Date: Tuesday 2 October 2018  
Time: 6:00pm  
Meeting Room: Devonport-Takapuna Local Board Chamber  
Venue: Takapuna Service Centre  
Level 3  
1 The Strand  
Takapuna

Devonport-Takapuna Local Board Community Forum

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.
July 2017 – June 2018
Highlights

TAKAPUNA NORTH COMMUNITY TRUST
WINTER FUN – MILFORD, SUNNYNOOK AND TAKAPUNA
SUMMER FUN AND FAMILIES IN PARKS
MILFORD, TAKAPUNA AND CASTOR BAY
INTERGENERATIONAL DIALOGUE

TAKAPUNA NORTH COMMUNITY TRUST
BEACH AND RESERVE CLEAN UPS

Attachment A
Attachment A

OLDER ADULT EVENTS

TAKAPUNA NORTH COMMUNITY TRUST
INTERNATIONAL DAY OF THE OLDER PERSON
Attachment A

Devonport-Takapuna Local Board Community Forum
02 October 2018

Item 8.1

COMMUNITY ART CLASS
YOUTH EVENTS

FAMILY FUN DAY

BABYSITTING WORSHOPS FOR TEENS
MOST SCHOOL HOLIDAYS

SUPPORT OF YOUNITE/SHORE JUNCTION
GLOW DISCO

WHAT WILL TAKAPUNA LOOK LIKE FOR ME IN 20 YEARS? ART COMPETITION.
COMMUNITY EVENT SUPPORT

CASTOR BAY MEET THE NEIGHBOURS

TAKAPUNA CHRISTMAS FESTIVAL AND EASTER CARNIVAL

MILFORD MARKET DAY & CHRISTMAS BY THE LAKE

LAKE HOUSE EVENTS

SCHOOL FAIRS
SUNNYNOOK AND FORREST HILL NEIGHBOURS DAY
Do you know the story behind your local street names?

Join Gavin Sheehan on 6th October on a free heritage walk around eight unique memorial street plaques in local streets which are named after locals who died during the First World War. Meet at Potters Park (corner of Anzac Street and Lake Road, Takapuna) at 11am.

For more information, contact Gavin Sheehan on 020 4064 1246
Attachment A

Devonport-Takapuna Local Board Community Forum
02 October 2018

Item 8.1

TAKAPUNA COMMUNITY GARDEN MEETING
NETWORKING AND SUPPORT OF COMMUNITY GROUPS

- Regular attendance of community association meetings (Sunnyook and Castor Bay)
- Regular meetings with community leaders in Sunnyook, Milford, Castor Bay, Forrest Hill and Takapuna
- Support of senior citizens association
- Support of community clubs and groups
- Environmental and community network meetings
- Collaboration with local organisations and support of events and activities.
NEW WEBSITE, LOGOS AND VEHICLES

POOK THE PRESCHOOL
PLAY PUKEKO
Attachment A

FUTURE PLANS

- Connecting with apartment dwellers
- Connecting more with new migrants
- Youth market
- Forrest Hill community group development
- Schools beach clean up
- Sunnynook/Kaipatiki sea to sea walking route event collaboration
- Employment of environmental coordinator for Takapuna North
- Support community led project for a community garden for Takapuna
- Devonport-Takapuna Local Board Community Forum
- 02 October 2018

Minute Attachments
"While you walk this intriguing Heritage Trail, remember that there are many other reminders around our area honouring the fallen from WW1. We have memorial plaques at St. Georges Presbyterian Church, St. Peters Anglican Church and of course the beautifully restored gates at Takapuna Primary School. We have our fantastic Cenotaph in The Strand, where we hold our ANZAC Parade every year. There are other streets named in honour of WW1 service personnel, like ANZAC Street (previously Katherine Street) that also has a memorial plaque beside Potters Park.

The importance that I place on having these plaques preserved and brought to the public eye is due to my firm belief in maintaining history. What these men did formed the future for us. What you and I do forms the future for our children and grandchildren. Without history, there cannot be any future. We learn from history, therefore we need to respect it, honour it and preserve it in the best way possible.

These eight street names are just a token memorial of the sacrifices made at that time. But they are important because they give us individual stories of locals. It becomes personal because our grandparents possibly knew some of them. Some of us were possibly related to some of them. These men selflessly gave their lives for you and me. They created a future that enabled us to have a now. For this, we owe them our respect and permanent recognition."

Lest we forget.

Gavin Sheehan
Project Coordinator
August 2018

This project was made possible with the generous assistance of

![Devonport-Takapuna Local Board](#)

![Takapuna North Community Trust](#)
This project was started to preserve and where necessary, to replace these unique plaques throughout our local area. These streets were all named in honour of local residents who gave their lives for King and Empire during WWI. As a Heritage Trail it is easily accessible by foot, by car or a mixture of both, depending on your fitness level.

