Date: Tuesday 20 November 2018  
Time: 9.30am  
Meeting Room: Reception Lounge  
Venue: Auckland Town Hall  
301-305 Queen Street  
Auckland

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.
Rating of religious use properties

Finance and Performance Committee – 20 November 2018

Andrew Duncan
Aaron Matich
Proposed guidelines

• Non-rateable land is set by legislation
• Treatment of rateable land determined by council
• Sought additional legal advice and considered ratepayers concerns
• Proposed additional guidelines:
  • small parts used ancillary to religious worship should not be apportioned and be
treated as non-rateable
  • other parts should be rated consistent with non-religious use properties across
the region
• Implementation can mainly be achieved administratively
  • only requires consultation on one minor change to FIS
Key changes

- Do not apportion => treat as non-rateable
  - small offices – ancillary to religious worship
  - cafés - not operating commercially
  - op shops - not operating in a commercial like manner
- Shift to zero-rating => policy change requiring consultation
  - libraries – alignment with non-religious properties
- Halls – primarily religious purposes => non-ratable
  - further work required to determine rateable status
### Impact of proposed changes

<table>
<thead>
<tr>
<th>Dollar Band</th>
<th>Initial assessment</th>
<th>Revised approach</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>$0 - $1,000</td>
<td>39</td>
<td>54</td>
<td>15</td>
</tr>
<tr>
<td>&lt;= $1,000</td>
<td>373</td>
<td>416</td>
<td>43</td>
</tr>
<tr>
<td>$1,000 to $5,000</td>
<td>220</td>
<td>284</td>
<td>-98</td>
</tr>
<tr>
<td>$5,000 to $10,000</td>
<td>232</td>
<td>33</td>
<td>-16</td>
</tr>
<tr>
<td>$10,000 to $20,000</td>
<td>49</td>
<td>21</td>
<td></td>
</tr>
<tr>
<td>$20,000+</td>
<td>29</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Proposed transition

• Defer any rates increases to 2019/2020
  • all decreases apply for 2018/2019
  • any increases capped at 2017/2018 rates except where new commercial activity identified
• Transition grants applied direct to rates accounts
• Letters to all ratepayers advising decision and impacts
• Issue new rates invoices
SUBMISSION
by
DANNY LENDICH

to
AUCKLAND COUNCIL FINANCE & PERFORMANCE COMMITTEE

on
Update on Speedway Relocation

File No. CP2018/20014

Thank you for the opportunity to talk to you today. I have written down what I want to say and will speak to you from it as you wish after it has been presented for me. In doing that I will refer to the Executive summary paragraph numberings where appropriate.

By way of brief introduction I have been involved in speedway in NZ, USA, Canada, Mexico and Australia over many decades and I have been approached by many people concerned about the removal of speedway from Western Springs. I have been in business in Auckland and beyond for over 60 years. I have a wide knowledge of Auckland City having been involved in all manner of civil works and motorway construction. I say this for no reason other than that I believe I have something to say that is worth hearing on this issue.

I have some questions and to some I will give answers as I see them:

1. Who is paying for speedway to move to Colin Dale Park? The answer from media and the public record seems to be the ratepayers in large measure.

2. Does an approach to Council on a suggested move from a present day commercial speedway promoter as per Para 3 truly represent what the wider speedway community of competitors and fans want? The answer from a great majority I talk to is "No".

3. Does an MoU to assess feasibility of a move and the outcome that is - 'could' move, to Colin Dale Park as a stated in Para 5 answer the primary question – whether it 'should' move? I think not.

4. Does overseas experience with moving speedway venues away from city centres give Council great confidence that this will not be a white elephant? Just a few examples of failures:
   - Brisbane – Empire Speedway to Archerfield (60% down).
   - Sydney- Sydney Showgrounds to Parramatta Showgrounds (40 paying spectators last Saturday night, I believe)
• Perth - Claremont to Kwinana
• Adelaide – Rowlay Park to Speedway City (closed) and now at Murray Bridge on an irregular basis
• USA – California: Ascot Park off 405 Freeway to Ventura; Manzanita in Phoenix, Arizona – attempted a move but never got off the ground.

5. Where is the transparency in the grant of speedway management rights for the new venue? Where has the plan for an open tender process gone?

