I hereby give notice that an ordinary meeting of the Hibiscus and Bays Local Board will be held on:

**Date:** Wednesday, 12 December 2018  
**Time:** 4:30pm  
**Meeting Room:** Council Chamber  
**Venue:**  
Orewa Service Centre  
50 Centreway Road  
Orewa

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**Hibiscus and Bays Local Board**  
**OPEN AGENDA**

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**MEMBERSHIP**

Chairperson  
Julia Parfitt, JP

Deputy Chairperson  
Janet Fitzgerald, JP

Members  
Chris Bettany  
David Cooper  
Gary Holmes  
Caitlin Watson  
Vicki Watson  
Mike Williamson

(Quorum 4 members)

Vivienne Sullivan  
Local Board Democracy Advisor  
6 December 2018

Contact Telephone: (09) 427 3317  
Email: vivienne.sullivan@aucklandcouncil.govt.nz  
Website: www.aucklandcouncil.govt.nz

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**Note:** The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. Should Members require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.
<table>
<thead>
<tr>
<th>Portfolio</th>
<th>Description</th>
<th>Resolution</th>
<th>Local Board Members</th>
</tr>
</thead>
</table>
| Minor landowner approvals and landlord approvals including events | To confirm if the matter is minor for staff to exercise their delegation for landowner approvals  
To approve minor landlord approvals | HB/2016/190 | Julia Parfitt - Chairperson  
Janet Fitzgerald - Deputy Chairperson  
Gary Holmes - Alternate |
| Transport Information Group | Discuss transport issues/projects | HB/2016/190 | Julia Parfitt - Chairperson  
Janet Fitzgerald - Deputy Chairperson  
David Cooper - Alternate |
| Resource consent applications | Input into notification decisions for resource consent applications | HB/2016/190 | Gary Holmes  
Janet Fitzgerald - Deputy Chairperson  
David Cooper - Alternate |
| Notified Resource Consents  
Notified Plan Changes  
Notices of Requirement | To prepare and submit local board views and speak to those local board views at any hearings | HB/2018/55 | Gary Holmes or  
Julia Parfitt – Chairperson or  
Janet Fitzgerald - Deputy Chairperson |
| Urgent Decision Making | To make decisions on matters that cannot wait until the next ordinary meeting of the local board | HB/2016/195 | Julia Parfitt – Chairperson  
Janet Fitzgerald - Deputy Chairperson  
Christina Bettany - Alternate |
| Infrastructure and Environmental Services | To approve minor changes to 2018/2019 work programme | HB/2018/96 | Chris Bettany  
Julia Parfitt – Chairperson  
Janet Fitzgerald - Deputy Chairperson |
| Arts, Community and Events | To approve minor changes to 2018/2019 work programme | HB/2018/99 | Chris Bettany  
Caitlin Watson  
Mike Williamson - Alternate |
| Parks, Sport and Recreation | To approve minor changes to 2018/2019 work programme | HB/2018/99 | David Cooper  
Mike Williamson  
Caitlin Watson - Alternate |
| Service, Strategy and Information | To approve minor changes to 2018/2019 work programme | HB/2018/99 | Gary Holmes  
Julia Parfitt – Chairperson  
Vicki Watson - Alternate |
| Economic Development | To approve minor changes to 2018/2019 work programme | HB/2018/100 | Janet Fitzgerald – Deputy Chairperson  
Gary Holmes  
Vicki Watson - Alternate |
| Community Facilities and CF: Leases | To approve minor changes to 2018/2019 work programme/s | HB/2018/122 | Julia Parfitt – Chairperson  
Janet Fitzgerald-Deputy Chairperson  
Caitlin Watson - Alternate |
| Silverdale Led Heritage Character Design Guidelines | To approve any minor changes | | Janet Fitzgerald – Deputy Chairperson  
Caitlin Watson |
| Hibiscus and Bays Local Board Annual Report 2017/2018 | To approve any minor changes | | Janet Fitzgerald – Deputy Chairperson |
## Appointments to outside organisations

<table>
<thead>
<tr>
<th>Organisation</th>
<th>Local Board Member</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vaughan Homestead (Torbay Historical Society)</td>
<td>Julia Parfitt - Chairperson</td>
</tr>
<tr>
<td></td>
<td>Chris Bettany - Alternate</td>
</tr>
<tr>
<td>Victor Eaves Management Committee</td>
<td>Mike Williamson</td>
</tr>
<tr>
<td>Local Government New Zealand Zone One (Auckland and Northland)</td>
<td>Janet Fitzgerald - Deputy Chairperson</td>
</tr>
<tr>
<td><strong>Business Improvement Districts (BIDS)</strong></td>
<td></td>
</tr>
<tr>
<td>Destination Orewa Beach</td>
<td>Vicki Watson</td>
</tr>
<tr>
<td></td>
<td>David Cooper - Alternate</td>
</tr>
<tr>
<td>Torbay</td>
<td>Chris Bettany</td>
</tr>
<tr>
<td></td>
<td>Julia Parfitt - Chairperson - Alternate</td>
</tr>
<tr>
<td>Browns Bay</td>
<td>Chris Bettany</td>
</tr>
<tr>
<td></td>
<td>Gary Holmes - Alternate</td>
</tr>
<tr>
<td>Mairangi Bay</td>
<td>David Cooper</td>
</tr>
<tr>
<td></td>
<td>Julia Parfitt - Chairperson - Alternate</td>
</tr>
<tr>
<td>ITEM</td>
<td>TABLE OF CONTENTS</td>
</tr>
<tr>
<td>------</td>
<td>-----------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>1</td>
<td>Welcome</td>
</tr>
<tr>
<td>2</td>
<td>Apologies</td>
</tr>
<tr>
<td>3</td>
<td>Declaration of Interest</td>
</tr>
<tr>
<td>4</td>
<td>Confirmation of Minutes</td>
</tr>
<tr>
<td>5</td>
<td>Leave of Absence</td>
</tr>
<tr>
<td>6</td>
<td>Acknowledgements</td>
</tr>
<tr>
<td>7</td>
<td>Petitions</td>
</tr>
<tr>
<td>8</td>
<td>Deputations</td>
</tr>
<tr>
<td>9</td>
<td>Public Forum</td>
</tr>
<tr>
<td>10</td>
<td>Extraordinary Business</td>
</tr>
<tr>
<td>11</td>
<td>Auckland Transport Update to Hibiscus and Bays Local Board December 2018</td>
</tr>
<tr>
<td>12</td>
<td>Proposed Regional Public Transport Plan</td>
</tr>
<tr>
<td>13</td>
<td>Land owner application for Mairangi Bay Surf Life Saving Club Incorporated - storage in Montrose Terrace Reserve</td>
</tr>
<tr>
<td>14</td>
<td>Adoption of the Whangaparāoa Centre Plan</td>
</tr>
<tr>
<td>15</td>
<td>Orewa Citizens Advice Bureau – extensive internal refurbishment.</td>
</tr>
<tr>
<td>16</td>
<td>Hibiscus and Bays Local Board Facility Grant 2018/2019</td>
</tr>
<tr>
<td>17</td>
<td>Annual Budget 2019/2020 consultation</td>
</tr>
<tr>
<td>18</td>
<td>Panuku Development Auckland Local Board six-monthly update 1 May - 31 October 2018</td>
</tr>
<tr>
<td>19</td>
<td>Ward Councillors Update</td>
</tr>
<tr>
<td>20</td>
<td>Governance Forward Work Calendar</td>
</tr>
<tr>
<td>21</td>
<td>Record of Workshop Meetings</td>
</tr>
<tr>
<td>22</td>
<td>Consideration of Extraordinary Items</td>
</tr>
</tbody>
</table>
1 Welcome

2 Apologies

At the close of the agenda no apologies had been received.

3 Declaration of Interest

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

4 Confirmation of Minutes

That the Hibiscus and Bays Local Board:

a) confirm the ordinary minutes of its meeting, held on Wednesday, 21 November 2018, including the confidential section, as a true and correct record.

5 Leave of Absence

At the close of the agenda no requests for leave of absence had been received.

6 Acknowledgements

At the close of the agenda no requests for acknowledgements had been received.

7 Petitions

At the close of the agenda no requests to present petitions had been received.

8 Deputations

Standing Order 7.7 provides for deputations. Those applying for deputations are required to give seven working days notice of subject matter and applications are approved by the Chairperson of the Hibiscus and Bays Local Board. This means that details relating to deputations can be included in the published agenda. Total speaking time per deputation is ten minutes or as resolved by the meeting.

At the close of the agenda no requests for deputations had been received.

9 Public Forum

A period of time (approximately 30 minutes) is set aside for members of the public to address the meeting on matters within its delegated authority. A maximum of 3 minutes per item is allowed, following which there may be questions from members.

At the close of the agenda no requests for public forum had been received.
10 Extraordinary Business

Section 46A(7) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

"An item that is not on the agenda for a meeting may be dealt with at that meeting if-

(a) The local authority by resolution so decides; and
(b) The presiding member explains at the meeting, at a time when it is open to the public,-
   (i) The reason why the item is not on the agenda; and
   (ii) The reason why the discussion of the item cannot be delayed until a subsequent meeting."

Section 46A(7A) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

"Where an item is not on the agenda for a meeting,-

(a) That item may be discussed at that meeting if-
   (i) That item is a minor matter relating to the general business of the local authority; and
   (ii) the presiding member explains at the beginning of the meeting, at a time when it is open to the public, that the item will be discussed at the meeting; but

(b) no resolution, decision or recommendation may be made in respect of that item except to refer that item to a subsequent meeting of the local authority for further discussion."
Te take mō te pūrongo / Purpose of the report
1. To provide an update to Hibiscus and Bays Local Board members on transport related matters in their area, including the Local Board Transport Capital Fund.

Whakarāpopototanga matua / Executive summary
2. This report covers:
   - A summary of the board’s transport capital fund
   - A summary of consultation activity
   - Traffic Control Committee decisions
   - An update on issues raised
   - Update - Speed Limits Bylaw

Ngā tūtohunga / Recommendation/s
That the Hibiscus and Bays Local Board:
a) receive the Auckland Transport December 2018 update report.

Horopaki / Context
3. This report updates the local board on Auckland Transport (AT) projects and operations in the Hibiscus and Bays Local Board area. It summarises consultations and Traffic Control Committee results and includes information on the status of the Local Board Transport Capital Fund (LBTCF).

4. AT is responsible for all of Auckland’s transport services, excluding state highways. We report on a monthly basis to local boards, as set out in our Local Board Engagement Plan. This monthly reporting commitment acknowledges the important engagement role local boards play within the governance of Auckland on behalf of their local communities.

5. The LBTCF is a capital budget provided to all local boards by Auckland Council and delivered by AT. Local boards can use this fund to deliver transport infrastructure projects that they believe are important to their communities but are not part of AT's work programme. Projects must also:
   - be safe
   - not impede network efficiency
   - be in the road corridor (although projects running in parks can be considered if there is a transport outcome).

Tātaritanga me ngā tohutohu / Analysis and advice
Local Board Transport Capital Fund
6. The Hibiscus and Bays Local Board’s share of the LBTCF allocated with effect from 1 July 2018, as per the funding policy, is $1,237,015 per annum.
7. The total remaining in the current electoral term to the Hibiscus and Bays Local Board is $1,144,389. However, at the end of the previous term the Hibiscus and Bays Local Board elected to spend just 50 per cent of the election year’s allocation. Should the local board choose to do so again, with 50 percent of $1,237,015 being $618,507.50, the balance available would be $525,881.50.

8. The table below reflects the status of projects to which LBTCF has already been committed.

<table>
<thead>
<tr>
<th>Project</th>
<th>Description</th>
<th>Current status</th>
<th>Changes since last update</th>
<th>Funds allocated in current political term</th>
</tr>
</thead>
<tbody>
<tr>
<td>091 – Mairangi Bay Art Walk</td>
<td>Construction of footpath amenities on Hastings Road, Mairangi Bay from the retail centre to Mairangi Bay Reserve.</td>
<td>Completed</td>
<td>No</td>
<td>$17,508</td>
</tr>
<tr>
<td>411 – Torbay Revitalisation</td>
<td>Upgrade of Torbay town centre.</td>
<td>Completed</td>
<td>No</td>
<td>$598,787</td>
</tr>
<tr>
<td>558 - Orewa Pedestrian Crossings</td>
<td>Facilities to improve pedestrian safety at the intersections of Moana and Moenui Avenues with the Hibiscus Coast Highway.</td>
<td>Completed</td>
<td>No</td>
<td>$127,510</td>
</tr>
<tr>
<td>578 - Orewa Boulevard Stage 3</td>
<td>Extension of existing Boulevard concept from Riverside Road to Empire Road.</td>
<td>Discussed at a workshop on 25 October. A second workshop to be scheduled for early 2019.</td>
<td>Yes</td>
<td>$1,330,000</td>
</tr>
<tr>
<td>579 - Torbay Parking Stage 2</td>
<td>Construction of 5 car park spaces on the Auckland Council reserve at 1022 Beach Road, Torbay.</td>
<td>Detailed design completed and contractor appointed. Work commenced in October was completed mid-November.</td>
<td>Yes</td>
<td>$56,000</td>
</tr>
<tr>
<td>580 – Town Centre Slow Zones</td>
<td>Traffic Calming in the town centres of Mairangi Bay and Torbay</td>
<td>Discussed at a workshop on 1 November.</td>
<td>Yes</td>
<td>$689,731</td>
</tr>
<tr>
<td>644 - Centennial Park Path</td>
<td>Auckland Council led Greenways project in Centennial Park, Campbells Bay.</td>
<td>Detailed design and construction</td>
<td>Yes</td>
<td>$220,000</td>
</tr>
</tbody>
</table>
9. Post construction safety audits following the completion of Project 558 - Orewa Pedestrian Crossings, have been undertaken for each of the intersections involved. Recommendations for minor changes at the intersection of Hibiscus Coast Highway / Moana Avenue have been addressed and this report has been shared with the local board and Destination Orewa Beach. The report on the Hibiscus Coast Highway / Moenui Avenue intersection will also be circulated once this becomes available.