Sanders Avenue. Takapuna (previously Beach Avenue) would be our most famous and is named after Lt. Col. William Edward Sanders, New Zealand’s only naval personnel to ever receive a Victoria Cross. He was awarded this after his command, the HMS Priam, a three-masted schooner operating as a “Q” or “Mystery” ship was involved in a showdown with a German U-boat on 30th April 1917. The Priam’s was quite badly damaged but they stuck to the plan and fooled the U-boat to approach, where they instantly raised the White Ensign and opened fire. Quickly the U-boat’s bow rose in the air and down she went. Despite the Priam’s extensive damage, she was later towed to harbour. About two months later he was involved in another action, for which he was awarded a DSO. Unfortunately the HMS Priam’s run of success ran out on the 14th August 1917, when she was torpedoed and sunk by another German U-boat and all lives were lost. The extremely brave and well decorated Lt. Col. Sanders was just 34 years old.

Brown Street. Huuraki Corner (formerly Rustaki Road). In September 1916 it was renamed by the Takapuna Borough Council in honour of Private Geoffrey McPherson Brown, a teacher at Belmont School and a son of the local Takapuna Schoolmaster. Mr. E.H. Brown. Private Brown was one of many who had embarked on the 16th October 1914 bound for Suez. He was with the Auckland Infantry Battalion, 3rd Company when he was killed in Gallipoli on the 8th May 1915, aged a mere 20 years old. Sadly, the Brown family’s misfortune was not to end there.

Just over a year later on the 25th September 1916, their second son Private Arthur Noel Brown, a fruit farmer, had enlisted and departed with the 17th Reinforcements, Auckland Infantry Battalion, A Company. He was killed in action on the 4th October 1917 in Ypres, Belgium. He too was only 20 years old at the time of his death. His name was added to that of his brother on the memorial at Brown Street. Frances and Emily Brown had lost two young sons in just over two years, serving their King and Empire.

Hart Road (formerly Hansen Road), was renamed at a special meeting of the Takapuna Borough Council, on the 22nd October 1919. This meeting was the same one where the names for Sanders Ave, Forrest Hill Rd, and Pierce Rd were also adopted. Hart Road was named in memory of Second Lieutenant Athol Thomas Hart. He was the eldest son of Edwards & Sara Hart of Lake Rd, Takapuna. Athol was a solicitor and was listed with the NZEF 32nd Reinforcements, B Company when they embarked on the Maunganui for Liverpool on the 21 November 1917. He was with NZ Rifle Brigade in Bouarne, France where he was killed in action on 21 August 1918, aged 27. That was only nine months to the day from when he left NZ.

Northcroft Street (formerly The Strand West) was named after Lance Corporal Harry Cathcart Northcroft. Harry was a single man who lived in Park Avenue when he enlisted on the 8th August 1914. As part of the Main Body of the Auckland Mounted Rifles, he left on the 16th October 1914 with the first large wave of troops. He headed into Suez and then on course, off to Gallipoli. He was killed in action on 19th May 1915. He is buried at Waler’s Ridge Cemetery in Aszac Cove.

Forrest Hill Road. Forrest Hill (formerly Whites Hill) was named after Lt. Hugh Alexander Forrest, son of the Devonport Postmaster. He embarked from Wellington with the New Zealand Rifle Brigade, I Company and arrived in England on 26 April 1917, staying until his unit left for France on June 4. He was posted to B Company of the Rifle Brigade on 27 June and he was on leave in Paris from 21st until 28th August, after which he rejoined his unit. Lt. Hugh Alexander Forrest was killed in action on 12 October 1917, the day 843 New Zealanders were killed in the First Battle of Passchendaele. The 2nd Battalion, of which Forrest was a member, attacked at 5:25am but a totally ineffective allied barrage meant there was no protection from German machine gun fire and most of the casualties occurred in the first few hours. Hugh was only 24 years old and is buried at the New Irish Farm Cemetery near Ypres, Belgium.

Pierce Road. Milford (previously Marine Parade) was named after Second Corporal Arthur Patrick Pierce. Being a 37 year old married man with 3 children, he was a little older than a lot of the other locals when he enlisted in May 1916. He, his wife Winifred and their children lived nearby, on Kitchener Road and Arthur Pierce was a successful architect. He left NZ in April 1917 with the 24th Reinforcement Mounted Rifles, headed for Suez. Records show Arthur as having died of malaria in Palestine on the 17th October 1918. There is another report saying influenza. Either way, this son, husband and father did not come home. He is buried at the Ramleh War Cemetery in Israel.
Item 8.3

CAB NORTH SHORE INC.

