Date: Thursday 17 May 2018  
Time: 02:00pm  
Meeting Room: Council Chamber  
Venue: Orewa Service Centre  
50 Centreway Road  
Orewa

Rodney Local Board  
OPEN MINUTE ITEM ATTACHMENTS

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

Item 8.1

public transport
users association
IMPROVING THE MOVING

www.ptuap.org.nz

JOIN US
Rail faster to key Western points
Kumeu Train & Bus Times Comparison

Rail vs Bus times

Attachment A
Our Solution

- Frequent SINGLE passenger train (railcar) shuttle providing hourly services Huapai – Swanson (Similar to the current Papakura – Pukekohe railcar shuttles)

- 14 return services daily, 6am – 8pm

- Connects with new electric train network at Swanson

- Reliable **Congestion Free** route

- Not impacted by delays from Britomart

- Connect with buses from Helensville / Waimauku…and Riverhead

- **Waitakere station** returned to the Auckland rail network

[Website Link: www.PTUA.ORG.NZ]
Advantages

• No double tracking required

• No upgrades required to Swanson, Waitakere Stations. Car park added to Huapai station in medium term (Kiss and Ride initially).

• No new rolling stock, rail lines or signal upgrades required (Waikatere station limits could be extended to Huapai station, or use existing Track Warrant Control

• Freight trains can be time tabled to cross at Waitakere Station

• No electrification required, Waitakere tunnel not an issue

• Utilises under used existing infrastructure and AT rolling stock assets

• Operating costs marginal in comparison to rest of rail network

• OpeX excluding fare revenue approximately $1.5 million per annum

www.PTUA.ORG.NZ
Advantages Over Light Rail (Tram)

- Delivered within 12 months vs 8+ years
- Connects to entire existing Auckland rail network
- Trains To Huapai CAPEX $4 million VS $5? Billion for Light Rail
- Will connect to future Light Rail network
- Serves different routes and passenger capture points to Light Rail
- New Government is investing in upgrading North Auckland Rail line
Survey Results

- **660 responses**
- **Would you use a train service** 86.5% said yes
- **54.84% for work, 11.61% for education, 11.13 for shopping, 22.42 for entertainment**
- **54.22 said they’d use the train daily, 29.87 said they’d use it weekly, 15.91% said they’d use it monthly**
- **Costs of Kumeu Congestion: 4 million hours, $30million**
- **Petition – 1076 have signed**
Tender Road

Attachment A

Item 8.2
Millwater, Silverdale, Orewa, Red Beach, and all the new housing developments get sealed, curbed roads with street lighting, stormwater drainage, bike lanes, parking, running water and wastewater services.
Millwater, Silverdale, Orewa, Red Beach, and all the new housing developments get sealed, curbed roads with street lighting, stormwater drainage, bike lanes, parking, running water and wastewater services.
Tender Road has been here for over 100 years, rates have been collected yet we get none of that. Not even a decent road.
Due to gravity and cornering traffic, this section of road has grown about a metre.
After light rain on Saturday. What’s it going to look like after a good downpour?
Who’s going to mow the lawn now?
Who’s going to mow the lawn now?
Further up Tender Road
Blind corners, steep, narrow and very slippery.
The only stretch on Tender Road where two trucks can pass. Wheels running over the sides and check out the dust and noise.
This happens every 20 – 30 minutes at the moment.
Please advise Auckland Council and Auckland Transport that Tender Road needs their urgent attention before there’s a serious accident and further damage to properties.
Attachment B

Item 8.2
VEHICLES DO NOT HAVE ROAD WIDTH TO PASS
HEAVY VEHICLE COMING DOWNHILL
THERE IS NO ROOM
TWO VEHICLES CANNOT PASS
LOOK AT THE DEPTH UP TO MY KNEE
CULVERT PIPES ARE BLOCKED
Item 8.2

Attachment B

[Image of road damage with water erosion]
Attachment B

Item 8.2
MAIN SERVICES CABLES EXPOSED

DANGER WARNING TAPE

PHONE CABLE FOR STREET
1 week later the gravel has washed away leaving clay exposed.
1 week Later.
A clay surface begins to surface.
Deputation regarding:

Matter: New road name in the Lionel Hart subdivision at 406 Sunnyside Road, Coatesville

File No.: CP2018/04856

Committee: Rodney Local Board Transport, Infrastructure and Environment Committee

Decision date: 19 April 2018

Opening
- We thank the committee for the opportunity to speak on the matter of the new road name in the Lionel Hart subdivision at 406 Sunnyside Road, Coatesville.
- Present at the Meeting are: Ryan Murdoch (406A), John Ambler (406C), James Watson (406D) and Jenny Farmer (406F)

Request
- We seek the committee’s consideration to review its decision on the new road name in the Lionel Hart subdivision with a view to agreeing a new road name supported by the majority of the affected properties.

Background
As part of Mr Hart’s subdivision request we understand that:

1. Anyone subdividing a property accessed by a right of way and resulting with six or more sites using that right of way, is required to apply for a road name under the terms of the Rural and Urban Addressing Standard AS/NZS 4819:2011.

   With nine properties currently already using the right of way (prior to the new subdivision request) we would question why this requirement was not enforced as part of earlier subdivision requests/decisions.

2. We support the creation of a new private road, and support the updated address numbering (particularly to facilitate emergency services), the majority of affected properties do not support the proposed name Hartway Grove as we do not believe this reflects the local history, culture, natural beauty and identify of the current shared driveway.

3. We refer to the Auckland Council Road Naming Guidelines and note the following: *The names of people who are still alive should be avoided as the community attitudes and opinions can change over time. As Mr Hart and his family moved into the community and shared driveway in 2012/3 and still resides on the driveway we do not believe it is appropriate to name the road with his family name. We note that the shared driveway has informally been referred to between neighbours as Kereru Valley Road for a number of years.*

4. In the application for the new road name it was stated: *The Hart family has planted approximately thirty thousand native trees on fifteen acres of the property to support the bird life for the greater Auckland area. This has been a huge effort from all of the family and a lot of hard work and dedication going forward in maintaining this protected area of native trees. Please refer to Auckland Council Consent R 60347A where in August 2013 council granted consent to subdivide. A requirement of that consent was a Planting and Assessment plan – please see the excerpt from the consent in table 1 below*
Table 1

d. (enhancement planting) The consent holder shall carry out enhancement planting in accordance with the approved Planting Assessment and Plan referred to in condition 1 (by Better Living Landscapes Ltd dated 20/6/13, and amendment received 22/6/13). Any weeds present in the enhancement area shall be controlled prior to planting. The advice note referred to in condition 6(c) details what ‘weed control’ means. The consent holder will advise council when planting is initiated.

e. (completion report) All planting required to be undertaken on Lot 1 and Lot 2 shall be undertaken and completed in accordance with the Approved Planting Plan(s). Following completion of the required planting in accordance with the approved Planting Plan(s) the consent holder shall submit a completion report to council’s Team Leader, Compliance Monitoring (Orewa) for approval.

Ongoing maintenance and monitoring - planting

f. (plant maintenance) Plant maintenance in accordance with the approved Planting Plans shall occur for five years or until 75% canopy closure has occurred and a minimum survival rate of the plants (being 90% of the original density through the entire planting area(s)) has been achieved. The five year period shall commence once the completion report has been approved by council in accordance with condition 6(e). Plant maintenance includes the ongoing replacement of plants that do not survive. All invasive weeds and animal pests shall be controlled in accordance with the Weed and Pest Animal Control Plan both at the time of initial planting and any replacement planting if required and on an ongoing basis.

Advice Note:
The five year period can only commence once all planting, weed control and initial pest animal control has been completed to the satisfaction of Team Leader, Compliance Monitoring (Orewa).

g. (bond) Once Council has approved the completion report referred to in condition 6(e), the consent holder may enter into a surety bond of a sum calculated to be 1.5 times the cost of maintenance, the cost to replace the gates with approved fencing, and 10% of the cost of planting or $3000 per hectare (whichever is the greater sum) to allow the early release of s.224(c) Certificate. The value of this bond shall be to the satisfaction of the council’s Team Leader, compliance Monitoring (Orewa). The purpose of the bond is to ensure a minimum survival rate of the plants to 90% of the original density and 75% canopy closure through the entire planting area(s).