10. Construction of Project 579 - Torbay Parking Stage 2 began in early October 2018 and was completed in mid-November 2018.

11. The photographs below show the completed work area:

12. Project 578 - Orewa Boulevard Stage 3, was discussed with members at a workshop on 25 October 2018, with members suggesting changes to the draft design presented. A speed reduction on Hibiscus Coast Highway and those roads intersecting within the Boulevard area will be included in AT’s Speed Limit Bylaw Review which will be subject to public consultation during early 2019. A further update on this, design options and indicative costings will be discussed with members in early 2019.

13. Project 580 – Town Centre Slow Zones for Mairangi Bay and Torbay were discussed with members at a workshop on 1 November 2018. Speed reductions in these town centres will be included in AT’s Speed Limit Bylaw Review which will be subject to public consultation during early 2019. A further update on this, design options and indicative costings will also be discussed with members in early 2019.

14. At its meeting on 19 September 2018 the local board resolved to allocate $5,400 from the funds remaining in its LBTCF towards the supply and installation of 14 arm rests on seven seats located in the area between 292 and 350 Hibiscus Coast Highway, Orewa (Resolution number HB/2018/171). Manufacture of the armrests is proceeding and it is anticipated that they will be installed prior to Christmas 2018.
15. At its meeting on 17 October 2018 the local board resolved to allocate $220,000 from the funds remaining in its LBTCF to detailed design and construction for a Greenways path in Centennial Park, Campbells Bay (Resolution number HB/2018/166). The project is being led by Auckland Council’s Community Facilities team, which will provide progress updates to the local board.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe / Local impacts and local board views

Auckland Transport consultations

16. Over the last reporting period, AT has invited the local board to provide their feedback on the following proposal:

<table>
<thead>
<tr>
<th>Location</th>
<th>Proposal</th>
<th>Details and Local Board Feedback</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bankside/Manuel Roads and Stoney Butler Crescent in Silverdale</td>
<td>Proposed pedestrian safety and connectivity improvements</td>
<td>Documentation describing changes to improve pedestrian safety and connectivity at the intersection of Bankside/Manuel Roads and Stoney Butler Crescent, Silverdale, was sent to Hibiscus Coast subdivision members on 21 November 2018 with a request for comment no later than 5 December 2018.</td>
</tr>
<tr>
<td>Hibiscus Coast Highway, Silverdale</td>
<td>Proposed footpath</td>
<td>Documentation describing the installation of footpath on Hibiscus Coast Highway, Silverdale, was forwarded to members on 22 November with a request for comments no later than 5 December 2018.</td>
</tr>
<tr>
<td>Maire Road, Orewa</td>
<td>Proposed footpath</td>
<td>Documentation describing a proposal to install a footpath on Maire Road, Orewa, to improve pedestrian connectivity and safety, was forwarded to members on 22 November with a request for comment no later than Wednesday, 5 December 2018.</td>
</tr>
</tbody>
</table>

Traffic Control Committee decisions

17. AT’s resolution and approval process ensures the most appropriate controls and restrictions are put in place and can be legally enforced. Decisions made by AT’s Traffic Control Committee in relation to regulatory processes relevant to the Hibiscus and Bays Local Board during November are listed below:

<table>
<thead>
<tr>
<th>Decision</th>
<th>Report Type</th>
<th>Nature of Restriction</th>
<th>Decision</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ramsgate Terrace, Matipo Road, Torbay</td>
<td>Permanent Traffic and Parking changes</td>
<td>No Stopping At All Times, Bus Stop, Bus Shelter, Road Hump, Give-Way Control, Edge Lines</td>
<td>Carried</td>
</tr>
<tr>
<td>Fitzwilliam Drive, Stredwick Drive, Mairangi Bay</td>
<td>Temporary Traffic and Parking Controls</td>
<td>Bus stop</td>
<td>Carried</td>
</tr>
</tbody>
</table>
Issues Raised by Elected Members

18. Most issues raised by elected members and local board staff are resolved promptly by AT’s Elected Member Relationship Manager. Those which require further investigation are responded to by the relevant department of AT through its customer response team. The following list summarises these issues to 23 November 2018:

<table>
<thead>
<tr>
<th>Location</th>
<th>Issue</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Nor’East Drive, Northcross</td>
<td>Footpath damage on Nor’East Drive, Northcross.</td>
<td>Member Bettany raised concerns about extensive damage to the footpath on Nor’East Drive, Northcross, on 21 August 2018. Member Bettany was advised on 22 November 2018 that the trip hazard had been repaired and the area made safe.</td>
</tr>
<tr>
<td>2 Inverness Road, Browns Bay</td>
<td>Loading Zone at 8 Inverness Road, Browns Bay.</td>
<td>Member Cooper advised on 17 October 2018 that New World staff are using the loading zone adjacent to the supermarket at 8 Inverness Road, Browns Bay, for the storage of forklifts and waste bins, creating health and safety issues. AT’s parking enforcement team advise that their warrants limit them to ticketing registered vehicles only, and that forklifts are not registered vehicles so they are not able to intervene in this instance. Referred on to Compliance Team/Network Operations for further assistance.</td>
</tr>
<tr>
<td>3 East Coast Road, Torbay</td>
<td>Request for interim safety improvements at the intersection of East Coast and Glenvar Roads, Torbay.</td>
<td>On 2 November 2018 Member Parfitt requested an investigation into safety improvements at the intersection of Glenvar and East Coast Roads, Torbay, ahead of the realignment and upgrade of Glenvar Road, following reports that drivers were taking risks when exiting Glenvar Road onto East Coast Road. On 23 November 2018 Member Parfitt was advised that AT’s engineers understand that the current situation can be frustrating, and they do not condone members of the public putting themselves at risk, but given that an upgrade of the intersection...</td>
</tr>
<tr>
<td>Location</td>
<td>Issue</td>
<td>Status</td>
</tr>
<tr>
<td>---------------------------</td>
<td>------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>4 Spur / Duck Creek Roads, Stillwater</td>
<td>Request for safety improvements on Spur / Duck Creek Roads, Stillwater.</td>
<td>Member Parfitt asked on 9 November 2018 on behalf of the Stillwater Community Association that the road into Stillwater from East Coast Road (Spur/Duck Creek) be double yellow lined all the way, making it a no passing road. The Association also asked for the selective placement of speed humps, the installation of \textit{No Overtaking} signage at strategic points along the road, the installation of signage to warn motorists against cutting corners, and a focused social media campaign to get this message across, the Association offering to assist with the latter. \textit{Referred to Traffic Engineering for investigation}.</td>
</tr>
<tr>
<td>5 Beach Road, Torbay</td>
<td>Request for improved footpath safety on Beach Road, Torbay.</td>
<td>On 20 November 2018 Member Parfitt asked for assistance to resolve a request from a Torbay resident that safety on the footpath on Beach Road, between Long Street and the beach, be investigated. The customer advises that footpath has been subject to a lack of repair and maintenance for some time and now (and most likely for decades) poses a risk to pedestrian safety. \textit{Referred to RCD initially, and then referred on to Traffic Operations for further assistance}.</td>
</tr>
</tbody>
</table>

**Other Auckland Transport news**

**Update – Speed Limits Bylaw**

19. AT is fast-tracking implementation of a speed management plan for Auckland and delivering an ambitious $700 million safety infrastructure acceleration programme, estimated to reduce deaths and serious injury by up to 18% over an initial three-year period, and by up to 60% by 2028. It will deliver major, minor and mass-action safety engineering projects, including speed management on high-risk routes and locations across the network.

20. This work is being enabled by the Regional Fuel Tax (RFT), which contributes $210 million of the total $700 million capital expenditure.

21. The speed management programme is being delivered through two main tranches of work:

- An accelerated Safe Speed Programme – to be delivered from December 2018, involving projects that were implemented prior to the development of the bylaw. This tranche has already been communicated to all local boards.
- The safe speed programme – to be delivered through the Speed Limits Bylaw. The bylaw will be consulted on Auckland-wide early in 2019.

22. There will also be associated projects such as the Residential Speed Management programme in:

- Te Atatu South
- Papakura (Rosehill area).
In addition to the Bylaw and Accelerated Speed Programmes, improvements are also proposed along Dairy Flat Highway as a result of AT’s road safety network review. Details of this work and project updates are available on AT’s website.

The Speed Limits Bylaw is the legal process for changing speed limits, as per Section 27.1 of the Land Transport Rule: Setting of Speed Limits 2017.

The process involves AT:

- setting the urban boundary (which determines the areas of standard urban and rural speed limits)
- listing exceptions to these standard speeds, which include special circumstances such as School Zones.

After determining the proposed changes, and in accordance with the special consultative procedure governed by the Local Government Act 2002, and the Land Transport Rule: Setting of Speed Limits 2017, AT will be consulting on the bylaw as a whole, not on individual roads, in late 2018/early 2019.

The consultation will last for approximately one month and members of the public will be able to submit their views on the proposed changes. Those who wish to be heard by a Hearing Panel will also be given the opportunity to do so.

Following consultation, the feedback will be analysed and any required changes made. The AT Board will make and pass the new bylaw with the recommended changes.

Once consultation on the bylaw is complete and the bylaw is adopted, there will be further steps before the new speed limits can be implemented. Speed limit changes will require changes of signage and sometimes supporting engineering measures to encourage driving at slower speeds. These measures could include installing raised zebra crossings, raised tables, speed humps and narrowing roads.

**Tauākī whakaaweawe Māori / Māori impact statement**

30. The proposed decision of receiving the report has no impacts or opportunities for Māori. Any engagement with Māori, or consideration of impacts and opportunities, will be carried out on an individual project basis.

**Ngā ritenga ā-pūtea / Financial implications**

31. There are no financial implications in receiving this report.

**Ngā raru tūpono / Risks**

32. There are no risks associated with receiving this report.

**Ngā koringa ā-muri / Next steps**

33. AT will provide a further report to the local board in February 2019.

**Ngā tāpirihanga / Attachments**

There are no attachments for this report.

**Ngā kaihaina / Signatories**

<table>
<thead>
<tr>
<th>Author</th>
<th>reefell Barrett - Elected Member Relationship Manage, Auckland Transport</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authorisers</td>
<td>Jonathan Anyon – Elected Member Relationship Team Manager, Auckland Transport</td>
</tr>
<tr>
<td></td>
<td>Lesley Jenkins - Relationship Manager</td>
</tr>
</tbody>
</table>
Proposed Regional Public Transport Plan

File No.: CP2018/23816

Te take mō te pūrongo / Purpose of the report
1. To provide the Hibiscus and Bays Local Board the opportunity to provide formal feedback on the proposed Regional Public Transport Plan.

Whakarāpopototanga matua / Executive summary
2. Auckland Transport is required to review its ten-year Regional Public Transport Plan every three years. The plan describes the services that are integral to Auckland’s public transport network for the next 10-year period. This report requests the Hibiscus and Bays Local Board give feedback on the plan, with special emphasis on the following four focus areas:
   - Expanding and enhancing rapid and frequent networks
   - Improving customer access to public transport
   - Improving Māori responsiveness
   - Harnessing emerging technologies

Ngā tūtohunga / Recommendation/s
That the Hibiscus and Bays Local Board:
a) provide feedback on the Regional Public Transport Plan focus areas of:
   i) Expanding and enhancing rapid and frequent networks
   ii) Improving customer access to public transport
   iii) Improving Māori responsiveness
   iv) Harnessing emerging technologies
b) provide additional feedback on local specific interests.

Horopaki / Context
3. The Regional Public Transport Plan (RPTP) is a requirement of the Land Transport Management Act. It sets out the changes to Auckland’s public transport. Transport is a key component of a city’s success. Auckland is growing and as more people live and visit here, the number of trips taken on our transport networks is increasing. The space available for transport networks is finite. This means that we need as many people as possible to travel using efficient forms of transport; such as walking, cycling and public transport. These alternative transport options take less space and are more environmentally sustainable than private motor vehicles. With less pressure on the road network there is more capacity available for critical vehicles that need the road, including road-based public transport, emergency services and freight.

Tātaritanga me ngā tohutohu / Analysis and advice
4. Attached is the summary document for the Regional Public Transport Plans. This document outlines the main changes proposed over the next ten years by focusing on four key areas:
Focus area one - Expanding and enhancing rapid and frequent networks
5. Planning an enhanced rapid transit network through four main city-shaping projects to dramatically increase the speed and coverage of the rapid transit network:
   - City Rail Link
   - City to Mangere Light Rail and Northwest Light Rail
   - SH20B upgrade and Puhinui Interchange
   - Eastern Busway.
6. Implementing improvements on key arterial routes to move more people. This will include bus priority, safety improvements and cycling and walking facilities. Increasing services on the rapid and frequent networks, with the aim to have services every 10 minutes during peak travel times. Using the rapid and frequent networks to help make great public spaces.