Takapuna Branch for the 2017/18 financial year

by Sonette de Koster (CAB North Shore manager) & Lesley Morrissey (Takapuna branch manager)
Improved Health & Safety

- Alarm system replaced
- First Aid certification for 4 volunteers & branch manager
- Bi-annual Health & Safety review identified no issues
Relocating CAB North Shore administration offices out of Mary Thomas Centre into Takapuna CAB branch deferred until further notice
Placemaking engagement with our diverse community

- 35 Volunteers across age groups and ethnicities
- Ethnic diverse volunteers speaking:
  - Turkish
  - Dutch
  - Mandarin
  - Spanish
  - Italian
  - Cantonese
Collaboration with community groups continue

- Problem Gambling
- Budgeting Service
- Mental Health Support group (Waitemata District Health Board)
- Takapuna Business Association
- Sharing Takapuna CAB kitchen facilities
Summary of statistical data comparison FY18 in separate report
Community Issues Specific to Local Board / Council

Water and sewage Employment Trees Youth groups
Pet registration and control Voluntary work & community
Public Parks Social housing Shops and retail outlets
Traffic - offences / accidents / summonses Parking
Transport, Transport laws - regulations and licences Sports clubs and associations
Titles - strata / unit / cross lease, property valuation and rates
Social groups/Support groups Recycling Small business start-ups
Seniors' services and concessions e.g. SuperGold card
Neighbourhood problems, disputes

Attachment A Item 8.3
Volunteer hours serving the community

- 8,000 + hrs
  - Researching
  - Directing
  - Representing
  - Networking
  - Workshops
  - Presentations / talks

- Time spent directly with in-depth enquiries
  1,579 hours 50 minutes
Thank you
### Takapuna Branch

<table>
<thead>
<tr>
<th></th>
<th>2017-18</th>
<th>2016-17</th>
<th>North Region</th>
<th>Nationwide</th>
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<tr>
<td>Total Enquiries</td>
<td>10,571</td>
<td>10,166</td>
<td>318,488</td>
<td>508,113</td>
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<td>Number of clinics</td>
<td>5,850</td>
<td>4,627</td>
<td>120,064</td>
<td>146,729</td>
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<td>Number of other bureau services</td>
<td>2,673</td>
<td>3,286</td>
<td>108,725</td>
<td>167,550</td>
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<td>% of all enquiries which are Standard Forms</td>
<td>19.4%</td>
<td>22.2%</td>
<td>28.8%</td>
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<td>% of all enquiries which are Short Forms</td>
<td>80.6%</td>
<td>77.8%</td>
<td>71.2%</td>
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<td>% of all enquiries which are Quick Reference</td>
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<td>22.7%</td>
<td>19.2%</td>
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<td>Average Time Taken (minutes) per enquiry</td>
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<td>9.3</td>
<td>11.0</td>
<td>11.4</td>
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<td>% of all enquiries which are Did Not Ask (Ethnicity)</td>
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<td>1.6%</td>
<td>4.2%</td>
<td>5.8%</td>
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<td>% of all enquiries which are Did Not Ask (Age)</td>
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<td>7.4%</td>
<td>8.1%</td>
<td>10.9%</td>
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<td>% of all enquiries which are JP</td>
<td>63.5%</td>
<td>57.1%</td>
<td>49.6%</td>
<td>38.4%</td>
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<td>Number of standard enquiries</td>
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<td>2,253</td>
<td>91,899</td>
<td>193,834</td>
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<td>Number of standard face to face enquiries</td>
<td>804</td>
<td>783</td>
<td>47,468</td>
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<td>Number of standard phone enquiries</td>
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<td>1,401</td>
<td>40,772</td>
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<td>Number of standard email enquiries</td>
<td>63</td>
<td>69</td>
<td>3,451</td>
<td>9,909</td>
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### Takapuna Branch

#### Top 10 Categories 2017-18 (Standard Forms)

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<tr>
<th>Category</th>
<th>Number of Enquiries</th>
<th>% of Enquiries</th>
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</thead>
<tbody>
<tr>
<td>Conditions of work</td>
<td>192</td>
<td>9.38%</td>
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<tr>
<td>Relationships</td>
<td>191</td>
<td>9.34%</td>
</tr>
<tr>
<td>Rental housing</td>
<td>178</td>
<td>8.70%</td>
</tr>
<tr>
<td>Neighbourhood problems, disputes and pressure groups</td>
<td>156</td>
<td>7.62%</td>
</tr>
<tr>
<td>Citizenship and immigration</td>
<td>86</td>
<td>4.20%</td>
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<tr>
<td>Consumer law</td>
<td>83</td>
<td>4.06%</td>
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<tr>
<td>Legal services</td>
<td>78</td>
<td>3.81%</td>
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<tr>
<td>Vehicles</td>
<td>69</td>
<td>3.37%</td>
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<tr>
<td>Law enforcement</td>
<td>68</td>
<td>3.32%</td>
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<tr>
<td>Domestic ownership</td>
<td>68</td>
<td>3.32%</td>
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### Nationwide