h. (Monitoring Report) The consent holder shall submit a Monitoring Report to council’s Team Leader, Compliance Monitoring (Orewa), for approval 6 monthly for the first 18 months then annually thereafter for the remaining period to make up a total minimum period of five years. The Monitoring Report shall include but is not limited to the following information in respect of each lot:

(i) Success rates, including growth rates and number of plants lost (including an analysis of the distribution of losses);

(ii) Canopy closure, beginnings of natural ecological processes - natural regeneration in understory, use by native birds;
5. The named private road ceases at the boundary of 406 and 406D, a short length of driveway is owned by the Watson Family Trust, in recent communications it has come to light that it has been recommended by the Council Surveyor that this strip of land carry the same name as the rest of the private road. No consultation has occurred to date with the Watson Family Trust on this recommendation. See Table 2

Table 2
6. We note that the Auckland Council Surveyor officer involved in this request advised Mr Hart that he should ensure all right of way users were consulted to avoid any disagreement on the proposed name. To the best of our understanding only two properties were formally advised of the proposed change. The rest were not consulted.

7. The affected properties have advised Mr Hart of the preference for an alternative road name and have attempted to meet in person to try to reach a mutually agreeable name. The offer has not been accepted to date. See Table 3

**Table 3**

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**Request**

- We seek the committee’s consideration to review its decision on the new road name in the Lionel Hart subdivision with a view to agreeing a new road name supported by the majority of the affected properties.
Liquor Ban Application to the Rodney Local Board

Baddeleys and Campbells Beach Ratepayers Association
WHERE ARE THE BEACHES LOCATED?

► Campbells and Baddeleys Beaches are adjacent to one another on the Tawharanui Peninsula
► accessed off the road to the Tawharanui Regional Park and facing into Kawau Bay
► 10 minutes to Matakana and 20 minutes to Warkworth
► approximately one hundred and fifty dwellings, either holiday baches or homes in which permanent residents, mostly retired, reside.
The Issue is Anti-Social Behaviours

Gradual build up of anti-social behaviour over the last 5 years

Auckland is “getting closer” with some visitors bringing negative urban behaviours with them

Some visitors see the Bay’s isolation from authorities as an opportunity to disregard the law and Council By-laws

Some property owners are “cashing in” on long term rental opportunities with some tenants who are creating social problems

Associates of local residents are responsible for some of the anti-social incidents

Invariably, the behaviours are a consequence of drinking sessions on the Reserves adjacent to the beaches
Types of Anti-Social Behaviour

- Dangerous driving including burn outs and wheelies on public reserves and the roads into the Bay. drone and 4x4 drinking sessions on one of the Reserves – car impounded December 2107.
14 April 2017 “wheelie” on the Reserve
The driving of unregistered and un-
warranted vehicles taken 20 December 2017
Same vehicle driven 27 December 2017 and 6 January 2018
Attachment A

Item 8.4

Vandalism of the Public Toilets
Baddeleys Beach Reserve 15 August 2017
Vandalism of signs (this one 26.4.2018) letterboxes (this one 23.6.2017) and wheelie bins
A series of beach party fires one of which included the burning of a plywood runabout December 2017
Tagging of Public Toilets, roads, rubbish bins and private property – October 2017
Drinking to excess on public reserves, picnic tables over turned, vandalised and thrown into the Campbells Beach Creek
February 2018
Unauthorised use of residents’ kayaks and the theft of oars and rollicks
EXAMPLES OF OTHER ANTI-SOCIAL BEHAVIOURS

- Litter and drug use paraphernalia left behind in public areas
- Vandalism boarding a moored Ocean Cruiser causing $10 000 worth of damage
- Trespass on private property
- Rent a Bach company Bachcare have refused to continue listing two properties because tenants complained about alcohol fuelled abuse and intimidation
- Threatening and abusing residents and local business owners
- Theft of kayaks and a runabout (1 May 2018)
- Attempted break ins to property
- AGAIN, THE COMMON THEME IS THE CONSUMPTION OF ALCOHOL, PREDOMINENTLY ON PUBLIC RESERVES
HAS THIS JUST STARTED HAPPENING RECENTLY?