6. Why does the shift to Colin Dale park include a 10 year lease to the current promoter with 2 rights of renewal of 10 years each and a rent free period for the first 3 years? This is an extensive lease in comparison to the tenure of the 14 promoters from 1929 through to the present averaging around 4 or 5 years each. Presumably the speedway business is then to be saleable along with the lease assignment giving 30 year rights (which will hold much of the goodwill value) as a commercial transaction. This seems to be highly preferential treatment.

7. Can the Council tell us the actual cost to it of the move and the value of benefits proposed to be granted to the promoter?

8. Can the Council identify the promoter and Councillors involved in the shift of the Ponsonby Rugby Club to Western Springs in 1991-92 and why the race track was allowed to be narrowed to accommodate a rugby ground on the infield? This was to the detriment of speedway and the infield was never intended or designed for that use and is not a playing field.

9. Should the history of the world renowned Springs as a speedway venue that overseas drivers and visitors, Aucklanders and other NZers can readily access be continued for as long as reasonably possible? I say ‘yes’, absolutely ‘yes’. The venue is easily accessible being opposite on and off motorway ramps and on the main Great North Rd arterial route, walkable and bikeable from the city. In addition there are many benefits to local businesses within the area on speedway days and nights.

10. My recommendations would be that:
• Speedway remain at Western Springs and, with no disrespect to the great club that it is, the Ponsonby Rugby Club is relocated to more appropriate premises that would serve it much better than their present ones occupied since 1991.
• Resolve the existing environmental issues e.g. noise, dust (I understand there has not been a noise complaint for 7 years) and the dust is easily resolvable.
• Council approve 14 nights per year with rain dates.
• The track to be returned to a dirt racing track instead of being impeded by a rugby field which alters the dimensions of the track, which in turn affects the quality of the racing and increases the danger for the drivers.
• The clubrooms be returned to the management of the appropriate Speedway Association.
From talking with previous promoters, car owners and fans a 14 night period seems the right amount of nights to run a successful season, will make it financially viable for car owners to run their cars and make it enjoyable for a family night out of fun and excitement. Any more than this becomes unviable and the car count and fan count will drop.

In closing, I table that I have no interest in being a promoter and have only the greater interest that Western Springs remain the home of Speedway and that the ratepayers of Auckland are not subjected to this outrageous expenditure on a new speedway stadium (and perhaps a white elephant, like Eden Park) when we already have one that exists, has been there for nearly 90 years and works well when not subject to rugby field constraints.

It seems to me that plans are quite advanced under the MoU but my plea is to stop, stand back, do further due diligence and to engage in a process that has integrity and transparency.
"80 YEARS PLUS"

Western Springs Promoters over the Years

- Jack Kay – 1929/30 season through to 1937/38 season (9 summers)
- George Smith – 1938/39 season through to 1940/41 season (3 summers)
- Speedway closed 1941/42 to 1943/44 due to World War II (3 summers)
- George Smith – 1944/45 season through to 1949/50 season (6 summers)
- Jack Cormack – 1950/51 season through to 1952/53 season (3 summers)
- George Gair – 1953/54 season through to 1956/57 season (4 summers)
- Jack Cormack – 1957/58 season through to 1960/61 season (4 summers)
- Harry Thompson – 1961/62 season through to 1962/63 season (2 summers)
- Harley Arthur – 1963/64 season through to 1971/72 season (9 summers)
- George Tervit – 1972/73 season through to 1988/89 season (17 summers)
- Reece Facoory – 1989/90 season through to 1991/92 season (3 summers)
- Barry Bonner – 1992/93 season through to 1996/97 season (5 summers)
- Willie Kay – 1997/98 season through to 2001/02 season (5 summers)
- Bill Buckley – 2002/03 season through to 2008/09 season (7 summers)

+ 2018

Gerry Mathieson and Jack Malcolm promoted Thursday night motorbike meetings at Western Springs for three years from the 1950/51 season through to 1952/53.

Merv Neil had a joint promotion deal with George Gair to promote Stock Car Racing at Western Springs at the completion of the 1954/55 speedway season.

