**Devonport-Takapuna 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.
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Statement by Ralph Roberts, MBE, JP

It is my submission that Auckland Council is in breach of trust in proposing to sell the carpark at 40 Anzac Street.

As the Auckland Harbour Bridge was about to open in 1958 the land owned by North Shore Motors Ltd at 40 Anzac Street (we knew it as North Shore Transport or the Bus Barn) was offered to some of the shopkeepers in Takapuna to buy.

The business owners in turn talked to the Takapuna Borough Councillors with idea of purchasing the land for a central carpark on their behalf. This was done with trust that the councillors could hold the land title on our behalf as a group purchase, requiring one entity to act as a guardian of the land, on behalf of all those with a vested interest, who would pay for the purchase.

After five years of negotiations, the newly-formed Takapuna City Council finally agreed to the land purchase on behalf of business houses of Takapuna in 1963 and this was concluded in 1964 on the understanding that the shop owners would pay a special rate each year for 25 years or until it was paid off. In the event, Council overlooked the 25 year term and carried on charging the extra rate for another six years.

We the purchasers / financiers were continually assured that this land would never be sold. That promise was made and continually reinforced to ensure our continued commitment to pay this special rate, which was at times, a heavy financial imposition.

The Central Carpark of 40 Anzac St must remain in Council hands as it was purchased by order of the Council in 1963 and vested with the Council by the guarantee of 25 years of special rate payment (that was extended for 6 years) that it shall always remain a car park.

My Company, Roberts Electrical Ltd. of 53 Hurstmere Road, paid our financial part for this Central Car Park over that full period of 31 years. The purchase of this land was a significant financial imposition to our large family and also to so many families penalized by the special rate.

Our original agreement with Council was that 40 Anzac Street would always remain for car parking. This is confirmed by the Memorandum of Transfer from North Shore Motors Ltd to Takapuna City which said “doth transfer unto the Council ... the above described piece of land for parking purposes.”

Takapuna business owners have been the only Business Association on the North Shore to be taxed with a special rate for car parking since 1963 till today and that is another reason not to sell any part of it now or in the future.

When it was purchased some area was taken off the carpark land to make a service lane around the back of the Hurstmere Road Shops, so development for an improved public value and more efficient use of the space, has always been a possibility to improve its contribution to the quality of the community.

One of the main reasons the central carpark is enjoyed is because it is on the same level as the shops and directly adjacent to the shops.
When I was President of the Takapuna Business Assn, we had a delegation from concerned young mothers of Takapuna that were trying to push their prams from the new Gasometer parking in the gully in Huron Street, Takapuna. They found it was so steep and hard work and they would rather go to somewhere else like Milford but they enjoyed shopping in Takapuna hence the delegation to request us never to let the central car park be sold. It is therefore obvious, that eliminating this carpark’s proximity to the shops will also discriminate against the elderly and young mothers who cannot navigate walks of hundreds of meters, uphill, up a wind tunnel and across several busy intersections; to interact with the shopping precinct.

Around the year 1995 there was talk of the Council selling part of the car park and the then City Council Town Clerk Mr. Bryan Burns stated to a Council meeting that I and other businessmen attended, that in no way was the Council to contemplate any sale or part thereof, as it had a guaranteed future position as the heart of Takapuna, as the central carpark.

I submit also that there has been a breach by Auckland Council of Section82 of the Local Government Act. I have spoken to 4 sons of some of the original members of the Business Assn. who worked to purchase this land at 40 Anzac Avenue to provide and preserve public value; and they are still in business in Takapuna. They, as I, were adamant no one from Panuku or the council had spoken to them or any members of their family for a current opinion.

For Auckland Council, or any of its agencies now to propose to sell any part of the carpark is a gross breach of trust, very possibly open to challenge in the courts, and certainly unworthy of an elected body claiming to act with integrity and in accord with democratic principles.
Statement by Terry Dunleavy MBE to
Devonport Takapuna Local Board
21 August 2018

Attachments:

1. Section 82 of Local Government Act.
2. Text of Terry’s statement
3. Copy of Memorandum of Transfer of 40 Anzac Avenue, 1964
Attachment B

21 August 2018

Devonport-Takapuna Local Board

Minute Attachments

Item 9.1

Principles of consultation

82

Consultation

(1) Consulation is a local authority undertaking in relation to any decision on other matters must be undertaken, subject...
Statement to DTLB by Terry Dunleavy MBE:

On the subject of the carpark in the Anzac Quarter, you have two notices of motion before you today. I hope you will unanimously accept the Gillon/O’Connor motion, and send it to Auckland councillors not just as resolutions from the Heart of Takapuna meeting, but as an expression of your own view as our local board.

