**Devonport-Takapuna Local Board Community Forum**

**OPEN MINUTE ITEM ATTACHMENTS**

<table>
<thead>
<tr>
<th>ITEM</th>
<th>TABLE OF CONTENTS</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>8.1</td>
<td>Allen Hill Neighbours - Dacre Park</td>
<td>3</td>
</tr>
<tr>
<td>9.1</td>
<td>Ruth Jackson - 40 Anzac Street, Takapuna</td>
<td>11</td>
</tr>
<tr>
<td>9.2</td>
<td>Claudia Page - Patuone Walkway</td>
<td>13</td>
</tr>
</tbody>
</table>

**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.
Thank you for allowing me the opportunity to speak once again about the proposed development at Allen Hill. This was instigated to provision for better in-season training facilities for North Shore United Football but now also for year round use, for evening games and for unknown sports or entities to book.

There are still many issues with the development, impacts have not been properly assessed or understood. Yet they are bulldozing on, determinedly and we remain concerned, exacerbated and in many respects dumbfounded.

We entered into the Local Working Group in good faith. This has not been reciprocal – interestingly largely from the officious Council Officials not the Club.

Presently, the officers have halted further discussion on the open issues in the Operational Management plan and not or reluctantly sharing latest designs and revised hours/numbers from the club. Nor responding to multiple emails or calls.

Two weeks ago, however, I had a response and a voicemail advised they are “tweaking” the existing reports and finalising the Resource Consent for submission in mid-August. My emails and follow up calls have not been returned. We remain under confident that they will seek to honour your request for the Resource Consent to be publicly notified.

Throughout the many years of dialogue – impact of “less than minor” was always a predetermined outcome. Key areas of concerns remaining – noise, traffic, parking, summer usage & men’s evening training and tournaments and importantly, the much neglected safety.

We have conceded on many points and the impact is going to be considerable yet gained few concessions – in fact, it is only relief on Mondays. (As you know, disgracefully they slotted that back in after the meeting on 20 February when Landlord approval was granted by yourselves. Whilst, when challenged and with support from the club, they have withdrawn this along with the 8am start on Sunday).
Yet still have added year round hours including summer with preseason training, trials and summer evenings tournaments including men. This is despite the club saying they would not host regular Men’s training here and there would be no evening matches. The Council are specifically putting in lower lux lighting suitable for training as due to the proximity of housing, it was deemed unsuitable for evening games. So why would it be ok in summer to play men’s tournaments and preseason games? The volume from men games is extremely invasive and summer play has always been excluded as this would have greater impact and many practical issues – especially for young families. We would like these to reversed and dialogue and negotiations on the Operational Management Plan progressed.

The Specialist reports were not provided in the submission to the meeting requesting Landlord Consent and both Mike & Grant expressed disappointment with this. I assume you have since have sight of them?

Essentially, they are invalid as they are fundamentally flawed for a number of reasons. Thus, we are alarmed that “tweaking” will be adequate to make them an accurate representation of impact or in scope.

Noise is not cumulative and specifically exclude the noise associated with the forecast overflow of parking as well as the recycling centre. The parking overflow should obviously be an input to the noise modelling.

The parking overflow is also understated. Whilst the tweaking “may” address the reduction of parking from 139 to 72 which represents a net increase of only 22 spaces when current provision which is recognised as insufficient for current usage.

The other key area is the exclusion of any analysis of the impact on Lake Road. This is an extremely sensitive area for the whole community.

Were you not alarmed that the in the management summary of the Traffic report? In case, you are not familiar, farcically, it states that in 2004 there were 18,685 daily vehicle movements on Lake Road and since then there has been no significant developments in the area, concluding it has not changed? It then said, that arterial roads in Auckland should be designed to carry 50,000 cars per day, therefore there is plenty of capacity and no necessity to examine it further? Is it appropriate to use data from 2004 in 2018? I do not know anyone who believes the Lake Road is working adequately with plenty of capacity and could be almost tripled? It is my understanding that volumes are
in the region of 25-26,000 not 18,000 today. This is pure madness. And all the more reason why this has to be publicly notified and properly examined.

