Komiti ā Pūtea, ā Mahi Hoki / Finance and Performance Committee

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.
Proposed Marina Strategy

An opportunity to encourage private development as a catalyst for placemaking, enabling public transport objectives and new homes.
About Us

- Empire Capital is an Auckland based investment group of companies specialising in waterfront marinas, marina developments, commercial and marine related industrial buildings and industries.

- Our vision is to develop and create world class facilities, enabling local communities and enriching Auckland’s waterfront experience.

Experienced and specialist operator of:

- Bayswater Marina
- Hobsonville Marina
- Pine Harbour Marina
Auckland Marinas

More than just boat parking

Going forward -
- The functionality of marinas needs to be maintained
- The form can change
  - E.g. empty/underutilised car park areas can be resurfaced as shared spaces
- Public spaces, public access and amenities need to be created/enhanced
- Public transport functions need to be enhanced as transport nodes
- We need to give effect to Auckland Plan and Unitary Plan
- This requires investment – the marina strategy should encourage investment
Marina Strategy needs to deliver investment by:

- Maintaining current asset values and income streams
  - Ensure no further restrictions are imposed on land uses
  - Seek opportunities to increase returns not options to subsidises the keeping of large boats

- Unlocking the placemaking, public transport and value uplift enabled by the Unitary Plan
  - Partner with appropriate people to deliver the level of development anticipated by Unitary Plan to
    - Generate both capital and rental uplift
    - Deliver placemaking and public transport

- Scope needs to reflect Councils financial commitment and ability to deliver.
Finance and Performance Committee
18 September 2018

Good morning and thank you for the opportunity to address you today.

I am Robert Allsopp-Smith (President of the Gulf Harbour Berth Holders Assn)

Firstly I would totally support the two resolutions Council recently passed being:-
- To halt all potential Council owned Marina land sales for the time being.
- To develop an Auckland wide (Regional) Marina Strategy, before any more sales take place.

Given Councils mantra
“Championing engaged open and innovative democracy and decision-making for the diverse communities of Tamaki Makaurau”

Development of this Strategy is the only logical course of action to address this land sale issue – as long as that Strategy formation involves all stakeholders. Clearly Marina Berth Holders are very much a part of that mix.

It should be remembered that Marinas in private ownership were purchased by the current owners as “operating Marinas” they were not purchased as Development sites.

Marinas are unique in their function and purpose.
They are few and far between.
They are Strategic assets of Auckland, as most have Transport infrastructure attached.
They will be very hard to establish in the future, as demand grows.
They serve a useful purpose, consistent with Councils aims regarding Place Making, while the land remains in Council ownership.

Turning to Gulf Harbour Marina specifically I would make the following points;
- There is no rush to resolve issues at Gulf Harbour. The problem has existed for many years.
- There is no connection between the Hammer Head issue and the land sale option, other than the owner applying leverage that does not exist.
- There are other options to resolve the Hammerhead issue, which are far more appropriate to apply in this instance.
- Sale of the Marina land would see Council lose Control regarding planning and consents – as is evidenced by what occurred at Pine Harbour. The current Council planning controls do not work, or can be too easily manipulated.
- Demand for haul out space for maintenance is ever increasing with the reductions occurring in the City – selling the land thereby extinguishing the Development Licenses could have catastrophic outcomes.

Back to the general in closing, I note that Councillor Hulse was quoted over the weekend as indicating that Council would have to look at divesting itself of some Golf courses due to cost to rate payers in the hundreds of millions of dollars.
Marinas cost Council nothing – most were given to Council in TRUST via Empowering Acts. They all return Council a very healthy annual return – WHY would Council want to give that up.

I could go into far more detail regarding the reasons for being strongly opposed to Council selling off its land interests at Marinas, and am willing to do so.
For now I would reiterate the Gulf Harbour Berth Holders Assn strongly supports Councils intention to develop a Regional Marina based Strategy so every one as Stake holders will know and understand what is expected. We look forward to being a part of Strategy formation process.

Thank you.
June Kearney:
Representing West Harbour Residents and Ratepayers Group and Westpark Berthholders Association as Chair Neil Blackbourn is out of NZ.

Thank you to the Chair and committee for the opportunity to speak today.

My apologies that there has been a limited time to prepare but it was not expected that the Planning Committee recommendation “that no sales of Marina land should take place until the Marina Strategy is completed” would be addressed today.

We fully and enthusiastically support that recommendation and commend it to this committee for all Marinas and Westpark in particular for us, as this Marina was intended for ‘disposal’ by Panuku to Hobsonville Marina Limited in late 2017 under ‘Confidentiality’ and without discovery would have already been lost to the region.

In particular, not only because there has been a determination by Panuku that Hobsonville Marina Limited should acquire the freehold but for the reason that the Unitary Plan for Westpark is excessively permissive in allowing multi storey residential development from 18m up to 21m above mean sea level including along the coastal edge, with ‘permitted activity’ status.

The effect of the Unitary Plan is therefore an essential component for the scope of the Marina Strategy.

In that regard, we have an entirely unsatisfactory situation with three legal opinions in accord that what the Unitary Plan permits cannot take place under the West Harbour Empowering Act 1979. Empowering Acts for Marinas are another important factor to recognise in developing the Strategy.

It is important that the vision the Marina Strategy will ultimately define, is informed and supported by the relevant statutory instruments.

The proposal to build up to 250 five storey apartments at Westpark would not only obliterate the coastal edge, but degrade the site as a marine services and recreational resource, and important ferry transport hub. The North West continues to grow at a pace where that hub is invaluable.

In October 2017 the Upper Harbour Local Board resolved to oppose the sale of marina land at Westpark and the development concept.

And a public engagement was conducted by HML and Panuku in June this year.

Ninety percent of respondents did not want to see parts of the marina sold for development to private interests and believe the council should retain ownership. Some 400 residents largely from the area submitted feedback and a petition with
over 500 signatories opposing the sale and calling for a review of the Unitary Plan was lodged.

Marinas are a finite resource and an integral part of Auckland’s maritime history, industry, transport and recreation.

They provide open space and public coastal access in an increasingly developed Auckland and were never intended as housing subdivisions.

Westpark was devolved at no cost to the people of Waitemata City in 1979 as a Boat Harbour and marine asset, protected by the Waitemata City Council (West Harbour) Empowering Act 1979.

We commend and support the Planning Committee Report which states “A new set of principles/criteria may require a relaxation of Panuku’s imperative to extract monetary value from these assets in exchange for broader community and other outcomes”.

Once sold, Marina land cannot be recovered for the many uses and services only Marinas can provide. The best protection for these unique resources into the future is to remain in Council hands on behalf of the public of Auckland. With a comprehensive Strategy framework.

When the Strategy process is commenced by Council we look forward to participation and full support for a regional review of these legacy assets which are central to the liveability and image of the City of Sails.

Thank you for hearing us today.