I have passed round copies of what Section 82 of the current Local Government Act says about Principles of Consultation.

It is my submission that Auckland Council and its uncontrolled organisation Panuku are in violation of those principles. Firstly, they have sought to dilute the views of Takapuna people not just by spreading so-called consultation papers to over four times the number of households beyond the area affected, but by allowing organisations like Generation Zero to turn it into a virtual national referendum by way of email.

Leaving aside the question of how effectively the papers were delivered, Panuku says they sent out 78,000. There are 17,982 households in the North Shore Parliamentary electorate area, that stretches from Devonport in the south to Castor Bay in the north, and Highway 1 to the west, the area that could be said to have Takapuna as its main centre. 78,000 means that the papers have gone also to other areas like Northcote, Glenfield, Albany and Browns Bay. This is not an issue for those people, this is a Takapuna issue, and it should accord with the wishes of Takapuna residents and ratepayers. This can only be a deliberate attempt by Panuku to dilute our wishes to placate the pipe dreams of desk-bound Panuku planners who will never have to live with the consequences that we will have to live with if this silly plan goes ahead.

And it is silly. If there’s a need for more high rise apartments in Takapuna, Panuku have got it the wrong way round. Instead of two or three low-rise blocks at 40 Anzac Avenue and a carpark hundreds of metres away at the bottom of Huron Street, why not the apartments in Huron Street where the sky is almost literally the limit in terms of how high the apartment towers could be built.

But there’s a deeper and more fundamental problem in this issue. As you will hear shortly from Ralph Roberts, this is a gross breach of trust. But it’s also a breach of democracy and of our rights as citizens and ratepayers.

Look at paragraphs (e) and (f) of the Principles of Consultation. Can you honestly say that Panuku and Auckland Council have approached this with the open mind called for in (e). And does the consultation paper with its two vague options and a blackmail third, meet the test in (f) of a clear description of relevant decisions and explanatory material relating to those decisions?

We residents and ratepayers of Takapuna have always seen you members of our local board as the first line of defence of our wishes and our rights. But now that we have seen the lengths that Auckland Council and Panuku have gone to in order to impose their pipe dreams on us, and we know from what they have said that our two elected ward councillors are supporting Panuku rather than us, you have become our last line of defence, which is why we call on you to stand up for us.
This Takapuna Carpark issue is but the tip of a huge iceberg of discontent that is sweeping across the whole of Auckland City

The current system under Mayor Goff has become a dictatorship of the bureaucracy, against which, in next year’s Council elections, there will be a massive revolt by residents and ratepayers who are sick and tired of broken promises to hold rates. Sick and tired also of the petty ways the burgeoning bureaucracy keeps dreaming up to make even the most minor of consents more and more costly and time-consuming.

So, let the record show that here in Takapuna, on this day, 21 August 2018, the Devonport Takapuna Local Board stood firm and said “enough is enough” and fired the first shot in the 2019 revolution that enabled Aucklanders to reclaim our rights as residents and ratepayers of a free democratic modern community.

Kia kaha! Kia ora tatou

21 August 2018
Memorandum of Transfer

being registered as proprietor

of an estate in fee simple

subject, however, to such encumbrances, liens, and interests as are notified by memorandum underway

or endorsed hereon, in all that piece of land comprising a parcel 37.7 metres more or less being Lot 1 on Deposited Plan Number 228391 being part Allotment 80 of Section of Takapuna and being the whole of the land described and denoted in Certificates of Title Volume 695 Folio 105 and Volume 696 Folio 125 and part of the land comprised and described in Certificate of Title Volume 495 Folio 155 North Auckland Registry District in respect of the land mentioned above to the legal and equitable amount accrued in and by virtue under Sections 202 and 203 of the Act of the sum of FIVE THOUSAND POUNDS (5,000) paid to it by the said

CORPORATION called THE HAWKESBURY AND CHATTERTON,hislw CITY OF TAKAPUNA a municipal corporation duly constituted under the provisions of the Municipal Corporations Act 1974, Chartered under the Act of the (the receipt of which sum is hereby acknowledged) with

NOTICE TO ALL parties to the Council of the existing and interest in the above-described

piece of land for public purposes, pursuant to the provisions of Section 157 of the


IN WITNESS WHEREOF these presents have been executed the 30th day of May One thousand nine hundred and sixty-four.