The other justification for excluding analysis of Lake Road is there is no congestion outside the site and it is not an accident blackspot. This comment is the single reference to any aspect of safety.

However, there is no forecast of what the impact of increased visitors at weekends and evening which will likely be most challenging when it coincides with rush hour and least safe after dark. Nor whether this will have safety implications going forward.

The claims that this will reduce traffic on Lake Road is not scrutinised and would only apply if the bulk of visitors to the site live south of the site – which is not the case – membership distribution indicates only 22% do and all matches have an opposition – with the exception of Waiheke, none come by ferry, so all would need to travel down the peninsula and almost 80% of club members attending training. The cars don’t magically appear on Memorial Drive – they have to come from somewhere and with one road in and one road out – it is event style traffic up and down Lake Road creating a new bottleneck and putting further pressure on existing congestion. There is no analysis of this and there is a reason for that – they have no local knowledge and they know it won’t paint the “less than minor” picture they want to paint. This needs to be properly, honestly and critically examined and understood.

We have a number of other open issues with the Operational Management none more critical than their refusal to state the permitted noises levels in the document. Bear in mind, under the Unitary Plan, they are extremely liberal. Other noise management plans include this and have in-building measures. Also detail mitigation or steps if levels are breach. We only want included the protection afforded to other residents in close proximity to sports parks.

In conclusion, we are essentially being told, we should drop this. There is no plans for further debate or discussion or changes to the Operational Plan and it is futile to appeal to yourselves. The expressed view is Local Boards do not have money, power or influence, they are ineffective and dysfunctional and I was specifically told that this board is the most dysfunctional.

Now I am not relaying this to be offensive or even provocative but because it is representative of the spirit in which we have been arrogantly treated. “We are Auckland Council”. “We can and will do this”. Kris has said twice in this
room, that he has no plans to return or provide further updates to yourselves. They wish to progress at all costs with no hindrance.

He has expressed frustration with the fact that if Dacre Park wasn’t in a heritage area or flood plain there would be no necessity to apply for any Resource Consent and repeatedly stated they are under no obligation to consult affected residents at all. But there is a by-product of consulting – latter meeting were not minuted and reason was they have sufficient minutes to demonstrate to the Independent Commissioner that they have consulted the primary impacted group and there is no necessity for further public notification or dialogue.

Since the advent of the Super City – clearly there has been none of the much touted cost savings – but decision making by individuals with no local knowledge or affiliation to the district and disempowerment of Local Board. And little but distress for locals.

The final point I would like to highlight is safety – this has not been examined at all. There are two sentences in the traffic report referencing historical accident data but no no-one has examined how safe it will be post the development, when kids are dropped off and walking across Lake Road after dark. Or pedestrians with industrial traffic – deliveries to business, those huge recycling trucks. They have very limited visibility and it not safe to operate near children.

This needs to designed with safety in mind. Separate flows for industrial traffic, physical barrier for pedestrians or permitted hours for these enormous vehicles and deliveries only outside of the venues operating hours. It’s Council land, so you can stipulate such windows and practices. You could budget and put in better lighting or a pedestrian crossing, a median strip or other traffic calming measure.

Victoria Road and Abbotsord Terrace are narrow cul-de-sacs, an awkward junction with largely single vehicle passing in the approach roads. It is not well lit, single lane, both on inclines and not designed or suitable for large volumes of vehicle movements, cars hoovering, parking or drops off and pick ups of young kids.

I have a particular personal interest in the safety of children and cyclists. No-one wants anyone injured or killed in the ingress or egress of this congested site. Don’t make this your “I told you so” moment. This is a venue for youth,
we have a responsibility to ensure it is safe. It must be considered, it must be designed and operated safely. You are accountable, it’s on your watch, and you have a responsibility to ensure all aspects are properly considered.

Thank you for you once again for the opportunity to speak today.