Focus area two - Improving customer access to public transport
7. Continuing to deliver improved wayfinding sign systems across the public transport network to make it easier for people to find their way across the network. Increasing and improving the walking and cycling and other choices for access to public transport services, focusing on improving safety. Changing park and ride facilities to meet public demand.

Focus area three - Improving Māori responsiveness
8. Partnering with mana whenua to trial services such as on-demand ride share connecting to marae, which are hard to access by conventional public transport. Ensuring te reo Māori audio announcements and signs for rapid transit stations (train and busway) and extending this across all public transport.
9. Applying Te Aranga Principles when designing major interchanges and stations, with future potential to apply in the planning and design of the Light Rail Transit projects, Puhinui upgrade and stormwater management. Securing opportunities for Māori and local community employment, training and business development when constructing major public transport projects.

Focus area four - Harnessing emerging technologies
10. Improving customer insights and data, and undertaking more thorough analytics of travel data to directly inform service improvements. Continuing to evolve AT mobile apps to meet increasing customer needs. Providing simpler and improved payment options for fares to make travel easier. Using new transport modes generated by new digital technology to supplement and complement existing services, increasing access. Ensuring we future proof for mobility-as-a-service models, which will change how people make travel choices.
11. The full text of the proposed Regional Public Transport Plan can be accessed through Auckland Transport’s website on www.at.govt.nz/rptp.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe / Local impacts and local board views
12. Public transport has an impact right across the Auckland Region and therefore impacts all local boards in some way. This report seeks feedback from local boards on the most appropriate enhancements to Auckland’s public transport over the next ten years.

Tauākī whakaaweawe Māori / Māori impact statement
13. The proposed Regional Public Transport Plan has a focus area of Improving Māori Responsiveness and includes initiatives such as: trialing new modes connecting marae with the public transport system, te reo announcements and signage across the public transport system and incorporating Te Aranga design principles into new facilities, such as bus and rail stations.
Ngā ritenga ā-pūtea / Financial implications
14. The report has no financial implications for local boards.

Ngā raru tūpono / Risks
15. The report has no direct risks for local boards. Each individual project has its own set of unique risks and these will be dealt with as these projects are developed and implemented.

Ngā koringa ā-muri / Next steps
16. In terms of what happens to the proposed plan.
   - Public consultation runs until December 14
   - Feedback will be analysed over mid to late January 2019
   - The draft plan will be amended
   - The final proposed plan will go to the Auckland Transport Board in February or March 2019.

Ngā tāpirihanga / Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
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<tbody>
<tr>
<td>A</td>
<td>Regional Land Transport Plan summary document</td>
<td>21</td>
</tr>
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</table>

Ngā kaihaina / Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Stuart Knarston – Planning Projects Manager, Auckland Transport</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authoriser</td>
<td>Jonathan Anyon – Elected Member Relationship Team Manager, Auckland Transport</td>
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</table>
WHAT IS THE RPTP AND WHY DO WE NEED IT?

A WELL-USED PUBLIC TRANSPORT SYSTEM IS FUNDAMENTAL TO THE SUCCESS OF AUCKLAND. IT IS CRITICAL THAT WE HAVE A PLAN TO IDENTIFY PUBLIC TRANSPORT NEEDS AND OPPORTUNITIES, AND TO SET OUT THE SOLUTIONS.

The Regional Public Transport Plan (RPTP) is a requirement of the Land Transport Management Act. It sets out the changes to Auckland’s public transport system for a 10-year period. This document is a summary of the RPTP, for the full draft plan visit [at.govt.nz/rtp]

Transport is a key component of a city’s success. Auckland is growing and as more people live and visit here, the number of trips taken on our transport networks is increasing.

The space available for transport networks is finite. This means that we need as many people as possible to travel using efficient forms of transport; such as walking, cycling and public transport. These alternative transport options take less space and are more environmentally sustainable than private motor vehicles.

With less pressure on the road network there is more capacity available for critical vehicles that need the road, including road-based public transport, emergency services and freight.
The RPTP focuses on the planned public transport services and policies that guide the planning and operation of AT’s network.

Regional Public Transport Plan describes the services that are integral to Auckland’s public transport network for a 10-year period and is reviewed every three years.

Auckland Plan

Auckland Long Term Plan

AT’s Statement of Intent

Regional Land Transport Plan sets out the programme of transport improvements for Auckland for a 10-year period.

Land Transport Management Act

Auckland Transport Alignment Project

Regional Land Transport Plan

Government Policy Statement

National Land Transport Programme

60% of people who made submissions to our recent regional land transport plan said it is important to invest in public transport.
WHAT WE’VE DONE OVER THE LAST THREE YEARS

In line with the 2015 RPTP, we’ve redesigned the public transport network to provide better customer service and delivered key changes including:

- New network with simpler, more frequent and better connected services.
- A fairer fare system, based around zones, supported by the smart AT HOP card, meaning customers are no longer penalised for transfers.
- New double-decker buses across the network.
- New, improved wayfinding around major hubs; more real-time information displays and consistent bus branding.
- Parnell Station, Penmore Interchange, Otahuhu Interchange and Manukau Interchange; with the interchanges incorporating Te Aranga Principles.

- Upgraded Pukekohe Station.
- New electric bus and train fleet with unaided accessible boarding.
- Built a new ferry terminal at Half Moon Bay and improved the Downtown Ferry Terminal.
- Created 52 new operator contracts, which have dramatically increased service kilometres and capacity.

Plus, we’ve started work on City Rail Link and Light Rail Transit projects.

THE RESULTS OF THESE CHANGES

INCREASED CUSTOMER SATISFACTION

Combined all public transport modes

<table>
<thead>
<tr>
<th>Year</th>
<th>Jan</th>
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<th>Jun</th>
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<td>2018</td>
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<td>75%</td>
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INCREASED PUBLIC TRANSPORT USE

Over a decade of investment in the public transport system, has resulted in a rapid increase in public transport boardings* from 79 million in June 2015 to 92 million in June 2018. Customer satisfaction has also increased from 84% to 97% during this period.

This increase in patronage reflects the major investment AT has made over the past few years, through Central and Local Government. It also reflects AT’s focus on improving the frequency, reliability and improved overall customer experience. Together, rapid and frequent services accounted for 90% increase in passengers over this period.

* When a person travels to their destination they may need to change modes of public transport or change to another service. Each time they change this is counted as a separate “boarding”, e.g., Sally travels from her home in Sandringham to work in Mt Wellington, to do this she catches a bus and then a train and then another bus. Sally’s journey is made up of these boardings.
The public transport network is now in a strong position to absorb future demand and shape Auckland's future growth, however there are a number of challenges:

- Increasing the public transport system’s contribution to overall travel
- Enabling safe, convenient customer access to public transport (in the first and last legs of a journey)
- Keeping pace with demand and providing capacity for customers
- Meeting unreliable customer travel times
- Achieving value for money for customers and funders
- Meeting the needs of diverse customers, including the transport disadvantaged
- Making the overall network sustainable
- Using innovation
- Serving customers in new growth areas
- Serving areas of low demand
- Creating safer streets.
Our Vision for Public Transport

We want to provide Auckland with seamless end-to-end customer journeys that are safe, accessible and reliable.

This plan sets out how we propose to meet the challenges for the next 10 years. Customers are the centre of our plan, underpinned by four focus areas.

Focus Area 1: Expanding and enhancing rapid and frequent networks
- More major improvements
- Faster and more reliable travel
- More bus priority to reduce congestion.

Focus Area 2: Improving customer access to public transport
- More signs and customer information
- Safer walking and cycling connections
- Better park and ride facilities.

Focus Area 3: Improving Māori responsiveness
- IT announcements and signs in te reo Māori
- Apply Te Aranga Principles to design
- Employ Māori and procure local talent in transport projects.

Focus Area 4: Harnessing emerging technologies
- Analyse more data to inform how we provide services
- Easier payment options
- Easier journey planning and more app capabilities.
What we’re doing over the next three years?
Highlights from the RPTP

After the rapid changes since 2015, the next few years represent a period of consolidation. Construction of the four main rapid transit network projects is well underway.

Within the four focus areas, we are implementing a range of exciting initiatives that will continue to enhance customer experience. These are outlined in the table.

<table>
<thead>
<tr>
<th>FOCUS AREA 1: EXPANDING AND ENHANCING RAPID AND FREQUENT NETWORKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning an enhanced rapid transit network through four main city-shaping projects to dramatically increase the speed and coverage of the rapid transit network:</td>
</tr>
<tr>
<td>• City Rail Link</td>
</tr>
<tr>
<td>• City to Mangere Light Rail and Northwest Light Rail</td>
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<tr>
<td>• SH208 upgrade and Puhinui interchange</td>
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<tr>
<td>• Eastern Busway</td>
</tr>
<tr>
<td>Implementing improvements on key arterial routes to move more people. This will include bus priority, safety improvements and cycling and walking facilities.</td>
</tr>
<tr>
<td>Increasing services on the rapid and frequent networks, with the aim to have services every 10 minutes during peak travel times.</td>
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<tr>
<td>Using the rapid and frequent networks to help make great public spaces.</td>
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<table>
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<tr>
<th>FOCUS AREA 2: IMPROVING CUSTOMER ACCESS TO PUBLIC TRANSPORT</th>
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<tbody>
<tr>
<td>Continuing to deliver improved wayfinding sign systems across the public transport network to make it easier for people to find their way across the network.</td>
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<tr>
<td>Increasing and improving the walking and cycling and other choices for access to public transport services, focussing on improving safety.</td>
</tr>
<tr>
<td>Changing park and ride facilities to meet public demand.</td>
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</tbody>
</table>
FOCUS AREA 3: IMPROVING MĀORI RESPONSIVENESS

Partnering with mana whenua to trial services such as on-demand ride share connecting to marae, which are hard to access by conventional public transport.

Ensuring te reo Māori audio announcements and signs for rapid transit stations (train and busway) and extending this across all public transport.

Applying Te Aranga Principles when designing major interchanges and stations, with future potential to apply in the planning and design of the Light Rail Transit projects, Puhinui upgrade and stormwater management.

Securing opportunities for Māori and local community employment, training and business development when constructing major public transport projects.

FOCUS AREA 4: HARNESSING EMERGING TECHNOLOGIES

Improving customer insights and data, and undertaking more thorough analysis of travel data to directly inform service improvements.

Continuing to evolve AT mobile apps to meet increasing customer needs.

Providing simpler and improved payment options for fares to make travel easier.

Using new transport modes generated by new digital technology to supplement and complement existing services, increasing access.

Ensuring we future proof for mobility-as-a-service models, which will change how people make travel choices.

In addition to the four focus areas we are also working to deliver:

**Improvements to ferry services**

This includes:

- increased services on some routes to meet growing demand
- improved timetable and fare integration between ferries and bus/train services to facilitate transfers
- Downtown Ferry Terminal upgrade
- planning options for the future evolution of the ferry system

**A low carbon transport future**

This includes:

- completing electrification of the rail network by 2024/25
- continuing low emissions bus trials and moving to purchase only zero emission buses from 2025
- investigating low emission ferries.

For more details on what we’re doing over the next three years, read the full draft Auckland Regional Public Transport Plan on our website at [at.govt.nz/rtp](http://at.govt.nz/rtp)
WE HAVE PLANNED TO SPEND $28 BILLION ON PUBLIC TRANSPORT OVER THE NEXT 10 YEARS, AROUND $17 BILLION WILL BE SPENT ON CAPITAL AND IT WILL TAKE $1 BILLION TO PAY FOR OPERATING COSTS AND TO RENEW OUR ASSETS.

Funding comes from several sources including central Government, fares and the new regional fuel tax (RFT).

HOW WILL WE FUND PUBLIC TRANSPORT?

$28 BILLION over the next decade

$1.5 BILLION from regional fuel taxes will help fund these key projects
DID YOU KNOW THAT OVER HALF YOUR TRIP IS SUBSIDISED?

27% of a trip on public transport is funded by Auckland Council.

27% of a trip on public transport is funded by NZTA.

46% of a trip comes from Farebox revenue, that’s what a customer pays to travel on a bus, train or ferry.

AT’s INVESTMENT IN BUS SERVICES

<table>
<thead>
<tr>
<th>2016</th>
<th>2018</th>
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</thead>
<tbody>
<tr>
<td>Number of buses operating in peak times</td>
<td>998</td>
</tr>
<tr>
<td>Number of kilometres travelled</td>
<td>44 million</td>
</tr>
<tr>
<td>Dollars spent</td>
<td>$257 million</td>
</tr>
</tbody>
</table>

* (subject to final cost of new network on Waitakere Island)
We will monitor our performance against a range of measures including:

- Boardings per annum
- Transport modes (bus, train, ferry)
- Proximity of the population to public transport
- AT Hop Card and AT Card use
- Facebox recovery rate and cost per customer
- Service reliability and punctuality
- Customer satisfaction
- Increased public transport patronage.
TALK TO US AT A DROP-IN SESSION!

IF YOU HAVE ANY QUESTIONS ABOUT OUR PLAN FOR PUBLIC TRANSPORT, COME AND TALK TO US.