[Signature]

[Signature]

Secretary.
Let’s be clear, this issue of the Anzac St Takapuna central car-park is not just about preserving the Sunday market for the pleasure of a small minority. Far from it. Yet now, we find that someone, in a position of authority and responsibility, within the ranks of Panuku and it’s master(????) Auckland Council, are spreading false and misleading information aimed at deluding the wider public (who naturally, are not familiar with what’s at stake) into the notion that because most of the opposing signatures were gathered at the market. (Where else?) it is claimed that all the fuss is about nothing more than preserving for a small group, that weekly 5 hour event. Are we now to see the media supporting these lies, trifling with the future social fabric of Takapuna? Democracy demands that the public should know the whole truth.

Now for some vital facts: (1). Groups of us have been invited on at least three occasions by Panuku to hear Panuku and to present our views which have been unanimous in opposition. Remarkably, Each time the Panuku Officer has ignored our views and advised that “It’s going to happen anyway”. We can only assume they are bound by instructions from above. (2) On the practical side. The sun does not fully reach into that open area of the carpark until 2.15 PM each day (3.15PM during the 6mths of daylight saving. (3) NIWA records that the W,SW, and S winds occur for approx 60% of the year. (4) Add to these conditions the proposed multi story buildings and there will at best, be brief periods of filtered sunlight in otherwise cold, shaded, windy canyons. Just look at Auckland city and it’s drafty back streets. The “exciting” cafes and bars depicted by Panuku show people enjoying the sunshine where there can be none, to the music of violins as shown by paid artists in the “Imagineering” of their “creative” persuasive marketing literature will seldom happen, if ever. That is taking marketing license by a publicly supported government body way too far. (5) With over 80 foodies already in Takapuna, there is serious risk that the new cafes will soon be shunned by the populace after they find the conditions less than pleasant. Yes, some cafes will struggle to survive while others will soon
die a natural death in the cold and with no longer a view of the sky. And we will have lost the open unsung ambience of that central open space that we have taken for granted as ours for ever.

(6) Finally, To crown this disgraceful political/financial copout Panuku offers three choices, two of which favour Panuku, so automatically skews the response in Panuku’s favour. There can be little doubt that the very fact that the general public are now victims of corporate trickery demands a full inquiry, starting with the publishing of the record of the decision to create this all-power group called Panuku.
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/SaveTakapunaCitipark
HEART OF TAKAPUNA

RUTH JACKSON | ruth@ruthjackson.co.nz | M 021 611 357
www.facebook.com/savefranksboat
Devonport-Takapuna Local Board resolutions on 40 Anzac Street, Takapuna as at 16th August 2018.

17 April 2018

Resolution number DT/2018/51

MOVED by Chairperson G Gillon, seconded by Member J O’Connor:

That the Devonport-Takapuna Local Board:

a) receives the Chairperson’s report.

b) raises a dispute with the Governing Body over the non-allocation of decision-making to the Devonport-Takapuna Local Board of the project on 40 Anzac Street, Takapuna.

c) considers referring the dispute to the Local Government Commission for a binding determination should the dispute not be resolved with the Governing Body.

d) requests that local board officers assist with the administration required for resolution number DT/2018/51 b) and c) above.

e) receives the advice provided to the board by Eric Perry, Relationship Manager, in response to the Chairperson’s report.

20 March 2018

Resolution number DT/2018/37

MOVED by Member J O’Connor, seconded by Member J McKenzie:

That the Devonport-Takapuna Local Board:

a) receives and thanks Member J O’Connor for her written report.

b) notes that the board will initiate a community awareness campaign and elicit general feedback as to the future development of 40 Anzac Street Takapuna

c) requests that Auckland Transport investigate a right turn arrow on the corner of Burns Avenue & Esmonde Road for traffic travelling North on the motorway.
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.
20 February 2018

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.

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.

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.

d) 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.

e) 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.

