 2018</td>
<td>9.30am - 12.30pm</td>
<td>Joint Finance and Performance Committee and Planning Committee HYS event - 10 Year Budget and Auckland Plan</td>
</tr>
<tr>
<td>Wednesday, 18 April 2018</td>
<td>1.00pm - 4.00pm</td>
<td>Mass Transit Spatial Planning</td>
</tr>
</tbody>
</table>
Exclusion of the Public: Local Government Official Information and Meetings Act 1987

That the Planning Committee:

a) exclude the public from the following part(s) of the proceedings of this meeting.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution follows.

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public, as follows:

<table>
<thead>
<tr>
<th>C1</th>
<th>Unlock Panmure High Level Project Plan - Confidential Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reason for passing this resolution in relation to each matter</td>
<td>Particular interest(s) protected (where applicable)</td>
</tr>
<tr>
<td>The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.</td>
<td>s7(2)(h) - The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities. In particular, the report contains indicative delivery programme, commercial arrangements, and strategic acquisitions that are commercially sensitive.</td>
</tr>
<tr>
<td></td>
<td>The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.</td>
</tr>
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### ATTACHMENTS

| Item 5.2 | Attachment A | Albert Park Tunnels development proposal | Page 115 |
INTRODUCTION

1. Who we are
2. What are the Albert Park tunnels?
3. The proposal
4. Cost estimates
5. Progress to date
6. Next steps
WHO WE ARE

Subterranean City – a partnership

Bill Reid
- Champion of the tunnels
- Advocating for re-use since 1980s

Nick Andreeff
- Waitomo Caves tourism and glowworm specialist
- CEO of Waitomo Adventures Ltd.

Nicolas Reid
- Transport planner
- Specialist in integrating transit, walking and cycling as urban transport systems

Attachment A
Item 5.2
WHAT ARE THE TUNNELS?
HISTORY

Built as air raid shelters during World War II

Huge complex under Albert Park, Art Gallery and University

- 3.5km of tunnels
- Entrances at Victoria St, Chancery, Wellesley St and Constitution Hill

Eventually back-filled with clay blocks and sealed
FORM

Main tunnels are 4.4m wide and 3m tall
Arch shaped for natural stability
Cut through rock and other geology
Lined with timber beams
DEVELOPMENT CONCEPT

Transport tunnel
- Reopen the main tunnel between Victoria Street (City Centre) and Beach Road (Parnell)
- Walking and cycling link with two sets of express lifts up to the University Quarter at Princes Street and Symonds Street.
- A “four-station mini metro line using feet instead of trains”.

Heritage and cultural spaces
- Restore example sections to original condition, with interactive displays and historical information
- Preserve sections of dilapidated side tunnels as they are today (viewing only)
- Introduce public art, light displays, etc to the main tunnel to create a series of experiences

Retail and tourism drawcard
- Open side tunnels for small number of high-value retail, food and beverage experiences
- Auckland Glowworm Encounter and Aotearoa Experience as ‘anchor tenant’
**BUSINESS MODEL**

*Conceived as a commercially viable operation from outset*
- Private investors fund capital development against long term lease

*Revenue streams cover opex and pay returns to investors*
- Transport tunnel ‘fares’ collected with HOP card
- Commercial rate leases from tourism, retail, food & beverage tenancies

*Small financial return for council*
- No initial or ongoing subsidy
- Ground rent *paid* to Council/Local Board

*...but large economic returns for Auckland*
UNIVERSITY LINK TUNNEL CONCEPT

Basic concept:

- Re-open the main tunnel from Victoria Street to Beach Rd
- Construct two sets of elevators between the tunnel and Princes Street and Symonds St
- Operate as a pedestrian and cycle connection between the City Centre, University and Parnell
- Charge a small ‘bus fare’ or shadow toll to recoup capital and operating costs
Attachment A

Item 5.2

**UNIVERSITY LINK TUNNEL CONCEPT**

- Creates an east-west transport link with four stations each about 200m apart (two minutes walk).
- Saves a 10-12 storey climb.
- Four portals create network effect with twelve travel options:
  - Midtown to Princes St.
  - Midtown to Symonds St.
  - Parnell to Parnell.
  - Parnell to Midtown.
  - etc.
NETWORK INTEGRATION

Integrates with pedestrian, cycle and bus networks:
- Pedestrian link between City, Parnell and University, overcoming long exposed walk up steep hills. Two minutes flat walk from Victoria St to Clocktower lift.
- Cycle 'missing link' between Grafton Gully, Beach Rd and Parnell cycleways, and core of the City Centre. Grafton Gully to midtown cycleway in 3 minutes ride.
- Links Symonds St bus (Mt Eden Rd, Eastern Busway) to midtown core.

Attachment A

Item 5.2
Attachment A

Item 5.2

CITY RAIL LINK INTEGRATION

- Aotea Station main Victoria St exit
- Faces tunnel portal directly on linear park via Queen Street
- Tunnel is effectively extension of the station concourse
- Extends City Rail Link to the eastern CBD

Makes Aotea Station the University Station
40,000 students at University of Auckland
- Over 70% currently walk, cycle or take public transport to campus
- 13,000 a day walk to and from campus from bus, train, ferry stops in town
- Thousands more walk from apartments and flats in town, Carlw Park, Parnell.

100,000 commuters to City Centre
- Approximately 50% walk, cycle or public transport, many potential trips:
- 400 people live in Parnell and walk to work midtown each day (Census 2013)
- 1000s catch eastern bus routes and walk back up from Britomart

50,000 residents live within in the City Centre
- And they walk everywhere.