TUESDAY 27 NOVEMBER:
4.30-6.30pm,
Takapuna War Memorial Hall, 7 The Strand, Takapuna.

SATURDAY 1 DECEMBER:
10am-12pm,
Manurewa Library, 7 Hill Road, Manurewa.

WEDNESDAY 5 DECEMBER:
5-7pm,
New Lynn Community Centre main hall, 45 Totara Avenue, New Lynn.

SATURDAY 8 DECEMBER:
10am-12pm,
Ellen Melville Centre, Betty Wark Room, 2 Freyberg Place, Auckland Central.

Public feedback is open until Friday 14 December 2018.
NEXT STEPS
AND EXPECTED RESULTS

When public consultation for the draft RTP is complete, we will incorporate changes and publish the final version in early 2019. The RTP will give a clear roadmap to follow for the next three years and will help ensure we focus on our customers.

THE RTP IS AT'S PUBLIC TRANSPORT VISION AND PLAN. THERE ARE A WIDE RANGE OF EXCITING THINGS COMING TO AUCKLAND, AS WE STRIVE TO MAKE OUR INTEGRATED PUBLIC TRANSPORT NETWORK READY TO MEET THE CONTINUING POPULATION GROWTH AND CHANGING NEEDS OF AUCKLANDERS.
What do you think about our plan?

We’re keen to hear what you think about our draft Regional Public Transport Plan for 2018-2028. You can read and download the full plan from at.govt.nz/ptp.

How do I provide feedback?

- Go online to AT.govt.nz/HaveYourSay and fill in the online survey.
- Complete the freepost feedback form on the next page.

If you have difficulty completing the forms, you can call us on (09) 355 3553 and our contact centre staff will fill in the feedback form with you over the phone.

What will we do with your feedback?

After the public consultation period closes, we will consider all feedback and use it to refine the plan. We will publish the final RPTP on our website in early 2019. If you provide your contact details when you give us feedback, we will notify you when the plan is available.

Personal Information

Name

Business/organisation

Street address

Suburb

Post code

Email

Phone

1. What do you think of our approach to the four main focus areas?

FOCUS AREA 1:
Expanding and enhancing rapid and frequent networks

FOCUS AREA 2:
Improving customer access to public transport

FOCUS AREA 3:
Improving Māori responsiveness

FOCUS AREA 4:
Harnessing emerging technologies

Providing personal details is optional. Providing your postal or email address ensures that we can contact you with updates to the project.

PRIVACY: AT is committed to protecting our customer's personal information.
Attachment A

FreePost Authority No. 233462

RPTP Consultation
Auckland Transport
Private Bag 92250
Victoria Street West
Auckland 1142

Project: RPTP CONSULTATION

the activities listed under each focus area?

3. Do you have any other comments about the draft RPTP?
Te take mō te pūrongo / Purpose of the report

1. To request land owner approval from the Hibiscus and Bays Local Board for the Mairangi Bay Surf Life Saving Club Incorporated to relocate from the Watercare Services Limited site that is being re-developed at 19 Sidmouth Street, Mairangi Bay, to store patrol safety boats and equipment on the Montrose Terrace Reserve, Mairangi Bay. The request is to temporarily store the boats and equipment in containers on the Montrose Terrace Reserve for an 18-month period.

Whakarāpopototanga matua / Executive summary

2. The existing boatshed built in the 1980’s belonging to the Mairangi Bay Surf Lifesaving Club Incorporated, is to be demolished by Watercare Services Limited to make way for the re-development of the site at 10 Sidmouth Street, Mairangi Bay, for Watercare purposes. The removal of the boatshed is in accordance with the terms of the licence entered into between Watercare Services Limited and Mairangi Bay Surf Lifesaving Club Incorporated in April 2017. The license contained an understanding that the occupation was for a specified term before the storage shed and containers were required to be removed for the construction of the new wastewater pump station. In addition to the boatshed, the Mairangi Bay Surf Lifesaving Club Incorporated store safety equipment for patrols and services for their programmes, which will need to be relocated to adequately meet the needs of their 1,200 plus members.

3. The Mairangi Bay Reserves Management Plan was approved by the Hibiscus and Bays Local Board in 2015 after extensive consultation with the community. The Mairangi Bay Surf Lifesaving Club Incorporated presented a deputation outlining their proposal for storage in containers within Montrose Terrace Reserve to the Hibiscus and Bays Local Board business meeting on 21 November 2018. Initial discussions focused on the proposal outlined in Option A, (attached to this report) with an estimated footprint of 149m².

4. Option A presents a configuration with two containers placed at the front edge of the reserve for ease of access to the water for the rescue boats and operations. This is different to what was contemplated in the concept plan in the Mairangi Bay Reserves Management Plan. Various configurations were considered by the Mairangi Bay Surf Lifesaving Club Incorporated and the original footprint presented to the local board has been rationalised to better align to the concept plan in the Mairangi Bay Reserves Management Plan and to meet expectations of the nearby residents and other users of the reserve.

5. Consultation was undertaken by the Mairangi Bay Surf Club Incorporated with the Georgian Apartments Body Corporate Chairman on Thursday, 29 November 2018. A different layout was requested. The layout requested is not presented as an option due to the lack of time to check the proposal with specialists.

6. 19 Montrose Terrace in Mairangi Bay is described as Lot 155 DP 13311 and is held in fee simple by the Auckland Council as a classified recreation reserve subject to the provisions of the Reserves Act 1977. Approval can be accommodated under section 53 (1) (c) as a permit and by way of a letter to the Mairangi Bay Surf Lifesaving Club Incorporated subject to specific conditions and including the need for the eight containers to be removed from the site in 18 months, and the site fully reinstated.

7. This report recommends that the Hibiscus and Bays Local Board grants landowner approval to Mairangi Bay Surf Life Club Incorporated for the storage of the rescue boats and other equipment in the containers as indicated in Option A attached to this report for an 18-month period.
Ngā tūhohunga / Recommendation/s

That the Hibiscus and Bays Local Board:

a) approve the land owner application from Mairangi Bay Surf Life Saving Club Incorporated for the storage of rescue boats and equipment in eight containers as indicated in Option A in the presentation to the Hibiscus and Bays Local Board business meeting dated 21 November 2018 for a period of eighteen months, at 19 Montrose Terrace Reserve legally described as Lot 155 DP 13311, as detailed in Attachment A to the agenda report

b) approve the following conditions to be included in the land owner approval:

i) prior to placement of containers or structures within the root zone of Auckland Council trees, a minimum depth of 150mm of aged tree mulch shall be installed

ii) where vehicle movements are required within the root zone of Auckland Council trees, appropriate ground protection must be temporarily installed – the ground protection device must be appropriate to the size and weight of the vehicle

iii) no pruning or damage is to occur to any Auckland Council trees

iv) should it become apparent that any trees are becoming adversely affected by the placement of structures or activities within their root zone, then the activities must cease and Auckland Council’s arborist will review and outline what action is required

v) health and safety conditions

vi) no equipment to be left on the reserve outside of the containers

vii) ensuring the applicant controls rubbish at the site

viii) the applicant is responsible for all graffiti removal

ix) compliance with all regulatory documents

x) reinstatement of Montrose Terrace Reserve land, the grass reinstated and the remainder of the reserve to at least its original condition.

Horopaki / Context

8. 19 Montrose Terrace in Mairangi Bay is described as Lot 155 DP 13311. Lot 155 is currently held in fee simple by the Auckland Council as a classified recreation reserve and subject to the provisions of the Reserves Act 1977.

9. The Mairangi Bay Surf Life Saving Club Incorporated (the club) has been in existence for over 50 years and currently holds a community lease with Auckland Council, over the area that their clubrooms are situated on, being part of Pt Allot 182 Parish of Takapuna across the road from Montrose Terrace Reserve. The community lease is for a term of 10 years commencing 1 June 2013 until 30 May 2023.

10. The club provides a professional and experienced life guard service from Long Bay to Takapuna and runs a safe water education programme for schools, public and surf lifesaving club members. The club is in the process of developing a plan for new facilities to keep pace with the growth and demands of their club and to meet the expectations of the community.

11. The club currently have a boat shed, container and various boats stored on the adjoining Watercare site but due to the redevelopment of the wastewater pump station on this site, the shed is to be demolished as advised by Watercare Services Limited in April 2017 and access for storage for the club will no longer be available. Watercare are decommissioning the existing infrastructure (including a biofilter) and building a new pump station.
12. The Mairangi Bay Reserves Management Plan (the plan) was adopted by the Hibiscus and Bays Local Board in March 2015 after extensive stakeholder and public consultation regarding concept design options for the Mairangi Bay Beach Reserves. This management plan contemplates an extended lease area to provide for redevelopment of the clubrooms and for boat storage. The concept plan in the Mairangi Bay Reserves Management Plan indicates an additional proposed lease area for storage in the location contemplated for the temporary storage containers at the back of the reserve as indicated in Attachment B.

13. An alternative configuration for storage containers was presented to the Hibiscus and Bays Local Board in June 2018, but after discussions the club were requested to rationalise the container storage. The revised layout for the storage containers has been reduced compared to the original request by the club. This footprint is for one 40-foot container less and a more condensed layout. The revised version results in a total footprint of 149m² whereas the concept plan indicates approximately 150m². There are two containers at the front of the reserve (included in the total footprint). Containers will be suitably camouflaged, in consultation with Auckland Council and neighbours to reduce visual pollution.

14. Another configuration was requested by the Georgian Apartments Body Corporate Chairman on 29 November 2018. However, due to reporting timeframes, it was not possible for this to be reviewed by specialists, so this configuration is not presented as an option in this report.

15. The club will continue to investigate off-site storage options for low use items.

**Tātaritanga me ngā tohutohu / Analysis and advice**

16. The options available to the local board are to approve or decline the land owner application.

**Option 1**

17. The local board approve the land owner application for temporary storage of containers at Montrose Terrace from Mairangi Bay Surf Lifesaving Club Incorporated.

18. Alternative options were canvassed including stacking the containers in a thin strip along the extent of the fence line bordering the Watercare site and Sidmouth Reserve. This configuration dominated the site and residents approached preferred the space between the containers to reduce the bulk and form and increase the available reserve access and use.

19. The storage space was rationalised, and a gap provided between the containers to meet the expectations of the adjoining neighbours.

The advantage of approving the land owner application with the revised footprint is:

- the access for the rescue boats to the beach provides a quick and safe egress from the site
- the recommended storage area is closely aligned with the Mairangi Bay Reserves Management Plan – Concept Plan and would meet the expectations of the local board and the community
- the future re-instatement of the reserve will be at the club’s expense and will reduce maintenance expenses for council.

This is the recommended option.

**Option 2**

20. The local board declines the land owner application for temporary storage of containers at Montrose Terrace from Mairangi Bay Surf Lifesaving Club Incorporated.

21. If the local board declines the application, this will preclude the applicant in having adequate storage for the safety rescue boats and associated equipment at the preferred location. The disadvantages of this option are:

- the club will be required to find alternative storage which could be a greater distance away and could possibly increase rescue response time.
22. There are no obvious advantages of declining the land owner application. The recommended smaller footprint proposed in Option A aligns reasonably closely with the Mairangi Bay Reserves Management Plan – Concept Plan.

Specialists comments/consultation

23. The parks and places specialists preferred option is to support a configuration and layout that coincides with the concept in the Mairangi Bay Reserves Management Plan 2015. The senior maintenance coordinator supports Option A – proposed layout because it allows for other scheduled uses for this reserve and reinstatement will improve the condition of the grassed area. The senior arboriculture and eco-specialist has provided feedback and specific conditions to protect the trees.

Recommendation

24. The recommendation to the Hibiscus and Bays Local Board is to approve the temporary storage in containers at Montrose Terrace Reserve for a period of 18 months while the plans for the redevelopment of the clubrooms and for boat storage are completed. This will coincide with the Watercare site demolition and upgrade of infrastructure on the adjoining site.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe / Local impacts and local board views

25. The Hibiscus and Bays Local Board have been an integral part of the Mairangi Bay Reserves Management Plan 2015 process and have a good understanding of the public opinions for the development and use of these local reserves. Mairangi Bay Surf Lifesaving Club Incorporated presented the initial option including an alternative configuration of containers to the Hibiscus and Bays Local Board in June 2018. Another option was discussed in October 2018 and the local board requested further rationalisation of the storage area.

Tauākī whakaaweawe Māori / Māori impact statement

26. There are no recorded archaeological sites registered by council, however early settlement of the area by Māori means that it is likely that there are archaeological sites within the reserve. The conditions of the land owner approval will include the following:

- “Should any items and/or artefacts of significance or value to Mana Whenua surface during the works, all works must cease immediately and accidental discovery protocol and notification procedures must be administered and followed”.

27. As outlined in the Mairangi Bay Beach Reserves Plan 2015, a tikanga Māori approach to knowledge and wisdom to the sustainable management of the natural environment will be fostered for all reserves including sustainable management practices and appropriate native, eco-sourced plantings. Work with iwi to agree on appropriate interpretation of Māori heritage on the reserves (this may include carvings, signage and interpretation boards) is planned.