17 October 2017

Resolution number DT/2017/228

MOVED by Chairperson 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 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 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
c) 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 Wood 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.

18 July 2017

Resolution number DT/2017/153

MOVED by Member M Cohen, seconded by Member M Sheehy:

That the Devonport-Takapuna Local Board:

a) notes that the central Anzac Street carpark is integral to the Takapuna retail and hospitality business district, and the current 270 carparks at the Anzac Street site should be protected. This includes the potential to increase to 400 short-to-medium carparks in a manner that ensures good quality and usable public open space (as per the Devonport-Takapuna Local Board Takapuna Centre Plan). On that basis, the local board:

i. recommends to the Finance and Performance Committee that the Takapuna off-street car park reserve fund be used towards the construction of the Gasometer Public Carpark;

ii. recommends that the reduction in carparks resulting from the Hurstmere Road upgrade project be temporarily reflected and accounted for at the proposed Gasometer site;

iii. acknowledges the Takapuna Unlock and Hurstmere Road upgrade projects will temporarily reduce car parking in the area, and recommends both the Gasometer and Killarney projects provide short and medium term car parking during construction, with the view of both primarily all-day carparks after completion;

iv. recommends that the proposed Gasometer site will result in an increase in the number of carpark spaces in the Takapuna metropolitan centre;

v. recommends that a minimal number of leased carparks be provided to ensure priority is given to short and medium stays on the Gasometer site.

vi. recommends that the number of leased carparks be limited to ensure priority is given to short-to-medium term stays in the Takapuna metropolitan centre, while the Hurstmere Road upgrade is undertaken;

vii. requests a workshop from Auckland Transport and Panuku staff to discuss options to upgrade the footpaths and connections on Northcroft and Huron
Streets;

viii. request a workshop from Auckland Transport on the process and timeline to bring the Killarney Street carpark back to being managed by Auckland Transport; and

ix. notes that the budget to deliver the carpark is proposed to be funded from the sale of the remaining land parcels at the Gasometer site, or from the council’s Long-term Plan.

b) notes that the central carpark statutory consultation process is planned for August 2017 and the board requests that it be consulted on prior to the process being undertaken.

c) recommends that the following resolutions from the December 2000 Takapuna Community Board (TCB) meeting, tabled by Member J O’Connor be included in the minutes:

“In order to provide for a rise of long, medium and short term parking in the Takapuna CBD the Community Board resolves:

i. That a 500 carpark facility be built immediately on a portion of the Gasometer site as a first stage towards meeting parking demand in the CBD and surrounding areas;

ii. That design drawings showing how this could be achieved (and preliminary costs for such a facility) be presented to a meeting of the TCB in February 2001;

iii. That this matter be progressed with urgency so that as a consequence appropriate steps can be taken to alleviate all day parking problems in residential streets”.

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12 Proposed Takapuna Centre Plan

Warren Macdonald, Manager Planning North and West, and Dave Sanders, Team Leader Planning, were in attendance to speak to the report.

Resolution number DT/2014/295

MOVED by Chairperson MA Cohen, seconded by Member JRK O’Connor:
That the Devonport-Takapuna Local Board:

a) endorse the ‘Takapuna Centre Plan: Implementing the Takapuna Strategic Framework’ and recommend to the Auckland Development Committee that the

plan be approved for publication with the following amendments:

CARRIED

Resolution number DT/2014/296

MOVED by Chairperson MA Cohen, seconded by Member JRK O’Connor:

i. That more weight is given to the words in the Takapuna Centre Plan, rather than the graphics, especially relating to the Anzac Quarter and the

 provision of good quality public space thereby enabling civic events like

 Anzac Day, catering for up to 10,000 people and markets like the current

 Sunday market to occur.

CARRIED

Secretarial Note: Pursuant to Standing Order 3.15.5 Members Joseph Bergin and

Dianna Hale requested that their dissenting vote be recorded.

Resolution number DT/2014/297

MOVED by Chairperson MA Cohen, seconded by Member JRK O’Connor:

ii. Encourage underground carparking and other carparking options (aiming for 400 rather than the current 270) to support Hurstmere Road becoming

 a shared and/or pedestrian only open space and the possibility of a portion of

 The Strand becoming a pedestrian only open space.