#### Top 10 Categories

<table>
<thead>
<tr>
<th>Category</th>
<th>% of Enquiries</th>
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</thead>
<tbody>
<tr>
<td>Citizenship and immigration</td>
<td>8.25%</td>
</tr>
<tr>
<td>Legal services</td>
<td>7.67%</td>
</tr>
<tr>
<td>Conditions of work</td>
<td>7.30%</td>
</tr>
<tr>
<td>Relationships</td>
<td>6.75%</td>
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<tr>
<td>Rental housing</td>
<td>6.74%</td>
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<tr>
<td>Consumer law</td>
<td>4.13%</td>
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<tr>
<td>Neighbourhood problems, disputes and pressure groups</td>
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</tr>
<tr>
<td>Budgeting and General Financial</td>
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</tr>
<tr>
<td>Legal services</td>
<td>3.70%</td>
</tr>
<tr>
<td>Vehicles</td>
<td>3.62%</td>
</tr>
<tr>
<td>Law enforcement</td>
<td>2.90%</td>
</tr>
<tr>
<td>Domestic ownership</td>
<td>2.55%</td>
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Client Enquiries (By Form Type)

![Graph showing client enquiries by form type from 2012-13 to 2017-18]

Figure 1

Takapuna Branch

Service Types (Short Forms)

![Graph showing service types (short forms) from 2012-13 to 2017-18]

Figure 2

Takapuna Branch
Figure 3: Percentage 'did not ask' demographics for Takapuna Branch.
Client Story 1

Bureau: Takapuna Branch

Disclaimer – Some details in this story have been changed to protect client confidentiality.

Client:

A woman in her 80s.

Issue:

The client came into the branch seeking advice regarding two infringement notices she had received from Auckland Transport. The notices related to a vehicle which the woman had sold to a firm which purchases vehicles for scrap. The woman had written to Auckland Transport stating she had sold the vehicle prior to the alleged infringements, and had received a reply stating that if she wished to continue denying liability she needed to provide a statutory declaration providing information, including the address, regarding the person she sold the vehicle to.

The client had brought a copy of the documentation regarding the sale; however, she did not know how to progress the matter from there. She was reluctant to contact the firm which bought the vehicle to obtain their address, which was not on the document she received at the time of sale, fearing intimidation. She was also concerned that whatever she did may not be sufficient to resolve the matter.

Action:

The bureau interviewer contacted Auckland Transport on behalf of the client to clarify the process that needed to be followed. He also checked the legislation involved to find out what information was required in the statutory declaration.

The bureau interviewer then checked the Companies Office website to obtain the address of the company which had bought the vehicle in order to be able to fill in that part of the statutory declaration.

The bureau interviewer then completed the details required on the statutory declaration, made a copy of the sale documentation to attach to it, and ensured that the client understood the declaration that she needed to make.

As a JP was in the bureau at the time, the declaration was made whilst the client was still there, and the bureau interviewer them scanned and emailed a copy of the declaration to Auckland Transport on the client’s behalf.

The bureau interviewer was then able to provide the client with reassurance that she had done all that was required.

Outcome:

The client was relieved to have the matter dealt with as it was beyond her ability to deal with it without assistance.
Attachment C

Item 8.3
Client story 2

Bureau: Takapuna Branch

Disclaimer – Some details in this story have been changed to protect client confidentiality.

A female client from Korea aged in her mid-50’s came into the branch with her daughter looking for some advice regarding her hair loss. The client had been to a hairdresser that she had not previously used for hair colouring and as a result of this process her hair began falling out after 24 hours. The client had kept all her hair and had taken photographs of herself as the hair loss had progressed until the client was totally bald. The client returned to the shop and asked to see the contents of the hair colour and what chemicals it contained. The owner of the Salon refused to accept any responsibility.

The client had visited her Doctor and had received some compensation from ACC, however the client was very dissatisfied with the response from the Salon and wanted to know is the Salon owner could be held accountable.