28. Iwi consultation was not undertaken at this point due to the temporary nature of the application.

Ngā ritenga ā-pūtea / Financial implications

29. There will be no financial implications to council from the storage application.
Ngā raru tūpono / Risks

30. Any risks associated with the granting of landowner approval are considered to be relatively minor. By granting approval the club will be able to focus on the development of their plans for new facilities, permanent storage and associated capital development costs.

31. There is a risk that the club will not have re-built their new facilities and permanent storage within the 18-month timeframe and an extension of time will be required.

32. If the larger footprint and number of containers was approved as originally proposed by the applicant there would be considerable risk to council as they would not be compliant with the approved concept plan for the reserves in this location.

33. The current bulk and scale of containers from the applicant could create the perception that these are going to be permanent fixtures on Montrose Terrace Reserve.

Ngā koringa ā-muri / Next steps

34. If the application is approved the decision will be communicated to the applicant with a formal land owner approval letter indicating the location and scale for the eight storage containers at Montrose Terrace Reserve. Conditions will be placed on the land owner approval regarding (but not limited to):

- compliance with the conditions listed in the recommendations
- health and safety conditions
- no equipment to be left on the reserve outside of the containers
- ensuring the applicant controls rubbish at the site
- compliance with all regulatory documents
- removal of the containers within 18 months
- reinstatement of Montrose Terrace Reserve land, the grass reinstated and the remainder of the reserve to at least its original condition.

Ngā tāpirihanga / Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Option A</td>
<td>43</td>
</tr>
<tr>
<td>B</td>
<td>Concept Plan extract from Mairangi Bay Reserves Management Plan</td>
<td>45</td>
</tr>
</tbody>
</table>

Ngā kaihaina / Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Raewyn Sendles - Land Use Advisor</th>
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<tbody>
<tr>
<td>Authorisers</td>
<td>Rod Sheridan - General Manager Community Facilities Lesley Jenkins - Relationship Manager</td>
</tr>
</tbody>
</table>
Attachment A: Option A

Figure 1: Option A – proposed layout

TEMPORARY OPTION A

This container will house emergency call out rescue boat and must have close access to the road. Adjacent container houses most used equipment.

Note, a container has been in this front location for over two years, approved by Auckland Council.
Figure 2: Road view of Option A

ROAD VIEW (A)
Adoption of the Whangaparāoa Centre Plan

File No.: CP2018/21748

Te take mō te pūrongo / Purpose of the report
1. To present the final Whangaparāoa Centre Plan for approval by the Hibiscus and Bays Local Board.

Whakarāpopototanga matua / Executive summary
2. The Hibiscus and Bays Local Board Area Plan 2014 recognised that a centre plan is needed to enable the business area of Whangaparāoa to develop into a town centre with a vibrant commercial heart and high-quality developments and public spaces.

3. A draft plan was developed for the Whangaparāoa centre as a basis on which to engage with landowners, developers, business community and community groups including Future Whangaparāoa to develop a way towards a shared vision.

4. The local community has contributed to the plan through initial engagement and provided feedback on the draft Whangaparāoa Centre Plan. Refinements were made based on feedback from the community and input from the internal council stakeholders and Auckland Transport. This report outlines the key changes from the draft plan to the final plan based on the feedback received.

Ngā tūtohunga / Recommendation/s
That the Hibiscus and Bays Local Board:

a) adopt the Whangaparāoa Centre Plan
b) delegate approval of any minor edits and changes to the final Whangaparāoa Centre Plan to the Chairperson and Deputy Chairperson before publication

c) request that the Plans and Places Department investigate the incorporation of the guidelines within or as an associated document to the Auckland Design Manual and advise the Resource Consent Department that the Whangaparāoa Centre Plan is available for use when assessing relevant resource consents within the Whangaparaoa town centre area.

Horopaki / Context
5. The Hibiscus and Bays Area Plan published in 2014 outlines how the Hibiscus and Bays area is likely to change over the next 30 years. It sets out key moves, desired outcomes and supporting actions to assist in achieving the vision for Auckland and Hibiscus and Bays, as set out in the Auckland Plan and by the Hibiscus and Bays Local Board within their local board plan.

6. One of the six key moves provides for focusing growth in centres, in areas with high amenity and good access to efficient public transport, and restricting new growth in rural sensitive coastal and estuarine needs.

7. Whangaparāoa is one of four town centres in the Hibiscus and Bays Local Board area which provides job prospects and residential growth.

8. The local board plan recognises the need for a centre plan to guide Whangaparāoa to develop into a town with a vibrant commercial heart, high-quality developments and public spaces.
9. The Hibiscus and Bays Local Board commissioned the draft Whangaparāoa Centre Plan (the plan) to provide ideas and options for potential improvements to the town that may be prioritised for funding in future long-term plans and in partnership with the Governing Body and Council Controlled Organisations.

10. The plan benefited from a good level of public engagement with the community group Future Whangaparāoa, in particular being of great assistance in organising local workshops and displays to promote feedback on the draft plan. It is hoped this plan will succeed by involving more people in the plan-making process to realise progress.

Draft plan consultation

11. The feedback and ideas received from the community helped inform the draft Whangaparāoa Centre Plan, which was approved (HB/2017/285) by the Hibiscus and Bays Local Board for consultation in March 2018. Public consultation on the draft plan was undertaken from 19 February 2018 to 26 March 2018. This included a series of drop-in sessions, staff presence at the Coast Plaza, Whangaparāoa, and information on the council's Have Your Say website.

12. Information on the draft Whangaparaoa Centre Plan and events to provide feedback were publicised through Our Auckland print and online, in the Hibiscus Coast Matters and Rodney Times and on the local board Facebook page.

13. In total 86 formal responses were received. In addition a Facebook survey by one respondent generated another 440 responses around the specific issue of a 'slow zone' concept.

14. The plan is structured around three key themes and within each a series of specific projects/package of works. Out of these the most popular actions were:
   - Improved pedestrian connections and safe crossing routes across roads— with more reserved support for future cycling given the character of the topography.
   - Environmental enhancement through the construction and detailing of public spaces and the introduction of more street trees.
   - Developing a strong plan around future parking requirements in the town centre.

15. Through the feedback forms, there were recurring negative comments about the slow zone concept and to a lesser degree future cycling. With regard to the first matter the plan has been reworded to provide better clarity surrounding the intent of the environmental improvements that capitalise on the already slow vehicle movements passed the town centre. It was not proposed to further slow vehicle movements through an area that already has reduced speed and flow and the initial drafting on this point was not clear.

Tātaritanga me ngā tohutohu / Analysis and advice

16. The defining vision for Whangaparāoa is to develop and provide a vibrant and accessible town centre for everyone. The beach side character and human scale of the town can be protected and enhanced by new development and improvements to streets and other public spaces. Commercial and residential development will be high quality and provide a full range of services, residential choice and employment opportunities for the community.

Key Opportunities

17. Key opportunities identified align closely with the 2015 assessment of community development needs and priorities in the Hibiscus Coast subdivision area:
   i) Infrastructure
   ii) Community connectedness (reducing isolation)
   iii) Place-making
   iv) Economic development
v) Youth development
vi) Transport

18. In addition the following priorities already defined by the local board and other agencies were identified that will positively influence the regeneration:

vii) Penlink
viii) Greenways Plan
ix) D'Oyly Reserve Enhancement

19. The final Whangaparāoa Centre Plan seeks to capture the views of the community, key stakeholders and mana whenua through its vision, principles, outcomes and actions that will guide funding decisions for the next 30 years. The final plan has been updated based on feedback received on the draft plan from the community, Future Whangaparāoa, Auckland Transport and relevant council departments.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe / Local impacts and local board views

20. The plan is sponsored by the Hibiscus and Bays Local Board. The local board have worked to ensure local views are adequately considered when drafting and finalising the plan.

21. The delivery of the actions proposed in the Whangaparāoa Centre Plan will have a broad range of positive economic, social and environmental impacts for a growing community.

Tauākī whakaaweawe Māori / Māori impact statement

22. The council is committed to meeting its responsibilities under Te Tiriti o Waitangi/the Treaty of Waitangi and its broader statutory obligations to Māori. As part of this commitment, the local board recognises there are specific outcomes in which Māori have a keen interest and we welcome engagement with them on these.

23. A joint hui was held 19 March 2018 at Te Herenga Waka o Orewa Marae, Silverdale. The focus of the hui was to discuss the Auckland Council Long-term Plan 2018-2028, Auckland Plan refresh and the local board agreement, which included the plan.

Ngā rūtenga ā-pūtea / Financial implications

24. The Whangaparāoa Centre Plan identifies a number of actions that contribute to achieving the outcomes and the vision of the centre plan. The timeframe identified for delivering each action is based on advice provided from relevant council departments and Auckland Transport but further work will be required with the departments to finalise timeframes.

Ngā raru tūpono / Risks

25. For longer term spatial plans such as the Whangaparāoa Centre Plan, there is a significant strategic and reputational risk of not maintaining momentum for the implementation of actions. To avoid this risk, an implementation plan and monitoring programme should be developed so that the relevant delivery agents remain accountable for, and committed to, following through on the centre plan’s short, medium and long-term actions.

Ngā koringa ā-muri / Next steps

26. Staff are working with the council’s design studio to finalise the layout and design of the Whangaparāoa Centre Plan for final publication. An implementation and monitoring programme will also be prepared as a guidance tool for the local board, council stakeholders and other delivery agencies for delivering the actions. As part of the wider monitoring programme of spatial plans, there will also be six-monthly monitoring reports to the local boards to provide progress updates on implementation of the actions.
### Ngā tāpirihanga / Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Whangaparaoa Centre Plan</td>
<td>51</td>
</tr>
</tbody>
</table>

### Ngā kaihaina / Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Michelle Sanderson – Senior Local Board Advisor</th>
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<td>Authoriser</td>
<td>Lesley Jenkins - Relationship Manager</td>
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</table>
Help Shape the Future of Whangaparāoa Town Centre

We are delighted to present the Whangaparāoa Centre Plan. This plan is a significant step forward in planning for the future of Whangaparāoa Town Centre and how we envisage the development of the community over the next 30 years.

Whangaparāoa Town Centre is the largest town centre on the Whangaparāoa Peninsula. The Auckland Plan supports this historical role by designating it a town centre. In common with many of the communities within the area of the Hibiscus and Bays Local Board the town centre and surrounding residential areas are characterised by the proximity to the coast and amazing lifestyle quality.

The Whangaparāoa Town Centre is the natural focal point for the surrounding residential community with the library and community hall located close to the Coast Plaza Mall along with other amenities such as the cinema. Recent development of the Silverdale Town Centre has resulted in some movement of businesses from the Whangaparāoa Town Centre. We have developed this plan to help to stimulate and support growth in and around the centre to ensure it becomes a vibrant and attractive place for the community.

This Town Centre Plan is positioned within the town planning context of the Auckland Unitary Plan (AUP) and related Council and Transport Plans. The recently established planning framework therefore provides a strong reference point in developing ideas for the future vibrancy of the town centre and wellbeing of the surrounding community.

This Plan has benefited from a very good level of public engagement with the community group Future Whangaparāoa in particular being of great assistance in organising local workshops and displays. It is hoped this plan will succeed in involving more people in the ongoing development of the town centre area.

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Rārangi kōrero

Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Pages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Introduction</td>
<td>4-7</td>
</tr>
<tr>
<td>The Strategic Context</td>
<td>8-9</td>
</tr>
<tr>
<td>The Local Context</td>
<td>10-25</td>
</tr>
<tr>
<td>The Vision and Key Themes</td>
<td>26-35</td>
</tr>
<tr>
<td>Community and Place</td>
<td>36-47</td>
</tr>
<tr>
<td>Connections and Eco-Mobility</td>
<td>48-59</td>
</tr>
<tr>
<td>Business and Economy</td>
<td>60-63</td>
</tr>
<tr>
<td>Implementation Plan</td>
<td>64-65</td>
</tr>
</tbody>
</table>

This plan has been prepared by ET Urban Design Ltd for the Hibiscus and Bays Local Board.
Kupu whakataki

1. Introduction

Whangaparāoa Town Centre in the Future

1.1 Hibiscus and Bays Local Board has developed a plan for the future development of the Whangaparāoa Town Centre. The centre plan sets out:
   - the desired outcome for the Whangaparāoa Town Centre area
   - the vision and key development principles
   - development themes and key projects or initiatives to realise the vision
   - agencies and public and private organisations who need to be part of the process for implementation of the plan.

1.2 The Whangaparāoa Peninsula, similar to many other areas in the Hibiscus and Bays Local Board area, offers an outstanding living environment.

Access to the coast and attractive beaches means that the residents of the peninsula are never more than a short walk from the coast. These natural amenities form the very essence of why the peninsula has developed as a collection of beach side communities. These may be identified as:
   - Red Beach
   - Stanmore Bay (including the Beverley Road development)
   - Whangaparāoa
   - Manly
   - Gulf Harbour.

1.3 Naturally there are many other neighbourhoods such as Tindalis Bay, Arakles Bay, Army Bay and Matakana but the focal point areas of the peninsula are those that provide local shops and services.

Whangaparāoa Town Centre remains the largest and until relatively recently offered the only choice for weekly supermarket shopping on the peninsula.

1.4 The present development cycle has impacted on the Whangaparāoa Town Centre. Rapid growth at Silverdale and the catchment residential areas of Millwater have led to some retail movement off the peninsula to the new ‘growth areas’.