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

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<td>Chairperson MA Cohen</td>
<td>Deputy Chairperson JM</td>
<td>Bergin</td>
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<td>Member G Gilson</td>
<td>Member JRK O’Connor</td>
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<td>Member DP Hale</td>
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The motion was declared CARRIED by 3 votes to 2.

CARRIED

Resolution number DT/2014/298

MOVED by Chairperson MA Cohen, seconded by Member JRK O’Connor:

iii. Ensure the built scale, especially in the Anzac Quarter, does not

 undermine the quality of usable public open space with particular note

 given to reducing shadowing, but enhancing sunshine, shade and shelter

 throughout the year.

CARRIED
Attachment A

Item 16

Devonport - 2 Calliope Rd shop
Operational Area: Tehi
Classification: Minor Shopping Centre
Local Board: Devonport - Takapuna

Scale @ A4
= 1:400
Date Printed:
28/06/2018
Area classification

**A**

Outcomes based, reactive, monthly.
Key retail frontage: these are streets within City and Town Centres that are the focus for retail, entertainment, and tourist activity in commercial centres. These have high volumes of pedestrian traffic, for example, but not limited to, students, customers, employees/owners of commercial businesses, or tourists, and require a high level of cleanliness to align to the needs of users and the profile of these sites.

**B**

Daily, weekly, every two months, monthly, proactive, reactive
General Commercial Frontage: these are all other streets within City and Town Centres which support the role which Key Retail Frontage areas play. These must be cleaned often enough so that the presentation of the street environment and assets does not detract from the amenity of the area at the start and for the duration of core hours of use, and are in line with the demands of the users and the profile of the site.

**C**

Daily, monthly, annually, proactive, reactive
Residential and commercial areas include streets not in designated City and Town Centres areas that have Minor Shopping Centres that provide a specific service to the immediate community. Litter collection, bin emptying and bus shelter cleaning will be required to achieve outcomes.

**D**

Monthly, proactive, reactive
Arterial and connector roads, local roads outside of the town centres

With regard to bin emptying the following applies across the Auckland region:

- All street bins shall not be full to capacity nor overflowing at all times
- Rubbish bags shall be replaced so that the bins remain odour free and safe
- Pick up loose in the surrounding vicinity litter when emptying bins
**Revised town centre cleaning specs**

<table>
<thead>
<tr>
<th>Activity</th>
<th>A</th>
<th>B</th>
<th>C</th>
</tr>
</thead>
<tbody>
<tr>
<td>All loose litter pick up of leaf fall, detritus, organic material and branches.</td>
<td>Outcomes</td>
<td>Daily</td>
<td>Daily</td>
</tr>
<tr>
<td>Keep safe (bodily fluids, dead animals, environmentally damaging / unsafe / offensive litter)</td>
<td>Outcomes</td>
<td>Daily and responsive</td>
<td>Daily and responsive</td>
</tr>
<tr>
<td>Sweeping hard surfaces and cleaning</td>
<td>Outcomes</td>
<td>Weekly</td>
<td>Monthly</td>
</tr>
<tr>
<td>Steam cleaning of seating, footpaths, paved walkways, including shared spaces and civic spaces such as Aotea Square</td>
<td>Bi-monthly</td>
<td>Every 6 months</td>
<td>Annually</td>
</tr>
<tr>
<td>Gum removal (aged and fresh)</td>
<td>Monthly</td>
<td>Monthly</td>
<td>Annually</td>
</tr>
<tr>
<td>Weed removal</td>
<td>Outcomes</td>
<td>Monthly</td>
<td>Monthly</td>
</tr>
<tr>
<td>Street furniture minor maintenance</td>
<td>Outcomes</td>
<td>Proactive</td>
<td>Proactive</td>
</tr>
<tr>
<td>Street furniture cleaning</td>
<td>Outcomes</td>
<td>Weekly</td>
<td>Monthly</td>
</tr>
<tr>
<td>Bus shelters, cleaning and inspecting</td>
<td>Outcomes</td>
<td>Weekly</td>
<td>Monthly</td>
</tr>
</tbody>
</table>

*Hot spot list to accommodate for peak seasons*
Roads: Arterial, Connector, Local

All roads outside of a town centre, minor town centre, minor shopping centre that have a bus shelter and / or a litter bin