The volunteer talked with the client about taking the owner of the salon to the Disputes Tribunal. She explained to the client what happened during this process, the cost of the process and possible outcomes the client could expect. The client was very pleased that they could investigate further options with regard to the Hair Salon.
Attachment A

The Land
Development Pipeline

- 250+ houses being removed
- 1200-1500 being constructed
- 10-15 years
- Current focus
  - Hillary
  - Roberts
- Development > $1b
- Approx 100-150 consents via Council
- Approx $40m in DCs - would be great to see these spent locally
Update today

- 40 lots being surrendered by NZDF each year - first tranche handed back Feb -18
- Housing being recycled - 75% being relocated
- Sites being cleared
- Contamination being removed (asbestos/lead)
- Topsoil being stripped
- Earthworks started
- Builders on site Feb 19
- New families by the end of the year
Community Engagement

- Regular updates in the Flagstaff
- Information evening for Neighbours
- Information evenings for Public for both Hillary and Roberts
- Ongoing discussion with local schools and community groups
Development Update

- **Hillary**
  - Framework Plan Approved 350 lots
  - Stage 1 RC Approved
  - No agreement could be reached on road relocation
  - New resource consents for Stage 1 lodged in May
  - New consents issued in August/September
  - First BC due pre EOY

- **Plymouth**
  - Roberts - Consent Approved
  - Masterplan being worked on for the balance of Plymouth
Attachment A

Item 8.4

Roberts

27 Apartments & 6 Townhouses
Background

In November 2017 Auckland Council proposed to re-develop the AT car park at 40 Anzac Street. If this was to occur then about 250 car park spaces would be lost. Currently Auckland Council is also about to embark on re-development of Hurstmere Road and this proposal will also cause the loss of a number of car parks.

Faced with the loss of these car parks AT proposed that a multi level car park would be constructed on the Gasometer site. This multi level car park would replace an at-surface car park of 140 spaces.

While it might seem on the face of it that AT needed to replace the lost car parks it is my contention that this is not what the Auckland Parking Strategy provides.

Auckland Transport Policies

There are a number of documents that seem to determine AT’s ability to redevelop the Gasometer site.

The Auckland Transport Parking Strategy (hereafter referred to as the Strategy) was written in 2015. It purports to be the guiding document for the provision by AT of parking in Auckland. At paragraph 2 of the Executive Summary (page 1) it says, “The AT Parking Strategy has been developed to provide the strategic direction for the management and supply of parking in Auckland.” And at paragraph 4, “Policies set out in this Strategy will provide the overarching framework to guide customised responses to parking supply and management that will reflect local characteristics.”

There is a document called the Takapuna Parking Strategy, seemingly undated. At paragraph 1.4 the document says that the Strategy has been instructive in determining AT’s position on the preconditions necessary for the release of the Anzac Street and Gasometer sites for redevelopment. I submit that this is a wrongly applied administration of the Strategy and that AT was required to apply it and that it was not simply instructive.

In October 2016 flow Transportation Specialists released the Takapuna Parking Management Plan. While this is not binding upon AT the Executive Summary stated that, “a more reasonable response would appear to be to plan for the future provision of limited additional short term spaces (in the region of 300 to 500 spaces) in conjunction with conversion of some long term parking spaces to short term spaces, through appropriate parking mechanisms. Ongoing monitoring will be required, as the centre develops and other transport options improve.”

The flow Report.

While this report cannot be binding on AT it is useful in that it provides a number of recommendations all of which AT seems to have acted contrary to. The context of the above report is important. It was considering demand until 2046, but on the other hand does not seem to contemplate the removal of car parking from the 40 Anzac site.

The report does discuss a number of negative consequences of adding extra parking and the Executive Summary at paragraph 7 refers to the difficulty of extra traffic on the approach roads to Takapuna.
The flow Report at page 2 notes that demand for parking in Takapuna is only growing at 145 spaces every 5 years.

Legal Action Regarding the 40 Anzac Street Car Park

I understand that there is currently action in the high Court and also that the Local Board has raised a dispute under the Local Government Act https://www.newsroom.co.nz/2018/04/29/106488/the-car-park-battle-thats-turned-into-a-fight-for-democracy

If either of these actions are successful and result in a car park being retained at 40 Anzac St then this would further restrain AT from being able to proceed with development of the Gasometer Parking Building in terms of the administration of the Strategy.

It would be a further abuse of process if AT decided to develop both car parks.

The Auckland Transport Parking Strategy (hereafter referred to as the “Strategy”).

1) Objectives

This document on page 3 states that it, “sets out the objectives and policies relating to AT’s management and supply of parking cross Auckland.” Later on that page “this Strategy will provide the overarching framework to guide customised responses to parking supply ..... This will ensure a consistent and integrated approach across Auckland.”

It is my submission that AT is bound by this Strategy otherwise it would not be able to achieve a consistent and integrated approach.

2) Objectives for Managing Parking

These are set out on page 4.