This development is not something unplanned and was identified in the Hibiscus and Bays Area Plan. The consequence of the growth in more accessible centres such as Albany and the more locally significant Silverdale has potentially negative affects on the commercial position of Whangaparāoa and Crews.

1.5 In light of this the Hibiscus and Bays Local Board made provision for town centre revitalisation plans to be put in place to develop a strategic response.

1.6 This centre plan provides the means of assessing the effects of what has happened over recent years and generating ideas and goals for the future that are founded within the structure of the existing community and also acknowledge the future likely development opportunities for Whangaparāoa, the town centre and its surrounds.
Developing the Plan

1.7 This centre plan is the product of a number of workshops with community groups, the public, council officers and local board members. The community group Future Whangaparaoa have been particularly active and helpful in supporting and assisting with consultation to date. Key engagement meetings so far are:
   • council officer workshop at Auckland Council offices
   • community planning workshop at Whangaparaoa Library
   • open day at Coast Plaza, Whangaparaoa
   • open day at Whangaparaoa Library.

1.8 The process of developing a vision, and series of practical measures to realise that vision, requires input at each stage and for this reason the flow diagram opposite illustrates the next stages to be followed towards adoption of the final Town Centre plan.

1.9 This centre plan is focused on highlighting potential areas of change and improvement against the context of the Auckland Unitary Plan (AUP).
Te Horopaki ā-Rautaki
2. The Strategic Context

The Whangaparāoa Centre Plan has been prepared within the wider context of the following plans.

**Auckland Plan 2050**

The Auckland Plan 2050 is required by legislation to contribute to Tāmaki Makaurau / Auckland’s social, economic, environmental and cultural well-being. Auckland Council has developed the Auckland Plan 2050 with, and on behalf of, all Aucklanders. Tāmaki Makaurau / Auckland now has a shared responsibility for implementing it. The plan outlines the big issues facing Tāmaki Makaurau / Auckland and recommends the way in which Aucklanders and others involved in the future of Tāmaki Makaurau / Auckland can best respond to them.

**Auckland Unitary Plan**

The Auckland Unitary Plan contains the land use zones and rules that will guide development in and around Whangaparāoa Town Centre. The pattern for future development is in place and is something to be positively responded to in framing ideas for future sustainable development.

**Hibiscus and Bays Area Plan**

The Hibiscus and Bays Area Plan presents a 30 year vision for the local board area, implementing at a local level the strategic directions of the Auckland Plan. This Plan (adopted April 2013) identified the Whangaparāoa Town Centre and Ōrere Town Centre as priority areas for further planning work because of the likely effects of anticipated growth at Silverdale. Of most significance to enabling growth at Whangaparāoa (and further growth at Silverdale) is the construction of the Penlink bridge that will connect the peninsula directly to the North West Motorway.

**Hibiscus And Bays Local Board Plan 2017**

The Hibiscus and Bays Local Board Plan 2017 guides the local board’s decision making and actions for the next three years. The local board plan was developed after extensive consultation with the community and acknowledges the challenges and opportunities that a growing population presents. It recognises importance of working with the community and volunteers to make the area a better place to live.

**2012-2041 Integrated Transport Programme**

Auckland’s Integrated Transport Programme (ITP) sets out the 30-year investment programme to meet the transport priorities outlined in the Auckland Plan across modes covering the responsibilities of all transport agencies. Developed by Auckland Transport and the New Zealand Transport Agency in collaboration with Auckland Council, the ITP provides a consolidated transport investment programme across the transport system over the next 30 years. Auckland Transport’s role as the Road Controlling Authority means that some of the proposed actions in the Whangaparāoa Centre Plan will require their funding and support.

**The 10-year Budget Long-Term Plan 2018-2028**

The Long-term Plan (LTP) is council’s main budgetary tool for all Auckland Council and Council Controlled Organisations (CCOs). It sets out the projects and services identified for funding across Tāmaki Makaurau / Auckland over a ten-year period. Once completed, the Whangaparāoa Centre Plan may include some actions for the local board to advocate for LTP funding from the governing body or to re-prioritise its own local board funding.
Te Horopaki ā-Rohe

3. The Local Context

Existing Context

3.1 The Whangaparāoa Town Centre is located on the southern side of the Whangaparāoa Peninsula on a hillside with a 360-degree outlook of the coast. The Town Centre occupies a stunning location and has developed historically to service the residential neighbourhoods that have grown from the origins of post-war ‘bach’ development. Roughly located half-way in terms of the length of the peninsula, the town centre is the largest centre on the peninsula and until recently the only close choice for supermarket shopping.

Developed at a time when planning was predominantly concerned with successfully accommodating growth in car ownership the town centre has developed an essentially a retail mall format with the dominant land use being the Plaza shopping mall now rebranded the Coast Plaza.

In terms of functioning as a destination the Plaza does have some features one can expect from an older traditional town centre such as the square (recently enhanced) but the format is essentially one that is inward looking with the majority of shops and activities focused on the internal environment rather than street based.

3.2 Other important community buildings are located close by including the library and Whangaparāoa Hall and a further community building, a ‘Family Centre’, has been proposed. The town centre is also fortunate given its relatively small size and population catchment to have a range of leisure uses such as the bowling alley and cinema. Other leisure facilities such as the recently upgraded Stanmore Bay Leisure Centre also complement the area.

3.3 Historical development along Whangaparāoa Road has taken place in a piecemeal nature and resulted today in a strip retail pattern where trade is based on the movement of vehicles rather than development based upon a ‘destination’ that offers a more pedestrian focused type of development pattern.
Community Engagement

3.4 Developing the centre plan has involved a number of stakeholder workshops and displays with council officers, key community stakeholders and members of the public all contributing to the process. The future Whangaparaoa group have been especially helpful to work with in organising community meetings and helping collate ideas. Each of these formal and informal meetings has added to the knowledge of the local issues and opportunities as well as providing a great variety of ideas of what may be done to improve the town centre and surrounding area.

3.5 The very first meetings focused on identifying broad issues facing the town centre and surrounding area as well as settling on the primary study area. As a kickstart the groups considered the following list of elements that related to the concept of a ‘liveable community’.

- freedom of movement – a walkable community is drivable but the reverse is not true (or at least not encouraged or pleasurable)
- liveable community has great public spaces that connect you as a pedestrian to shops, schools and amenities and offer types of places to be enjoyed
- liveable community provides diversity and proximity. There is a choice of housing and you should feel invited to walk to cafes, parks and amenities
- liveable community is a healthy place that supports social connection – the desire to be ‘out and about’
- liveable community presents opportunities for chance encounters and sense of localism – knowing people and feeling known
- liveable community offers a range of activities throughout the year not just when larger organised events take place
- liveable community creates value, promotes local commerce and meets the market demand.

Workshop held at Whangaparaoa Library to consider key projects to improve the town centre.

Three Key Themes

3.6 These ideas were then developed into three key themes along with ideas for change. The key themes were represented in the form of display boards that were used in the next stage of consultation. Once again a ‘springboard’ of ideas that the broader public added to and that helped shape this centre plan.
Identified Strengths

3.7 Similar to some of the other coastal settlements in the Hibiscus and Bays Local Board area Whangaparaoa has great natural assets that can be utilised in the future planning and development of the town centre such as:

- Many areas of the town centre have views of the coast and this reinforces the identity of the town centre as a coastal settlement.
- The town centre has established community and local board services such as the library and other supporting community facilities such as the Whangaparaoa Hall (privately owned). These are both key assets and focal points for the surrounding community.
- The town has relatively large blocks of undeveloped or developing land close to the centre that may be planned to support increased economic and social vibrancy in the town centre. The land at Link Crescent for example is presently under development for additional houses that will be closely related to the town centre whilst land opposite the library owned by the Ministry of Education has been recently highlighted for sale. The underlying land use designation for the property is for higher density housing or apartment development.
- The existing layout of the town centre features a by-pass road layout where the Whangaparaoa Road skirts the edge of the centre. This means large volumes of traffic do not need to pass through the town centre.
- A well established main street and recent improvements to the Coast Plaza square provides a focal point space to the town centre.

Identified Weaknesses

3.8 It is also important to recognise the less positive elements of the town as currently planned. Feedback from the recent consultation exercise has highlighted the following:

- There is no sense of arrival at the town centre.
- The junction at Whangaparaoa Road and Tower Hill is perceived as poorly organised in terms of traffic light sequencing.
- There is a lack of public toilet facilities in the town centre.
- Traffic movements along Whangaparaoa Road are perceived as heavy and produce a poor quality environment for the pedestrian and cyclist.
- There is presently no identified cycle infrastructure.
- Pedestrian movement between the town centre and the other amenities such as the cinema are poor quality.
- The Whangaparaoa Community Hall is owned and managed by a trust and provides a base for many clubs and activities. The building is however ageing but provides a significant opportunity for improvement and enhancement to this valuable resource.

Defining the Study Area

3.9 The Whangaparaoa Centre Plan study area is shown below. Definition of the study area has been debated to ensure the right balance is found between maintaining a strong focal point for the plan whilst not ignoring relevant and related development outside of the study area. The study area ensures the ‘energy’ of the plan is focused to the area most needed.

3.10 Following both community and council officer workshops it has been decided that the primary focus of this plan should be the Whangaparaoa town centre itself but still reference the broader setting and commercial areas. Historically and in terms of land use planning documents the town centre is the focal point for the local community and highlighting the potential for physical and social development anchored on the town centre is considered the best strategy for regeneration.

3.11 The aerial plan below shows the primary focus of the study area falls within the 800m² pedestrian catchment of the town centre (using the Coast Plaza square as the centre point). The study area is also therefore consistent with the planning approach identified in the Auckland Unitary Plan (AUP) and supportive of the land use development pattern identified in the AUP. It is intended that the centre plan can identify opportunities consistent with the statutory planning framework to improve the physical, social and economic qualities of the town centre.
Recent Commercial Development

3.12 Recent years have witnessed new development around the town centre and broader area, both in terms of new commercial premises and residential living. Redevelopment of the older existing buildings has not yet taken place however and this is most likely due to the ongoing availability of undeveloped land or ‘greenfield’ sites. The historical trend of site by site development, without any overall vision or broader strategy (other than the district plan) has naturally persisted. Public sector projects have, in the main, been equally piecemeal responses to developing and or perceived problems. The lack of coordination and strategy has led largely to a disconnect throughout the area with poor quality public realm and pedestrian environment.

3.13 The trend of vehicle based retail has also continued with the most recent retail development at Beverley Road providing another choice for supermarket shopping and associated small retail units configured around a central car parking area. This format of retailing is by no means unusual nor specific to Whangaparaoa and is very common throughout Tamaki Makaurau / Auckland. Whilst the commercial or perceived commercial necessity for this particular development model may be largely accepted it nonetheless offers poor quality public realm space and cannot be regarded as a destination other than for the commercial services it offers.

3.14 The development model is so strongly biased toward the convenience of car movement it can offer little in terms of quality of pedestrian experience or destination vibrancy that one may expect and enjoy in older more established town centres or those new master planned ones that offer squares and streets of varied and interesting character.

3.15 Closer to the town centre a further commercial and medical centre development has been recently completed on the corner of Karepiro Drive and Whangaparaoa Road. The format is once again dictated by the car and passing trade with buildings set back from the road frontage and with minimal landscape treatment to the forecourt car park.

3.16 Further along Karepiro Drive at 35 Karepiro Drive and 43 David Sidwell Place are two ‘Live Work’ developments, one of which is only recently completed. This development type (examples of varying quality can be found elsewhere in Tamaki Makaurau / Auckland) provide a different type of commercial/residential unit for Whangaparaoa and have their historical origin in the idea of ‘living over the shop’.

The closest and earliest local development is at 592 Whangaparaoa Road adjacent to the Beverley Road retail area. The format for the more recent developments is largely focussed on the commercial element of the scheme with one ancillary residential apartment. Spaces between units are therefore predominantly hard surfaced with minimal landscape treatments. Outdoor living is located at first floor and provided in the form of balcony spaces.

“Örewa Boulevard offers an example of a flexible urban space. For the majority of the year a through route it has the capacity also to function as a gathering space for the community.”
3.17
The largest mixed use development to have been completed recently is ‘The Link’ development located on Link Crescent. The scheme consists of a mixed use development of ground floor commercial tenancies and residential apartments on the three floors above. Car parking is provided in a surface car park located between the development and the Warehouse car park area. Located very close to the town centre the apartments have proven popular but the take up of commercial floor space has not been as successful to date. Some retail spaces are occupied and more may become occupied as the general ‘profile’ of Link Drive increases with the development of the residential area opposite.

3.18
In terms of purely residential development there are major residential developments at the Woodridge Estate accessed from Wade River Road and ultimately Karepiro Drive and at Mariner Rise on previously council owned land. The Link Crescent development consists of sixty new homes a 2270m² public reserve, children’s playground and a site identified for a future Family Centre. The local board were particularly active in working with the developers to ensure a high quality development that offered a range of housing and community amenities. The Woodridge Estate consists of approximately 118 lots with further higher density development in the form of town houses being developed at the foot of the hills development where connection with Karepiro Drive will take place.

3.19
The recent history of development in the current growth cycle is significant but is of variable benefit to the town centre. Clearly the commercial developments introduce both added competition and variety to the area whilst the increased residential development increases the potential for local spend. Of these latest developments the proposals on Link Crescent offer the most potential benefit because of the proximity to the town centre. The plan on page 20 provides an overview of the most recent developments and their relationship to the town centre.