We are looking for your support and assistance. Are you empowered to request the Park Officials re-engage to conclude a reasonable Operations Management Plan with suitable safeguards and the worst excesses limited. To ensure the Resource Consent submission has analysis which is thorough, suitable in scope, valid inputs and investigate properly, with current vehicle numbers, impacts on traffic, safety and noise? Finally, how can we ensure they do not seek to avoid a publicly notified Resource Consent for this development and hoodwink us with fantasy “less than minor” conclusions?

Maybe you have given up or you genuinely don’t care that these homes will be year round and permanently blighted, Lake Road is a lost cause. Maybe you can’t be bothered to research it, read the documents or even reply to emails. It was David and Goliath actions of a residents group to effected change to Ryman Healthcare — essentially they did your job. I will watch Panuaku’s plans for Takapuna with interest and glad you are making a stand. But you cannot neglect safety. If there is a tragic accident, I will be back to remind you, that you knew and you did nothing!
Supplementary/Summary – if time permits

At the outset it was training lights only and no men’s training – as unsuitable for evening matches or adult training due to noise impact on residential housing

Discussions for almost 4 years and Operational Management Plan been under development for months, exclusively for winter season of 1 March – 31 October

Summer usage never in scope

Assurance that noise would be manageable as only operating during football season, residents likely to be inside with doors and windows more likely to be closed

Yet within 1 week of the Landlord Approval, the Operational Management Plan updated:

- Summer operating hours imposed - 1 November – 31 February
- Men’s evening training
- Pre-season matches & trials
- Summer evening tournaments including adults competitions

Traffic report excluded Lake Road analysis based on 14 year old traffic volumes

Noise measurements, 1 sample day of data used and testing taken pre-season and during school holidays and importantly not cumulative and close to maximums

Refusing to include Unitary Plan permitted noise limits in Operational Management Plan or in-building levels or mitigation

Initially removed 79 additional parking spaces and subsequently the additional 43 behind goal reduced to 7. Although parking overflow based on original full onsite provision

Club only want 1 evening for year round training of youth academies and are disappointed with reduction in onsite parking

It is laughable. It’s corrupt. They are morally bankrupt!

The time to act is now. Prove to us you can be effective and speak to Parks Management or Stephen Town as this behaviour is wholly inappropriate.
Safety has to be examined

Council are determined to get the lease off NSU, the sand turf needs renewal. The site is in a flood plain, barely 2m above sea level

The 18m light poles will need substantial foundations or framework – should we really be doing construction of this nature in a flood plain?
To the chair, Devonport Takapuna Local Board

Dear George,

At a public meeting held last night to discuss the fate of 40 Anzac Street, an overwhelming majority of the nearly 400-strong crowd who attended, passed the resolution shown below.

We would like the opportunity to present this resolution at tomorrow’s Devonport Takapuna Local Board community forum, and seek the board’s endorsement of it.

That this meeting requests Council to:

a) rescind Resolution Number AUC/2016/22 clause c) i) passed on 10 March 2016 by the Auckland Council Development Committee authorising Panuku Development Auckland to dispose of 40 Anzac Street;

b) halt all activities related to the disposal and/or development of 40 Anzac Street, including any decisions or determinations on the future of the site;

c) empower the Devonport-Takapuna Local Board to fully collaborate with the community to reach a consensus on the future of 40 Anzac Street and agree that the Council be bound by those decisions.

CARRIED

We look forward to your acceptance of our request, and to seeing you tomorrow.

Warm regards,
Ruth

RUTH JACKSON | M 021 611 357

heart of takapuna

Advocates for positive change in Takapuna | Because local means the world to us
info@heartoftakapuna.co.nz
www.facebook.com/SaveTakapunaCarpark
HEART OF TAKAPUNA

RUTH JACKSON | ruth@ruthjackson.co.nz | M 021 611 357
www.facebook.com/savefranksboat
Bike Shore
Presentation to the Devonport – Takapuna Local board
Pautone Walkway

7 August 2018

Bike Shore are part of the Auckland Bike "Burb movement with the mission statement

_Bike Shore wants more people riding bikes in safer & more connected communities_
Bike Shore Observations at Hobsonville Pt shared pathway (adjacent to De Havilland Drive)

As members will know, the Hobsonville Point redevelopment is often held out as an exemplar of best practice design. However, there are exceptions to this including the Bomb Point shared pathway which follows a very similar estuarine environment to the one we see at the upper end of Shoal Bay – “Takapuna Estuary”. This is where they have made a crucial mistake, which is obvious if you get on a bike and go for a ride, or even if you just walk. The concrete path measures just 2470mm wide, and with plants overhanging on one side only this is reduced to 2050mm. In our experience it’s common for paths to have overhanging plants on both sides, making them even narrower than this example. For comparison a standard domestic driveway is 3000mm.