The final four meetings of the 1956/57 season were organised by P & H Promotions, the Stock Cars being combined with normal speedway events. Prior to this P & H Promotions were running Stock Car only meetings, mid-week, at Western Springs.
Update on proposed move of
speedway from Western Springs to
Colin Dale Park

Finance and Performance Committee
Why Colin Dale Park

- Regional assessment in 1990s found lack of motorsport facilities
- MCC purchased land in 2003
- Envisaged a large space for motorsport
- Creates a halo effect
- Motorsport has large support base
- Speedway coming would unlock park and provide social benefits
Enabling landlord works for Colin Dale Park

- Complete internal access roads
- Improve pedestrian access within the site
- Change entrance to Puhinui Reserve to protect volcanic crater
- Complete parking areas
- Provides lighting
- Provision of bore for tenants
- Provides infrastructure services
- Enables resource consent for future earthworks (at least 3 existing tenants need this)
- Enables AC to meet obligations of existing leases at Colin Dale Park
- Change radius of internal roundabout to enable trailers to more easily turn
- Provide entrance signage
- Put in place a deceleration lane on Puhinui Rd/Prices Rd corner
### Preferred option vs MoU costs

<table>
<thead>
<tr>
<th>Preferred option - complete</th>
<th>MoU envisaged</th>
<th>Unfunded</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>AC</td>
<td>$8.9M</td>
<td>$10M</td>
<td>$38.9</td>
</tr>
<tr>
<td>Speedway</td>
<td>Not included</td>
<td>$10 to 12.5M</td>
<td>$20M</td>
</tr>
</tbody>
</table>

**Note:**
- MoU envisaged costs are not included in the AC
- Total costs include all categories listed.
Complete design

- Proposed concept design
- Total estimate $30M
  (Plus landlord works $8.9M)
- 430m wide track
- Pits 190
- Spectators approx. 8,400
- Concourse and grandstand
Functional design

- Proposed concept design
- Total estimate $20M
  (Plus landlord works $8.9M)
- 430m wide track
- Pits 190
- Terraced seating approx 7,200
Item 12

Attachment A

Except tolls

No provision for spectators

Speedway

Meets standard for NZ

Pits 190

430m wide track

(plus landlord works

Total estimate $11.7M

Proposed concept design

Basic design
## Funding

<table>
<thead>
<tr>
<th></th>
<th>Max Council contribution</th>
<th>Speedway contribution</th>
<th>Unfunded</th>
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</thead>
<tbody>
<tr>
<td>Works to meet NZ Speedway standard</td>
<td>$10M</td>
<td>($10M)</td>
<td></td>
</tr>
<tr>
<td>Fan experience</td>
<td></td>
<td></td>
<td>$10M</td>
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<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td><strong>$30M</strong></td>
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Plus $8.9M (it was $6.3M in 2014) from council for enabling landlord works for the completion of Colin Dale Park
<table>
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<tr>
<th>Item 10</th>
<th>34 Moore Street</th>
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**Proposal recommendations report - 34 Moore Street, Howick**

Minute taken at the meeting called for the purpose:

- Minute taken at the meeting called for the purpose of receiving and registering the results of the Council's local elections, held on 13 October 2018.

The Howick Local Board:

- is opposed to the sale of 34 Moore Street, Howick;
- do not feel that a full strategic analysis has been completed by the Howick Village Study;
- has identified uses for the property outside of the council group;
- require the opportunity to explore any opportunities further;
- agree to fund any feasibility assessment on the future use of the above property including, but not limited to: Community Hall, Private use, Co-Location, Howick Ward Office, or Youth facility;
- in the event of d) and e) is willing to consider funding or part funding any lease cost to council;
- confirms its position that the property is strategic due to the close proximity to the Howick Village centre.

A Division was called for, voting on which was as follows:

<table>
<thead>
<tr>
<th>Name</th>
<th>Yes</th>
<th>Against</th>
</tr>
</thead>
<tbody>
<tr>
<td>John</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jane</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jack</td>
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</tbody>
</table>

The motion was declared carried by 9 votes to 1.
That the Howick Local Board:

a) is opposed to the sale of 34 Moore Street Howick
b) do not feel that a full strategic analysis has been completed by the Howick Village Study
c) has identified uses for the property outside of the council group
d) request the opportunity to explore any possibilities further
e) agree to fund any feasibility assessment on the future use of the above property including, but not limited to: Community Hub, Private lease, Co-location, Howick Ward Office, or Youth Facility
f) in the event of d) and e) is willing to consider funding or part funding any lease cost to council
g) confirm its position that the property is strategic due to the close proximity to the Howick Village centre.
$?k
$120k
Uxbridge Art Centre
$20k