Plan showing the layout of new houses at Mariner Rise. The development offers a range of duplex and terraced housing close to the town centre.

Roading and street planting at Mariner Rise.

The Link apartments and commercial development on Link Crescent forms the south east ‘edge’ of the town centre and is located opposite the new subdivision of Mariner Rise.
Future Change and Development Character

3.20
In recent years the town centre has experienced some changes resulting from development elsewhere such as that at Beverley Road and perhaps more significantly the growth of the retail centre at Silverdale. With the increased competition and location advantage of Silverdale some businesses have relocated. In town planning terms however the Whangaparaoa Town Centre has retained its position in the hierarchy of ‘centres’ defined by the council and so has a framework of land use zoning to support the ongoing role as a town centre.

3.21
The Auckland Plan whilst acknowledging the individual identity of town and local centres offers the following definition for a town centre:

"Town centres - these act as local hubs for communities, providing a wide range of retail and business services and facilities, and community facilities. They are generally accessible by frequent public transport services, and provide a range of residential living options, including mixed-use and higher-density options. They have variable capacity for accommodating new residential and business development."

3.22
The basic planning objective of concentrating services towards centres is contained also within the envisaged development outcomes discussed in the Auckland Unitary Plan:

- A strong network of centres that are attractive environments and attract ongoing investment, promote commercial activity, and provide employment, housing and goods and services, all at a variety of scales.
- Development is of a form, scale and design quality that centres are reinforced as focal points for the community.
- Development positively contributes towards planned future form and quality, creating a sense of place.

- Business activity is distributed in locations and is of a scale and form that provides the community's social and economic needs. Improves community access to goods, services, community facilities and opportunities for social interaction and manages adverse effects on the environment, including effects on infrastructure and residential amenity.
Whangaparāoa Zoning

- Large lot
- Public open space conservation
- Mixed housing suburban
- Terrace housing and apartments
- Public open space conservation and sport active recreation
- Mixed housing urban
- Town centre
- Single house

Scale @ A4
1:8,000
Date Printed: 12/10/2017
3.23
The framework provided by both the Auckland Plan and AUP are beneficial in planning terms in setting a relatively high level of importance to the centre's role in servicing the needs for the local community. In terms of land use zoning the AUP has taken a methodical and traditional approach largely. Higher density zoning is focused upon and around the town centre. There are also however extensive ‘Mixed Use’ zoning along the Whangaparaoa Road acknowledging the present commercial strip development and creating the opportunity for more mixed use development in the future.

3.24
All of the zoning broadly fits a similar ‘mid rise’ development solution with the tallest buildings potentially located within the centre. Both the Town Centre zoning and Mixed Use zoning facilitate the development of ground floor commercial development with further commercial or residential development on the floors above. The plan on page 22 shows the land use zoning pattern for the study area and surrounding context. In terms of overall height the future town centre buildings (coloured pink) have a maximum height of 27m whilst the Mixed Use (coloured lilac) and Terraced Buildings and Apartments Zone (coloured orange) have 18m and 16m height limits respectively. The main residential zones of Mixed Housing Urban (coloured light orange) and Suburban (coloured mustard) zones have maximum heights of 11m and 8m respectively.

3.25
Other elements of the AUP that are likely to significantly influence future development is a more relaxed position on parking supply in future commercial development. Parking requirements are often cited as a reason mixed use development has not been able to proceed with the cost of providing parking either above or below ground rendering development ultimately unfeasible. The new position, advanced in the AUP, of adopting parking maximums for town centres will introduce more flexibility in the way developments and their parking requirements are planned for and delivered in the future.

3.26
The possible impact of this to future parking demand and supply will need to be carefully reviewed. Presently the town centre has significant levels of parking but the majority of this is provided in the private car parks of the Coast Plaza and Warehouse retail store. Public car parks are located at the top of Plaza, Waie River Road car parks and on Main Street. These car parks account for approximately 176 car parks against approximately 300+ ‘private’ car parks. Given this position and the potential for further intensification in and around the town centre an effective parking management and transport strategy needs to be designed.

3.27
Achieving good off street parking with other ‘place making’ objectives of continuous and pleasantly designed buildings at the back of footpath naturally means car parking should be located behind the building line. Alternatively a further option could be to incorporate parking within the volume of the building – combining parking with other uses.

3.28
The concept of ‘slewing’ car parking buildings with other commercial and or residential uses has been successfully delivered many times and has the benefit of maintaining high levels of parking whilst disguising the fact in terms of visual appearance. The council owns a number of sites within the town centre used for car parking and it is important these areas are not sold without carefully considering parking supply for the future and against the policy context of the AUP.
Te Tirohanga Whānui me ngā Angitūtanga Matua

4. Vision and Key Opportunities

4.1 Defining Vision

Whangaparāoa will develop to provide a vibrant and accessible town centre for everyone. The beach side character and human scale of the town will be protected and enhanced by new development and improvements to streets and other public spaces. Commercial and residential development will be high quality and provide a full range of services, residential choice and employment opportunities for the community.

4.2
Similar to other beach side communities within the Hibiscus and Bays Local Board area, Whangaparāoa has a tightly focused community, character and identity that need to be developed sympathetically.

Recent commercial developments on the peninsula and at Silverdale have resulted in some retail/commercial ‘drift’ but housing development close to the town centre and the availability of further sites means there are opportunities to re-establish the Whangaparāoa Town Centre as the focal point for the peninsula.

Positive local factors that can contribute to this are:

- the hilltop setting of the town centre and aspect to the surrounding coast
- the existing infrastructure and ownership pattern in the town centre
- well developed community and recreational facilities such as the library, cinema and Whangaparāoa Hall
- a busy and diverse retail and commercial sector anchored by major retailers such as the Countdown supermarket and the Warehouse.

4.3
In 2015 the local board commissioned Point Research to do an assessment of community development needs and priorities in the Hibiscus Coast subdivision area. The research identified clear priorities for the future focus of community development work in the Hibiscus Coast and recommended that there be an emphasis on community place making activities.

The following key priorities were identified:

Infrastructure

- That there is the right balance of activities and facilities in each area.
- That the natural amenities in the area are protected and enhanced. There are concerns that these could be undermined by development and infrastructure changes.

Community connectedness (reducing isolation)

- That the sense of community is strengthened. Many residents say a sense of community is important to them, but fewer feel that they have a sense of community with those in their area.
- That initiatives are in place designed to reduce isolation and loneliness. There are some members of our community, in particular parents, newcomers and older adults, who feel isolated and lonely.

Whangaparāoa Library is an important and well used community building. Whangaparāoa Hall offers important local activities for various arts and community groups.
Placemaking
- That community spaces are turned into vibrant, exciting places that attract people to them. Residents and visitors to the area would like to see arts, cultural, outdoors and active lifestyle supported locally through local events and activities, as this provides informal opportunities to meet locally.

Economic development
- That local businesses are supported through attracting people into local areas, particularly areas where businesses are struggling.

Youth development
- That education, training and work opportunities for young people are improved.

Transport
- That transport, including traffic management and public transport in the area is improved.

The findings of the survey echo the same issues raised in community consultation leading to this report.

Further to this key initiatives already defined by the local board and other agencies that can positively influence the regeneration process have been prioritised and/or being implemented are:

Penlink Project
4.4
The Penlink project is a proposed road and bridge, approximately 7km long, linking SH1 just north of Redvale and Whangaparaoa Road just north of the Whangaparaoa Town Centre.

This route could be a significant opportunity for the town centre and peninsula as a whole as it would make accessing the peninsula more easy as well as enable residents to access the motorway more easily. The Penlink project is a priority for the local board and has an approved business case with its completion in the next 10 years.

Greenways Plan
4.5
The Hibiscus and Bays Greenways Plan seeks to create safe and enjoyable ways for people to get around, get active, and get engaged with their community and the environment. The network of greenways identifies the location and opportunity to:
- improve walking connections
- improve cycle connections
- improve recreation opportunities
- improve ecological opportunities
- improve access to streams and waterways

Specifically related to Whangaparaoa the local board has prioritised the Weti River Paths.

D’Oyly Reserve Enhancement
4.6
As a consequence of development at Link Crescent the local board negotiated offset mitigation enhancements to D’Oyly Reserve. The reserve currently comprises mown parkland on top of what was historically a stream environment. The reserve has negligible ecological value and no formalised recreational opportunities.

The planned enhancements will reinstate a natural stream bed with the stream channel designed to have sufficient capacity to convey natural flows, and suitable riparian margins would be established to create an ecologically sound and attractive stream environment. Both passive and active amenity opportunities (potentially including cycleways, lawn play areas, park ‘furniture’, outdoor classrooms, view points and walkways) would be integrated into the design, taking into account local board, parks and community needs (including local schools).
4.7
Sense of community and the quality of public spaces as focal points for people are crucially connected. For the residents of Whangaparaoa these may be characterised as:

Natural realm
The nearby beaches, local reserves and Shakespeare Regional Park. These are all easily and freely available for enjoyment.

Community public-private
Community facilities such as the library or the nearby Stanmore Bay Leisure Centre are focal points for the community and used by many people weekly or more frequently. Other community facilities are planned such as the Family Centre and the Whangaparaoa Hall also provides a venue for many local activities and community services such as ‘Lore Soup’.

Community private
These are the local private entertainment facilities such as the Hoyts Cinema, bowling alley and the local shops and restaurants. Many people visit the Coast Plaza weekly for shopping or to meet friends and dine at one of the local cafes.

Public realm
The area that is less well provided for may be characterised as the public realm. This constitutes the ‘everyday’ environments defined by public and private buildings. Pedestrian routes besides roads, formal hard or soft landscaped areas, public squares, etc all form a part of the public realm.

4.8
Community engagement and feedback so far has helped shape an approach to future planning by organising possible future projects into three key themes. These themes together with an outline of their goals are:

Business and Economy
The 2016 Whangaparaoa Business Area Report prepared for the Hibiscus and Bays Local Board revealed the strong ‘local’ nature of many businesses with many highlighting the convenience of both living and working locally. Given the sense and strength of ‘localism’ there is support for acting together to improve business opportunities and a strong desire to improve physical access to the peninsula (Penlink) as well as improving the quality of local connections around the town centre.
Community and Place

Based upon community engagement so far the positive lifestyle qualities of living in a coastal community are centred also into a desire to ensure the urban realm is as attractive and rewarding as the natural environment. The natural infrastructure of beaches, reserves and rolling landscape character of Whangaparaoa is contrasted by the often poor quality urban environment of strip retail development, unattractive buildings and wide featureless roading corridors. Naturally enough all development takes place in an incremental way and certain elements may be better than others but the lack of consistent vision of creating high quality and attractive public spaces and focal points has been identified as an area for improvement. Balancing the commercial necessities of development with the social and community functions requires a positive approach to planning. The diagram below by Leon Krier demonstrates this balance in an idealised way where the commercial ‘every day’ qualities of urbanism are contrasted or punctuated by civic values and focal points.

Connectivity

The ease and attractiveness of movement in and around the town centre has emerged as a key theme from the community. This means, ease and the quality of the movement is not only a practical necessity but also one that can positively benefit the ‘place making’ aspirations for the urban spaces. The need for better connections for drivers, pedestrians and cyclists have been highlighted and some of the ideas for how improvements may be realised are put forward. Creating a hierarchy of urban spaces that together can form a coherent flow will create richness and diversity and offer different atmospheres and activities. Supporting the creation of better quality urban life in the squares and streets is also the possible role of new, redeveloped or existing buildings that could have new buildings added.

Throughout the Whangaparaoa Town Centre, there are often poor relationships between buildings and the public realm. In particular, ground-floor frontages are often blank or only partially ‘active’ i.e. offer some idea of the uses and activities that lay within. This is particularly evident along the route between the library and the Hoyts Cinema and along much of Main Street.

Connection between the Main Street and cinema. No footpaths are provided and the scale of the space and character unwelcoming.
4.9
The intensity of development or density of people in terms of people living close or within the town centre is also at a low level. The consequence of this is that whilst the town centre can be busy during the day or when special events are organised the centre is often lacking sufficient numbers of people living and working in the centre to offer a sense of vibrancy at other times.

4.10
Apart from the benefits that may come from future development close to the town centre and potentially within the centre itself, a key element to creating identity and maximising the natural benefits of the town centre’s location comes with better ‘framing’ of the town centre i.e. ensuring that there is some sense of arrival and the roads framing the town centre are of a distinct character to those outside of the area. This need not involve a wholesale change (financially that would likely prove unfeasible) but could be achieved through a combination of gateway treatments and additional landscaping measures.

4.11
Within the centre new, redesigned or intensified buildings could provide the defining edges of places for retail, hospitality and rich social meeting places for people.

4.12
The plan and model on page 47 help to illustrate the potential level of change that could occur within and adjacent to the town centre. This is not intended to be a master plan, but helps to illustrate how the ideas and development discussed in this plan could evolve.
5. Community and Place

The town centre will be redefined by improving the sense of arrival to the town centre along the Whangaparāoa Road, creating a gateway to the town centre.

A new, multi-purpose community building will support the town centre focus and this will be complemented by new attractive public spaces.