The first priority is to, “Prioritise the safe and efficient movement of people, services and goods on the road network.” As this is the first priority presumably it is the most important.

The second priority is, “Facilitate a transformational shift to public transport.” If the first priority is to allow the efficient movement of people (in cars) by providing them easy places to park then clearly this is in direct contravention to priority two and so this reasonably cannot be the meaning. This view is reinforced by the Policies listed under Priority 1 and these relate to the efficient use of existing parking spaces.

3) Policies

The Strategy provides different policies for parking including on-street and off-street. I will consider each of these because they are both required to be considered in determining whether the Gasometer development should proceed.
4) On Street Parking Management

I start with a review of this Policy set out on page 8 because it seems that the correct administration of this policy would prevent the need, at least currently, to consider building off-street parking buildings.

Specifically Policy 1B provides that at para 2, “The Parking Intervention Trigger table below provides the trigger points where a new parking management control will be recommended to manage an increase in demand for parking.”

It further goes on to state at para 4, “where parking demand is high, AT will apply various parking restrictions to achieve a target peak occupancy rate of 85% for on street parking.

Presumably in deciding to build a parking building AT considers that demand is high and so the off-street parking policy requires them to apply Policy 1B.

While AT have surveyed the Takapuna parking situation in 2016 as they were required to do and made price increases in 2017 this cannot be the end of their responsibilities. The rules of interpretation as decided in Vector Gas Limited v Bay of Energy Limited establish that documents can not be interpreted so that they produce a nonsense and so AT cannot argue that they have fulfilled their obligation by making one single price increase to reduce demand.

The view that I have expressed in the paragraph above is supported at page 14 of the Strategy and headed, “Occupancy Surveys.” It states, “The parking demand will be reviewed every three, six or 12 months depending on how variable the demand is in each particular price area. It is hard to imagine that demand in this area is considered by AT to be anything other than very variable given that they are proceeding with some haste to construct the new car park. Despite this there have been no surveys and so clearly AT have again failed to administer the Strategy in the manner that they are required to do.

It is important to note that AT engaged with the residents of Parnell earlier this year proposing more expensive parking in the area. The result has been that parking in that area is now more expensive than Takapuna.

Both on-street and off-street parking tariff changed as part of the implementation of Takapuna Paid Parking zone. On-street price increases were approved by Auckland Transport’s (AT) Traffic Control Committee on 9 December 2016 and at Anzac Street car park on 7 April 2017. These changes were implemented by late April 2017.

It is interesting to consider when AT should stop applying demand responsive parking price increases and look to other options such as building off street parking. I will look at the area of AT providing off street parking later, but I want to say at this stage there can be no suggestion that this should occur now when AT parking prices are: below other suburban areas in the city; below city prices; and significantly below the prices of private parking providers in Takapuna.

5) Off-Street Parking Management

Policy 2C Off-Street Parking Investment Criteria
At page 19 this starts, “AT’s investment in off street parking may be justified where the supply of on-street parking is not sufficient to meet demand, despite the use of other management options, including pricing.”

It is important to note the use of the word “may” in this sentence.

The second paragraph provides that, “public transport should be a priority in terms of capital expenditure” and “any off-street parking investment should be commercially viable.”

Can AT say that it has satisfied these three criteria?

i) Supply of on-street parking not sufficient to meet demand

I submit that AT is simply unable to substantiate that on-street parking is not sufficient to meet demand. To substantiate demand AT would obviously have to measure the quantity of car parking available. This was done in 2016. The flow Report reveals that a parking survey was done in August of 2016. This survey at Table 1 showed that at a single point of time AT parking was 75% for off-street parking and 85% for on-street parking. It is important to note however that the report identified that for the Anzac Street car park the high utilisation “could be a result of the pricing being low and and not sufficiently managing the demand.”

Importantly the report also identified that during the working week long stay parking represented about 50% of the total.

Both on-street and off-street parking tariff changed as part of the implementation of the Takapuna Paid Parking zone. On-street changes were approved by Auckland Transport’s (AT) Traffic Control Committee on 9 December 2016 and at the Anzac Street car park on 7 April 2017. These changes were implemented by late April 2017.

This factor alone ensures that AT does not know demand because the pricing changes are likely to have changed demand. This is acknowledged by the Senior Transport Planner in a letter to the Local Board dated 30 October, 2017 where he states in the final sentence, “the demand context may have changed somewhat in the intervening year.”

There are other changes that have occurred since the 2016 survey that suggest that AT cannot say what the current demand is with any degree of certainty. Having said that the policy says that AT must establish that “on-street parking is not sufficient to meet demand” rather than rely on a best guess. The two factors that have changed markedly is first the introduction of Parkmate and Parkopedia into the market. These operators rent out private space and so may have altered demand for AT spaces. The second major change is the creation of the Wilson operated park and ride on Esmonde Road. While the intent of this facility is to provide a park for those catching the bus to the city, as with all park and rides it is not discriminatory, and those travelling to Takapuna can park here and ride the bus to Takapuna.