<table>
<thead>
<tr>
<th>Activity</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collect loose litter</td>
<td>Weekly</td>
<td>Monthly</td>
</tr>
<tr>
<td>Leaf fall</td>
<td>Proactive, hot spots</td>
<td>Proactive, hot spots</td>
</tr>
<tr>
<td>Keep safe (bodily fluids, dead animals,</td>
<td>Reactive</td>
<td>Reactive</td>
</tr>
<tr>
<td>environmentally damaging / unsafe / offensive</td>
<td></td>
<td></td>
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<tr>
<td>litter)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Street furniture minor maintenance</td>
<td>Reactive</td>
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</tr>
<tr>
<td>Bus shelters, cleaning and inspecting</td>
<td>Monthly</td>
<td>Monthly</td>
</tr>
</tbody>
</table>

F = All other roads. Services will be reactive
Member's Report

J. McKenzie

August 2018

Last month I represented the Devonport-Takapuna Local Board at the Local Government New Zealand Conference in Christchurch.

This was an exceptional conference where I had the opportunity to meet other Local Government Politicians from around the country. We have a diverse group of speakers from all sectors who provided inspiration and thought-provoking ideas. It was worthwhile to see what other communities are doing to tackle similar problems.

My personal highlights were:

- Young Elected Members Casual Catch Up
- Young Elected Members Workshop
- Sam Johnson, Building Resilience for a vibrant and prosperous future.
- Kylie Legge, Creating resilient and liveable places.
- LGNZ Excellence Awards
- Christchurch City Walking Tour

Of these highlights I found Kylie Legge's presentation the most poignant alongside the Christchurch City Walking Tour. Both these presentations (whilst vastly different) offered many insights that can directly translate into our area including the need for development and progression in our communities. I particularly found Kylie’s presentation related to our current challenges over 40 Anzac Street and agreed that “places need glue and magnets” to enhance our communities and spaces. Similarly the Christchurch Walking Tour offered insider perspective into building new community spaces and how to engage with the local community on new ideas.

I also found the Young Elected Members sessions very supportive. It was great to meet other younger members within Local Government and found their support and friendship invaluable. I strongly recommend all Young Elected Members should be attending these events including their upcoming Hui in November.

Overall, it was an honour to represent our Board and I thank the other members of the Board, Support Staff and wider Auckland Council team the opportunity to attend such an excellent conference.

Signed:

J. S. McKenzie
PLANNING COMMITTEE HOSTED BY ORAKEI MARAE

Earlier this month, our Planning Committee became the first committee of the whole to take place on the marae. The change of venue was an opportunity to celebrate the collaborative effort between Ngāti Whātau Orākei and Auckland Council in the development of Te Pou o te Kāhu Pōkere, the iwi management plan for Ngāti Whātau Orākei.

This is a Ngāti Whātau Orākei document that expresses their tikanga and who they are. Council provided technical expertise to ensure the provisions of the iwi management plan can be applied to council processes and practice.

REGIONAL FUNDING TO SUPPORT LOCAL ROAD SAFETY

The introduction of the Regional Fuel Tax has facilitated a range of improvement projects on the North Shore.

In this financial year, we’ll see $1.145m safety improvement projects and $456,000 of safety engineering projects. We’re thrilled to see the investment at a local level with such a strong emphasis on safety and preventing deaths and serious injuries on our roads.

The inclusion of new pedestrian crossings (including Taharoto Road, which we have long been advocating for; and at Hauraki School, with new school-patrolled zebra crossings on Waitematā Road and Walter Street, and an upgrade of the existing crossing on Jutland Road), refuge islands and traffic calming measures highlights the clear emphasis on pedestrians and cyclist. We’re also pleased to see the focus on young people, with many of the improvements taking place outside and around local schools.
PROTECTING OUR OPEN SPACE

Open space is of critical importance to Aucklanders, and especially to our North Shore residents. To protect and preserve our open space, we need to ensure that land intended as open space is appropriately zoned under the Unitary Plan.

At our recent Planning Committee meeting, Cr Darby successfully led a resolution to have staff investigate issues and options associated with reclassifying and rezoning pieces of road reserve and publically owned paper roads as recreation and open space. The purpose of this motion is to give our open spaces the protection it needs to be prioritised for recreation, and reduce any risk of the space later being prioritised for vehicles or other purposes.