TRANSPORT USER MARKETS

Conservative demand estimate for daily commuters:
- 3,000 to 3,500 tunnel entries per weekday
- 750,000 to a million users per year

Plus local and international tourists, day trippers, recreational cyclists...
PORTAL CONCEPTS
EXAMPLE TUNNELS

Stockholm Metro
EXAMPLE TUNNELS

Wynyard Walk, Sydney
HERITAGE

Concept: utilise space in tunnels, side passages and additional tunnel entrances to create new historical encounters in the city centre

Historical display
- Tell the history of the tunnels and their use
- Keep some sections in current condition, restore others to original condition
- Allow people to look through glass panels as a "living museum"

Mini museum and memorial
- Tunnels dug in time of war; use them to present collection of war artefacts
- Display of city centre history and society during wartime?
- Memorial to the 28 NZ Maori Battalion: searching for a suitable location to display their memorabilia
CIVIC USES

Public art
Art in the tunnels
- Partnership with Auckland Art Gallery and Elam to exhibit art works?
The tunnels as art
- Use of lighting, sound, texture, finishes to create an art experience

What else?
- Function space, mini theatre, exhibition rooms...
TOURISM AND RETAILING

Concept: utilise tunnels to create innovative retailing and tourist attractions
- Underground environments are perfect for certain niche applications
- Huge opportunity to present these in the City Centre as the nexus of Auckland tourism and accommodation
- Location perfect for cruise ship passengers and transiting international tourist who don’t have time for tours out of the region
WINE CELLAR

Ideal environment for storing and presenting wine

Showcase of New Zealand wines at “cellar door” themed tasting room and shop

Strong interest in the concept from Auckland wineries
CHEESE CELLAR

Also ideal environmental conditions for aging and presenting cheese

Showcase of New Zealand premium dairy products and luxury smallgoods

Kapiti, Puhoi Valley, etc!
Item 5.2

Glowworm Encounter

Concept: Deliver a Waitomo Caves style glowworm experience in the heart of the Auckland City Centre.

- Natural fit with underground tunnels and cave style environment.
- Glowworm experience easy to deliver in tunnels under Albert Park.
- Opportunities for additional caving style adventures.
CONSTRUCTION PROPOSAL

Prepared by tunnelling specialists at McConnell Dowell

1. Establish worksite and yard, open tunnels
   - clear out fill
   - stockpile bricks and timbers or preserve in situ
2. Line with steel reinforcing mesh, secure with anchor bolts and shotcrete line
3. Lower tunnel floor 500mm to increase height to 3.5m, pave in concrete
4. Construct elevator shafts at Princes St and Symonds St
   - install two high speed elevators in each
   - construct glass and steel elevator podiums at ground level
5. Install basic lighting, ventilation
CONSTRUCTION COST ESTIMATE

- Cost to refurbish 660m main tunnel from Parnell to City Centre and install two sets of public elevators: $14m
- Cost to refurbish tunnel space for glow-worm experience and retail/civic areas: $2.3m
- Planning, consenting, traffic management, and tunnel interior surfacing: $1.2m
- Ventilation, security and safety systems (to be confirmed): $1.2m
- Interior fitout and architectural design: $2.6m

Estimate cost range: $19 to $25 million
Progress to date
PLANNING AND DESIGN

Technical inputs from:
• McConnell Dowell - tunnelling and construction programme
• MRCagney - transport operations plan
• Salmon Reed Architects - Heritage architecture and feasibility (to update)
• Kone - elevator system design
• RCG - retail strategy
• Waitomo Adventures Ltd - tourism strategy and facility plan

Potential funders:
• Interest from a number of private investors, New Zealand and international institutional investors.
DRAFT FEASIBILITY STUDY

- Technically feasible to build and operate
- Construction is conventional and relatively straightforward, low disruption
- Consistent with council family strategies for City Centre urban development and tourism
- Integrates with planned transport network, supports current plans/strategies for transit, walking and cycling

- Major heritage considerations to work through, but no red flags so far
- Ownership-decision making-stakeholder framework is complex and multi-layered
- Substantial investment required to progress planning and design to resource/building consent
INITIAL BUSINESS CASE

- Capital costs range $19 to $25 million
- Revenue range $1 to $2.5 million per year
  - Transport tunnel fares (750k+ users per annum)
  - Tourism tenancies (Primary anchor and secondary)
  - Retail and food-beverage tenancies (four proposed)
- Full operating costs and lease payments to council to be determined
- Indicates a viable commercial operation… but many variables to confirm.

Many benefits of the proposal are externalised to the Auckland region, and not captured by the revenue streams (land value uplift, agglomeration, university access, more walking and cycling, reduced traffic congestion, global exposure).
CONSULTATION AND CONVERSATION

General or ‘in principle’ support to date:

**Partners/interested parties**
- Waitemata Local Board
- Ngāti Whatua Orakei - Whai Rawa
- ATEED

**Council family**
- City Centre Advisory Group
- Auckland Transport Walking & Cycling Team
- Auckland Council Urban Design Unit
- Advisory Panel for Art in Public Places

**Stakeholders**
- Heart of the City
- University of Auckland

**User groups**
- City Centre Residents Association
- Bike Auckland
- Greater Auckland
- Women in Urbanism
- 9,500 Facebook followers
NEXT STEPS
NEXT STEPS

- Formal conditional approval from Waitemata Local Board as land owner
- Agreement/MOU to allow access for detailed investigations
- Progress workstream with ATEED, AT, AC Parks, Heritage, Facilities teams (steering group?)
- Formal process with Heritage New Zealand as interested party
- Begin formal negotiations with financiers and investors

Determine programme for detailed planning and consents:
- Heritage and archaeological assessment
- Traffic impact modelling
- Civil engineering and geotechnical review
- Safety and fire compliance assessment
- Planning review
- Quantity survey and construction review
- Tourism analysis
- Transport benefits modelling
- Detailed business case