There is another imminent change that makes it problematic for AT to say what the demand is for car parking. In November of this year the new northern bus network is to be introduced. I understand that the services will largely be as AT proposed in the consultation proposal. It therefore seems reasonable to assume that AT has introduced this timetable with the purpose of increasing public transport ridership given one of the missions of AT to encourage PT. If ridership is to increase then the consequence is likely to be less demand for pricing.
So AT has failed at the very first hurdle of the administration of the Strategy that they have to satisfy before they can proceed to develop an off street car park.

ii) Public transport shall be a priority in terms of capital expenditure
It is not obvious that this has occurred in Takapuna in at least the last few years.

iii) Any off-street parking investment should be commercially viable

It must also be highly problematic that the new car park can achieve the required standard, “that any off-street parking investment should be commercially viable.” The first question is what does “commercially viable” mean? The Cambridge English Dictionary defines this as, “the ability of a business, product, or service to compete effectively and to make a profit.” So the concept is different than that of simply making a surplus, it contemplates the costs of finance charges as occur with a business.

I note that while AT have produced predicted financial returns for the proposed building these figures have not been peer reviewed.

I have also included material relating to the Ronwood Avenue Car Park in Manukau. I believe that this is relevant because it is the last constructed AT parking building. It is similar in that the building was a replacement of the at-surface car park that existed on the site.

It is evident from a perusal of the financial return that even eight years after construction it is not commercially viable. If a reasonable level of financing was held on the property then it would not be a commercial financial proposition, just as it isn’t without financing. This however is not the main consideration, but rather at the time that a parking building is to be built whether it is commercially viable.

Table 5: Criteria to be met before additional investment in off-street parking.

The table sets out the nine criteria that have to be met before additional investment can be made. The most reasonable reading of this is that all criteria need to be satisfied.

It is obvious that AT has not applied many of these criteria before deciding to proceed.

Criteria 1 Unsatisfied demand for parking. As discussed earlier, AT has not applied demand responsive parking that accords with the Strategy.

An answer to an OIA request dated 15 March, 2018 (attached) shows that AT approached this issue from a completely different methodology and not one provided for in the Strategy.

Criteria 3 Public transport alternatives not viable. Again AT has simply not done any analysis. First, Takapuna only has a dispersed catchment for a limited range of activities such as Council, IRD etc while most of the other activities such as retail, bars and restaurants are common to other town centres. The most important consideration is that the long awaited (three years) improvements to the public transport system have not been implemented and so AT cannot reasonably say whether they are sufficient to cater for projected travel demand.
The new Northern network as it relates to Takapuna is I believe almost entirely in accord with what AT proposed that it should be, so it begs the question, if it is not suitable to meet projected travel demand, why not?

This Northern network was proposed against the background of AT and Auckland Council having to meet their goals for greenhouse emissions and fuel usage. In Auckland 40% of greenhouse emissions come from fuel use and so achievement of the fuel use target significantly affects whether emission standards can be met (see Low Carbon Auckland and AT Sustainability Framework.) Takapuna is a metropolitan centre and therefore forms a significant part of Auckland. It is reasonable to assume that if AT cannot meet its environmental standards then it may be near on impossible to meet them in more diversely spread environments.

Criteria 4 Consistency with local planning policies. The car parking building is in very close proximity to two significant residential buildings (The Sentinel and Maison Apartments) that most traffic will pass to access the car park. I submit that AT have failed to assess likely environmental impacts from increased emissions from cars using the new facility. It appears that AT have not investigated as they are required to ensure that (off street parking facilities) “will not have significant adverse effects on the local environment or amenity.”

Criteria 6 Road Capacity. Here is an answer to a question submitted in an OIA request. It is part of an internal AT email dated 22 February 2017 at 7:09pm, “We’ve done no work on the traffic impacts of the public supply we have sought beyond the flow Report which recognises that limited capacity for traffic growth on the corridors leading to Takapuna logically leads us to put a cap on parking”. Despite the flow Report raising concerns AT have failed to assess the impacts of increased traffic flow.

Criteria 7 Return on investment. In response to an OIA request AT advised revenue projections for the new parking building. For such a significant project AT have failed ratepayers by not having these figures peer reviewed particularly when they have not taken the required steps in the Strategy to establish demand.

The approach taken by AT is particularly concerning given the last major car parking facility built in Auckland, at Ronwood Avenue, has been a significant financial failure so far. (see material in Appendices).