No – there has been an undercurrent of anti-social behaviour developing over the last five years.

But it has escalated in the last twelve months.

The perpetrators are both unidentified visitors and associates of local residents.

We only started keeping records and photographs in the last year, hence the application only recorded specific incidents from June 2017.

Property owners and residents did not complain prior to this for the fear of reprisals.

Note that the incidents are NOT ONLY occurring during December and January – they are occurring throughout the year.
WHAT HAS BEEN THE ADVICE OF THE POLICE?

- At every call out, the Police have stressed that the Community need to make application to the Council to implement a Liquor Ban.
- The newly appointed Warkworth Police Sargent has stated (11 May 2018) that based on his experience of the effectiveness of the implementation of the Liquor Ban at Snells Beach, he totally supports Liquor Bans in situations such as this.
THE LOCAL COMMUNITY HAS BEEN PROACTIVE IN DEALING WITH THESE ISSUES

- Has a strong Neighbourhood Support Programme
- Installation of a surveillance camera and appropriate security warning signage
- By following the Police advice and making this application for a Liquor Ban
- Supporting (by supplying volunteers), the North Rodney Community Patrol who make regular visits to the Bay
WHY A 24 HOUR 7 DAYS A WEEK LIQUOR BAN APPLICATION?

- These incidents of anti-social behaviour are occurring throughout the year, on any day of the week and at any time of the day – a partial liquor ban would risk compromising the power of the Police to act.

- The perpetrators know that a complaint regarding their behaviour, cannot be immediately addressed because of the Bay’s isolation – “this is one part of Rodney where we can play up without consequences.”

- Currently, when the Police arrive, they have limited powers to act effectively.

- The community have stated that this is what they want – unanimously passed at the Ratepayers Association AGM in December 2017.
CONCLUSION

- The Local Community want a 24/7 Liquor Ban throughout the year.
- The Police support the Application.
- Surely the views of these two groups should have the strongest influence when the Board makes the decision.
- The submitted maps had been carefully drawn up to prevent possible “blind spots” that could compromise effective action.
- The handling of the Application by both the Board and Council Staff date has been disappointing and seems to have taken no regard of the views of the Ratepayers Association and the Police, the two groups that have to deal with the fall out from these behaviours.
- I urge Board Members to support this Application in its entirety to enable the Local Community, with the support of the Police, to enjoy the superb opportunities that North Rodney offers.
Cr Greg Sayers: Accountability Report
April/May 2018

This is a voluntary report initiated monthly by the Councillor to keep the Rodney Local Board, its staff and the residents and ratepayers of Rodney updated on activities and duties he has participated in. It is a summary of highlights only.

1. Committee Meetings

Extraordinary Governing Body meeting
(Monday 30 April) Decision making
Committee agreed to support the update to the Auckland Transport Alignment Project (ATAP) and the consultation arrangements for Regional Land Transport Plan (RLTP), Regional Fuel Tax (RFT) and Development Contributions policy.

Planning Committee meeting
(Tuesday 1 May) Decision making

Rural Advisory Panel meeting
(Friday 4 May) Decision making
Chaired by Councillor Sayers, the meeting covered views of the Rural Advisory Panel on the Long Term Plan / Auckland Plan Refresh, update on the Auckland Unitary Plan rural subdivision appeals, the Proposed Regional Compliance Scheme for Onsite Wastewater Systems and feedback on Rates Remission and Postponement Policy. Rodney Local Board Colin Smith was in attendance.

RLTP/RFT/DC Policy Informal hearings – Local Boards
(Monday 7 May) Non-decision making
This hearing directly to a subcommittee of the Auckland Transport Board of Directors was an opportunity for local boards to give in-person feedback on the draft RLTP. Each board had a fifteen-minute slot allocated. The Rodney Local Board presented with members Beth Houlbrooke, Cameron Brewer and Phelan Pirrie attending and Cr Sayers also attended in support of their advocacy items.

Finance and Performance Committee workshop
(Wednesday 8 May) Non-decision making
LTP 2018-2026 - Regional feedback briefing including Colmar Brunton survey on the RFT.