VISUALISING SEAPATH

We recently attended a site visit to see the proposed route for SeaPath, the active transport connection between North Shore communities.

We've been advocating for this project for many years and know what a great asset it will be for those who live on the Shore, as well as those who visit.

It's exciting to see funding allocated for SeaPath for the first time, and there was much excitement amongst those of us who explored the route it will take.

NORTHCOTE POINT WHARF AND FERRY TERMINAL

The longstanding and unaddressed issues at Northcote Point Wharf and Ferry Terminal cause us great concern. We brought this to the attention of Auckland transport back in June, when the wharf was first closed (and ferry services suspended).

Attached is our letter to Auckland Transport Chief Executive, Shane Ellison, noting the place of the wharf as a strategic pillar in the North Shore transport network, supporting the business case for SkyPath, the Northcote Safe Cycle Route, the new North Shore Bus Network and the Birkenhead ferry service.

We will continue to push for a speedy and sufficient solution to the closure, and encourage you to contact us if there is any assistance you need.

Chris Darby

Richard Hills
| Auckland Councillor North Shore ward | Auckland Councillor North Shore ward |
RE: NORTHCOTE POINT FERRY TERMINAL

The use of public transport is rapidly growing, with bus, train and ferry use at an all-time high. The Auckland Transport Alignment Project and Regional land Transport Plan ensure a continued focus on developing these services, providing Auckland - for the first time, the foundations of a genuine multi-modal transport network.

Our Ten-Year Budget (Long Term Plan) is more often referred to as the 'Build It Budget' - the result of its massive investment in the infrastructure Aucklanders desperately need to ease existing congestion and manage expected growth.

With this context in mind, we are aware of the need for the Northcote Point ferry terminal and what has been closed again, following leptospirosis and unrelated issues.

Northcote Point is a strategic pillar in the North Shore transport network and must remain operational if other, prominent services are to achieve their strategic outcomes.

- The business case for SkyPath, which will be operational by 2022, specifically notes that the ferry from Northcote Point to the Auckland city-centre provides an attractive option for international and domestic visitors who want to make a scenic tour of the Waitemata, Waitemata Harbour. Northcote Point and the Waitemata Harbour. Without the service, there are limited options for visitors exploring SkyPath of the return trip boats, and the loop for scenic riders will remain incomplete.

- The Northcote Safe Cycle Route provides much-needed dedicated cycling facilities along Northcote Road, Lake Road and Queen Street, for a total of 6.5 kilometres. The route culminates at the Northcote Point ferry terminal, with a business case that assumes a ferry connection. Failure to provide the ferry service undermines the business case and the purpose of the route.

- The new North Shore Bus Network introduces the 926 service, connecting Smales Farm / North Shore Hospital to the Northcote Point ferry terminal, alleviating pressure on bus services across the Harbour Bridge and demand on both Onewa Road and Queen Street.

- The Brokenhead ferry services is a combined route with the Northcote ferry services, and passes the terminal site regardless of whether the wharf is open or not. This two-way approach ensures cost efficiency and productive use of resources. Removal of the Northcote Point service eliminates these advantages and likely creates a direct increase in cost for taxpayers.

Over many years, we have continually advocated for an all-weather terminal to be constructed at this site. Currently, this service is cancelled more frequently than any other in Auckland, despite being an attractor for a number of other, critical services, for which demand will continue to grow.

We are concerned at the mention of the patagonia, this will only increase with a reliable and consistent service, especially one that connects to other active and public transport infrastructures.

In response, we propose that Auckland Transport prioritise:

- Immediate reinvestment in the Northcote Point ferry terminal, ensuring that the wharf is repreared with funds.
- Ongoing maintenance and removal of the area, ensuring the current level of degradation is not repeated.
- A full review of the car parking at the terminal to ensure efficient use that supports the ferry service and network linkages. This would include replacing long-term parking with:
  - Public transport zones
  - P5 drop off / less x ride
  - P105 park and ride
  - P24 disability
  - Balance of P24 park and ride
  - Provision of cycle parking

We are available to discuss this matter in more detail with yourself or staff. Please contact Samuntra.Simon@auckcouncil.govt.nz to arrange.

Our best,

[Signature]  
Counselling North Shore Ward
Auckland Council

[Signature]  
Counselling North Shore Ward
Auckland Council