Criteria 8 Private sector funding. It is very unlikely that AT have conducted this exercise because they would have established that there were no price signals at the level that would make this new car park commercially viable. The Panuku Development website shows parking available at the Harbourside Church at 48 Esmonde Road which is easily accessible by bus to and from Takapuna. The price is only $1 per day, incomprehensible if parking was in short supply in Takapuna.

The private sector has responded to the existing pricing signals in Takapuna and there are two apps, Parkmate and Parkopedia that have apparently contracted private businesses and residences to offer parking. Observation suggests many of these spaces are not utilised regularly.

A Major Part of the Problem
While AT deny in answering OIA requests that they feel they have an obligation to provide cheap parking that does not seem to be how they actually feel about this matter. At a public meeting earlier this year an AT official told me that AT has an obligation to provide cheap parking. Just last week a public transport commentator mentioned that he had a similar comment relayed to him about a need to provide cheap parking. If this view is indeed driving AT’s operating model it needs to go because it will certainly prevent the correct administration of the Strategy.

The Gasometer Car Park Currently

The Gasometer car park that it replaces has some of, if not the cheapest parking in Takapuna. Leaseholders are able to obtain parking at $155 per month i.e. $5.10 per day, or if it considered as just Monday to Friday $7.15 per day. Adjacent public parking is priced at either $12 or $14 for early bird pricing.

The Principles of demand responsive priced parking is set out at page 17. The principles that are relevant are:
- Pricing policies should be consistent with the organisation’s strategic objectives by supporting visits to the CBD, promoting public transport use, discouraging commuter trips at peak times and reducing congestion.
- Prioritise short stay parking over long stay parking.
- Use a consistent, simple, rules based, transparent and data driven approach for setting parking rates.
- Use demand responsive parking and charge the lowest rates possible to achieve occupancy targets.

Clearly AT is not complying with the second priority. These car parks are provided for an unlimited period of time each day.

Until recently AT had a message on its website that the waiting list for parks at this car park was long and there was no point in adding your name. Clearly AT is not administering their policy to comply with priority 4 and if this is so then arguably they are not complying with priority 3.

AT are not complying with priority 1 as evidence by Fig 13 of the flow Report (attached) because trips to and from the car park occur at peak times and therefore cause congestion. That there is very cheap parking so close to the main Takapuna bus stops is certainly not promoting public transport use.

The lack of price adjustment cannot be considered reasonable even in terms of the “Price Setting” requirement. It is hard to imagine what an “unintended consequence” might be.

The second complaint that I wish you to investigate is that AT has failed in the administration of its demand responsive priced parking in terms of its policy.

Efforts to Resolve these Issues.

I was invited to attend a meeting with three officials from AT and one from Panuku Development.

In my view the time was spent by these officials explaining why the project was necessary and then answering my questions. No resolution of my concerns occurred and I advised them that I would proceed to raise a complaint.
Summary

The administration by AT of the Auckland Transport Parking Strategy has at best been careless; and at worst done with a clear disregard of the policies that they have set for themselves. However they have arrived at this position, they have left ratepayers in a position where they should not be. Ratepayers have a reasonable expectation that their officials will administer policies as they are written. Non adherence to the provisions of this Strategy will most likely have the negative implications outlined in the flow Report. The development by Panuku if allowed to proceed will be directly in contradiction of the vision statement that they have for this area.

It is obvious that the plan to close the 40 Anzac Street car park caused political problems for AT and/or Auckland Council. There are a number of residents and business owners who believe that they have an entitlement to have a car park at 40 Anzac. While it might be politically useful to propose that that parking might be satisfied by having a car park on the Gasometer site I respectfully suggest that this is not an option that is open to AT/Council if it does not comply with the Strategy.

The essence of the problem however is the way that the problem has been approached and I have copied material from an OIA answer received on 15 May. Please supply any (summary) material where Panuku have discussed the likely impact on parking prices due to oversupply created by the new parking building (question 5)

Answer: AT’s website states that of the 2,300 total public on and off-street parking spaces in Takapuna, 1,500 are managed as short-stay spaces and are at capacity. The Gasometer building, currently proposed as a 450-space facility, is designed to replace spaces lost at the Anzac Street carpark (250 spaces) and on Hurstmere Road (28 spaces), while also increasing the short-stay supply to meet projected demand.

Such an approach was not open to Auckland Transport in terms of the Strategy.

There is a wider consideration here and that is local body accountability. Although this complaint is about decisions regarding parking matters it could be about any issue. Correctly AT has gone through a consultation process before making and implementing a policy. However, having implemented a policy surely they are bound to comply with it otherwise the aforementioned policy is pointless.