Finance and Performance Committee Workshop
(Wednesday 16 May) Non-decision making
LTP 2018-2028 - Local Board Advocacy. Attended this with Rodney Local Board Chair Beth Houlbrooke and member Phelan Pirrie as the RLTP budget issues, implications and trade-offs were discussed and debated.

The Mayor would like to invite you to a confidential briefing on stadium strategy and pre-feasibility study at the conclusion of F&P tomorrow.
2. **Other meetings/events of interest:**

**Warkworth ANZAC Day Service**
(Wednesday 25 April)
The dawn service at Warkworth. Cr Sayers attended with *Rodney Local Board* Chair Beth Houlbrooke.

**Kaukapakapa ANZAC Day Service**
(Wednesday 25 April)
Held at the Kaukapakapa Memorial Hall. Also in attendance was *Rodney Local Board* member Brent Bailey and Cr Sayers.

**Waimauku ANZAC Day Service**
(Wednesday 25 April)
A service held at the Waimauku RSA followed by a street parade was also attended by *Rodney Local Board* members Phelen Pirrie and Cameron Brewer with Cr Sayers.

**Upper Waiwera ANZAC Day Service**
(Wednesday 25 April)
At the Upper Waiwera Conotaph *Rodney Local Board* member Allison Roe attended along with Cr Sayers.

**Face-to-face time with Rodney Local Board members**
(Monday 7 May)
Monthly opportunity for *Rodney Local Board* members or staff to engage directly with the Councillor around any issues, opportunities, forward planning or assistance required. Chair Beth Houlbrooke accepted and attended. Discussions included the RLBTR which Cr Sayers was not politically supportive of.

Cr Sayers willing to meet with any individual member of the Rodney Local Board, or the full Local Board, or with any of its Committees as invited and maintains an open door policy.

**Rodney Local Board communications meeting**
(Monday 7 May)
Meeting with the communications staff and the *Rodney Local Board* Chair to identify news stories, achievements and plans to update the public on.

**Kumeu Constituent Clinic**
(Friday 11 May)
Open day session (afternoon) with Councillor Sayers for constituents to discuss concerns, issues or suggestions.

**Deputy Mayor meeting and northern Councillors**
(Tuesday 15 May)
Meeting held with the Deputy Mayor and the Councillors representing other northern Auckland Council wards to discuss projects to be advanced in the remainder of the election term. Amongst other projects Cr Sayers spoke about the need to for the urgent designation of a bypass road at Kumeu, a Kumeu Haupai Framework Plan, diesel trains to Huapai, Greens Road reserve, the Warkworth multi-sports centre, road maintenance, Local Board empowerment and other township’s investment needs.

3. **Ratepayer meetings attended:**

**Snells Beach R&RA AGM**
(Monday 7 May)
Cr Sayers was a guest speaker at the Snells Beach R&RA AGM along with *Rodney Local Board* member Beth Houlbrooke updating the meeting on the Auckland Council 10 Year Budget (LTP), the Rodney Local Board Transport Targeted Rate and the draft Regional Land Transport Plan (RLTP). A new Committee was elected.

**Kumeu Huapai R&RA AGM**
(Tuesday 8 May)
Cr Sayers was a guest speaker at the Kumeu Huapai R&RA AGM along with MP Chris Penk and Taupaki R&RA Choir Mr Ian Shaw. *Rodney Local Board* member Brent Bailey was also in attendance. A new Committee was elected.
Coatesville R&R AGM  
(Wednesday 16 May)  
Presented at the AGM for the Coatesville Residents & Ratepayers Association along with Rodney Local Board member Louise Johnston on the draft Regional Land Transport Plan and answered questions on the topic of transport investment regionally across Auckland as well as locally that impacted the Diary Flat district.

4. Constituent Queries:
Set nets – Omaha Beach, recycling in Mahurangi West, forest hygiene stations and kauri dieback, Code of Compliance process, certificate of acceptance, Reliance Way – Omaha, illegal landfills, cat advocacy groups, Hamilton Road, Wright Road, sub-division application, various Auckland Transport follow-up requests.

Greg Sayers  
Auckland Councillor  
Rodney ward