With the wooden safety rail that also reduces how close you can ride to the edge with a man’s bike typically having handlebar width of 700mm; The rail at 1000mm high would mean that even on the largest men’s bike available you wouldn’t have your handlebar above the rail. Interestingly the footpaths in Hobsonville are generally wider than those in the DTLB area - one I measured being 2.30 mm wide with an angled edge rather than a square curb. In our area paths are just .... wide, the new wider Jutland Road one, although it caused a lot of disruption is a pleasure to walk on.
1. Typical walkers on a 2.5m path with the effective width reduces to 2m. As you can there is no room for anyone to pass on foot or on a bike.
2. Path with handrail on one side only, again plants have been allowed to encroach on the path area. A person on a bike would have to ride well towards the middle of the path due to the handrail on the side – similar to allowing a gap next to a car or other solid object. Handrail pictured is 1100mm high. Typical handlebar width on an adult bike is 700mm.
3. Curved boardwalk or pathway – more width needed than a straight pathway. Width to the toerail is 2400mm. Curved section with toe rail on one side only. On curves it’s natural to end to take a straight “desire line” for the shortest distance.
4. A solo walker sees the cent of the path, in this instance there wouldn’t be room to pass using any mode unless the dog moved to one side. The dog walker would be even more difficult to navigate around.

A possible solution would be a routed or painted ‘centre line’.
Suggested improvements

- Increase the usable width to 3000mm
- Mark a centre line and install shared path/keep left signage
- Encourage private landowners to encourage connections between commercial properties to Barry’s Point Road, especially near the midway point in the opposite Des Swann Drive, this would be great for people visiting shops an businesses or working in the area and provide a quieter route to Akoranga Station than walking alongside Esmonde Road.
- Work with cycle lobby groups to have rider friendly transitions to connecting roads.

Conclusion

As the title of the concept suggests this is only an upgrade to a walkway and not to shared pathway standard which would practically allow for people on bikes.

To be a shared path with could accomodate bikes the width needs to be an effective 3 metres, not the 2.5 as designed.

This pathway is a priority route under the Greenway plan for connecting the growing Takapuna Metropolitan Centr. Let’s learn the lessons of the 4-lane Harbour Bridge which had to be expanded to 8 lanes withing a few short years ( and the too small CTL platforms, already being re-thought) and not just do something, but get it just right.

The Devonport Takapuna Greenways Plan map G8 Auburn Reserve to Esmonde Road ( referred to in the concept plan as Patuone Reserve) is intended to be for both walking and cycling. Our fear is this design does not go far enough to be a realistic bike alternative to the very busy Esmonde Road route, or for Barry’s Point Road with its huge number of commercial vehicle entries and exits.

The success of the DTLBs bridge over Milford Creek connecting Milford Beach to Castor Bay is an example of how a local project done really well can make a huge difference.

Bike Shore strongly asks for the DTLB to not only approve this project but ask that it be increased to the full 3m width.
Description of priority route G8

“G8 connects Takapuna metropolitan centre to Esmonde Road via esplanade reserve, leading from Auburn Reserve alongside Takapuna Estuary, with connection to the supermarket and Barry’s Point Road. It connects to priority route G7 at Killarney and Auburn Streets. G8 priority route could form part of Auckland Transport’s ‘feeder’ network as it acts as a crucial connection to ‘highway’ routes on the Auckland Cycle Network (ACN). A cycle highway would connect from Esmonde Road to the future Skypath which spans the Auckland Harbour Bridge.

Devonport Takapuna Greenways June 2015