5.4
The main community facilities – Whangaparāoa Library and the Whangaparāoa Community Hall are close to one another physically but do not make the best of possible relationships to the Coast Plaza. The site for the proposed Family Centre is identified next to the Hoyts Cinema and will also benefit from work to improve linkages across the town centre.

5.5
The town centre also lacks a resident population which reduces its potential overall vitality and natural surveillance outside of trading hours.

Context

5.2
While Whangaparāoa Town Centre offers local shops and ‘anchor’ retailers such as Warehouse and Countdown together with well-used community facilities, minimal development has taken place there since the 1980’s. The centre is perceived as being tired, disconnected from the residential neighbourhoods and at risk of losing important retailers to Silverdale.

5.3
The inward facing nature of the Coast Plaza means that the surrounding streets struggle to achieve any real visual and experiential quality for the pedestrian.
5.1.1 Creating a gateway sense of arrival to the town centre

The existing road pattern is in some ways very beneficial to the town centre and establishing more of a pedestrian scaled environment because through traffic is located to the edge. Already the multiple traffic light controlled junctions establish a low speed environment that may be regarded as a hindrance for drivers but is beneficial in pedestrian terms.

The missing element however is that there is no special sense of arrival with the roading treatment and design the same as elsewhere on the Whangaparaoa Road.

Through localised visual improvements to the key access points to the town centre a better sense of arrival could be achieved. This in itself will help to support the concept of identity for the centre as a place to go and be a relatively cost effective measure.

Gateway treatment at Tiriangi. An example of a very idiosyncratic but memorable approach to signaling arrival and departure from a destination.
5.1.2 Encourage the redevelopment of the Whangaparāoa Hall to provide a modern multi function community space.

- Provide a higher quality building to accommodate existing and additional community services and groups in the heart of the town centre.
- Create a building with a better relationship to the library and the Coast Plaza.
- Maximise the opportunity for Whangaparāoa’s new ‘gateway’ to be a signature community building.
- The project could part-fund itself by realising residential development on the existing site.

The existing hall provides a range of community services presently and has the capacity in the future to provide more still within a high quality multi use building. Land to the east of the present hall between the library and hall could be utilised to extend the available site area which would draw the hall into a closer relationship with the library and the Coast Plaza.

The higher part of the site on the junction with Tower Hill has fantastic views to the coast and this is an element that could well prove attractive for residential development as a part of a redeveloped site. Such a measure would have the threefold benefits of:

- drawing in funding for the new community building
- providing good quality residential living opportunities in the heart of the town centre
- acting as a focal point or gateway for people visiting the town centre.

Showing how the Whangaparāoa Hall could be redeveloped.
5.1.3 Encouraging and supporting the owners of the Coast Plaza to investigate ways to improve the relationship and attractiveness of buildings that define pedestrian spaces.

The Coast Plaza has had some recent improvements to the buildings and main public square in preparation for sale. The property is currently marketed and represents a significant opportunity for investment not solely in commercial terms but also in terms of the latent residential development value.

The existing mall is a product of its time and design philosophies for mall design have moved on to mimic traditional town centres, featuring open streets, focal point public open spaces and a mix of residential and commercial uses.

The Coast Plaza could very much be reconfigured along these lines and the sketch opposite illustrates some of those key elements and how they could be delivered in this case. This is not a master-plan but merely an illustration of possible approach opportunities in the heart of the town centre.

![Diagram of Coast Plaza with notes](attachment://image1.png)

1. Coast Plaza offers extensive covered parking for its customers. The top deck is often near capacity at peak times whilst bottom deck less extensively used with the exception of Christmas shopping. Developing a coordinated future parking strategy with the owners is necessary to ensure private car parks don’t become a solution for long term parking.

2. Public car parks are conveniently located for the town centre. Their future role and potential needs to be assessed against the longer term growth potential of the town centre to ensure that adequate parking supply is provided.

3. Parking on Main Street is convenient but should be balanced against other objectives for the town centre in creating a ‘people place’. Designing more attractive and flexible urban spaces may require a slight reduction in the current levels.

![Image of Coast Plaza](attachment://image2.png)

Showing how pedestrian spaces can be used to open up the town centre.

Santa Monica Place. Originally a conventional closed mall design the plan has been revised to provide an open air shopping environment with focal point public spaces and rooftop cafes.
5.1.4 Supporting the development of a new focal point public space linking the library with the Coast Plaza.

Whilst the library was planned originally with a civic space beside the entrance the character of the space has never offered anything truly attractive to encourage its use. The local board have funded the development of an alternate design to promote better use of this space. The design process has been overseen and managed by Future Whangaparaoa and the layout design compliments enhancement works recently carried out to the Coast Plaza square opposite. A further stage of consideration and design thinking should also be brought to the connections between the two spaces.

Whilst a pedestrian crossing links the two areas presently the physical relationship and force of visual and physical connection is lessened by the extensive car parking. Potential reductions in car parking need to be considered carefully and from a position of knowledge on overall parking needs but in pure design terms the emphasis for public realm within the town centre should be biased to the needs of pedestrians.

Present connection between library and Coast Plaza – functional but not high quality.
5.1.5 Supporting and delivering high quality living environments will require substantial intensive residential development

In terms of Auckland-wide growth the forecasted growth for Whangaparaoa is relatively modest. But for a tightly defined community the potential that does exist could be significant to support a sustainable and vibrant town centre. In this context supporting a broader range of future housing is important to ensure people not only have the choice to live locally but can also live close to local services and amenities. The AUP is particularly relevant in setting the framework for this the needs of pedestrians.

Recent planned development for the Milford Mall by NZ Retail Property Group illustrates the potential for significant residential development can be achieved by adding to existing buildings. Whilst this example is a different scale the principles could equally apply to the Whangaparaoa Mall.

Overview of Development Potential.
6. Connections and Eco-Mobility

Enhancing community connectivity — further developing the public transport network, and spreading a safe cycling and walking network, will provide for a better connected community both locally and regionally.

6.1 The component parts of this key move can be summarised as:

- upgrading Whangaparaoa Road as it traverses the town centre to provide some better sense of ‘arrival’
- delivering PenLink to better connect Whangaparaoa to the motorway network and ensuring public transport options are effectively coordinated to encourage use
- survey parking demand and provision and consider this in light of the potential for transit orientated development in the future
- create a first stage cycle network that logically connects to other plans such as the Greenways Plan
- make it easy, safe and attractive to walk around Whangaparaoa.

6.2 Whangaparaoa emerged as a car-based centre in the 1980s, an era dominated by the private motor vehicle, and that heavily influenced the way we moved through, planned and built developments.

6.3 Due to the relative isolation of the town centre and the linear nature of the peninsula adequately catering for the car born local population made sense but came with some negative trade off in terms of the character of the environment created. The ‘spine’ of the Whangaparaoa Road coupled to the trends in strip retail development has led to a dispersed pattern of commercial development and poor quality pedestrian and cycle routes and connections.

6.4 The challenge therefore is how to improve and in some cases retrofit these elements to service the existing and growing population. Whilst there remains the functional need for good roading connections expectations today are different to 20 years ago and there is a growing expectation that safe pedestrian and cycle connections should be delivered as a part of a balanced community development.
6.1.1 Whangaparāoa Road

The priority for the project will be the 450-metre stretch of Whangaparāoa Road between Link Crescent and Wade River Road. The road currently has a wide carriage way (multiple lanes and median) and bus stops adjacent and opposite to the public car park. The area has low pedestrian amenity but has three signalised intersections.

The proposal is to enhance this existing slow-speed zone that will include narrowed carriageways, cycle infrastructure and an enhanced streetscape environment with improved pedestrian connectivity. The balance of Whangaparāoa Road to the future connection point to Pentlink (circa 1.5km) will be upgraded to complement the neighbourhood’s increased density. It will be improved by under grounding services, and by upgrading pedestrian routes and cycle infrastructure.

- Native feature trees to define and assist with bringing human scale to roads in and around the town centre.
- Native plants to define landscape at “gateway” locations.
- Simple and durable materials can be used to enhance key entrances to the town centre.
6.1.2 Penlink and Public Transport Connections

Being well-connected with efficient public transport, roadways, cycleways and walkways is essential for our communities and their quality of life.

Well-connected transport networks and access to parking provide economic benefits to towns and businesses and improve quality of life by reducing travel time and increasing leisure time.

Severe congestion during peak hours is commonplace around Silverdale and along the Whangaparāoa Peninsula. Pinch points at Beach Road, Browns Bay and East Coast Road intersections with connector roads to the motorway are also problematic. This has limited further expansion, development of business and has negative impacts on residential areas. Penlink is a key priority for those commuting locally and further afield.

With the project now within the Auckland Transport Alignment Project (ATAP) and a priority for Auckland Transport it is important to start to consider in more detail the future role of the town centre. Given the potential for greater density of development in and around the town centre proximity to the Penlink connection could lead to the creation of new public transport routes in the future.

Further to this it should also be acknowledged that relative proximity of the town centre to the Fullers Ferry Service at Gulf Harbour is also a significant asset in developing a more integrated movement network in the future. The numbers of sailings to the city have already increased with the local board presently advocating more sailings for the weekends.

The bridge that is planned as part of Penlink.
6.1.3 Examine parking levels and planning for future high quality provision

The town centre has significant levels of car parking at present mainly thanks to the two decks of car parking provided as a part of the Coast Plaza. The town centre does not have an up to date parking management plan and so it is not possible to assess the suitability of this level of provision going forwards.

The AUP takes a far less onerous approach to the provision of car parking (from previous district plans) as a consequence of development proposals and so parking management is likely to become a much more serious priority as development and redevelopment within the town centre takes place. Council controlled car parks are limited to Main Street, general street parking (where available) and car parks adjacent to the bus stop and a little further away at the Whangaparaoa shops. Operation and levels of provision need to be assessed with options developed to support future growth in the town centre.

Close liaison with the private sector providers of car parking should also take place to ensure a coordinated strategy is developed and avoid the potential to ‘knock on’ effects from pursuing a particular approach in isolation with the local board presently advocating more salings for the weekends.

Showing car parking at the town centre.
6.1.4 Creating a cycle network

The role of cycling is increasing within Tāmaki Makaurau / Auckland. Cycling is one of the most efficient ways for people to move over distances between two and 12 kilometres. Providing safe cycle infrastructure can be cost effective, particularly if other works are occurring in the corridor. Unlike public transport, such infrastructure has minimal ongoing operational costs.

Much of the existing residential population on the Whangaparāoa Peninsula live at a distance from Whangaparaoa Town Centre that makes walking impractical or less attractive. However, the distances from residential areas to the centre are well suited to trips by bike if that trip is felt to be safe and attractive.

The existing cycling infrastructure is generally of poor quality. A mix of shared paths and unprotected cycle lanes on busy roads does not provide sufficiently safe infrastructure to attract new users. Providing safe and connected infrastructure, working with the community to overcome barriers to cycling, and providing education about cycling will be key factors in improving cycling to and from the town centre.

Extract from Auckland Transport cycleway maps shows a lack of formal route-designation. Given the relatively low population levels this is not unusual but with future growth identified there is a need to start to identify and plan for better cycleway provision.

Key
- Route with space for cyclists may be busy roads
- Route on quieter roads recommended by cyclists
- Public Toilets
- Local bike store

Conceptual drawing showing the relationships between vehicle, cycle and pedestrian.
6.1.5 Walkability

Investment to improve the walkability of the town centre will require the local board to work together with Auckland Transport on a programme of minor improvements to supplement other investments.

This work will focus on improving connectivity, attractiveness, ease and safety for walking within the project area. This could include initiatives such as:

- making intersection improvements
- providing safe and convenient opportunities to cross streets
- filling in missing links
- managing speeds across the project area
- making safety improvements.

Some initial thoughts on potential improvements could be:

Re-imagining Link Crescent as an active urban street including new street trees, paving enhancement, rain gardens/swales, improving the connection between Hoyts Cinema and the Whangaparaoa Town Centre. This will involve the active participation of the owners of Coast Plaza.
Kaupapa Umanga me te Ōhanga

7. Business and Economy

Creating a positive business focus and energy that will build upon the existing strengths of the local customer base. This will be developed further by local businesses acting together and promoting Whangaparāoa as a lifestyle business destination.

7.1 Repositioning the place

The picturesque location of the town centre and quality of the surrounding beaches are significant assets in promoting Whangaparāoa to visitors and investors. The negative aspects of perceived distance or remoteness from Auckland city need to be countered in the first instance by re-branding and promoting the ‘place’ and secondly by overcoming those perceived barriers with improved infrastructure (Penlink).

Recent development at Woodridge Estate and Link Crescent demonstrate the ongoing desirability of living on the peninsula where access to a beach lifestyle can be achieved far less costly than in other areas of Tāmaki Makaurau / Auckland. Supplemented by the traditional housing stock with other alternatives such as townhouses or apartments close to the town centre will further introduce variety in housing options and price point. These are positive measures in creating greater diversity but need to be supported also by quality commercial development and infrastructure.

The growth of e-commerce or small home based business means the relative perceived difficulties in access are not insurmountable but there does remain the need to also acknowledge that even with a healthy local market there is a need to look beyond the peninsula in working life.

Apart from the necessary improvements to infrastructure the recent launch of the Whangaparāoa website (whangaparaoa.info) is one step towards improving the profile of the businesses and facilities on Whangaparāoa further afield.

A further possible stage of development in this process could be for the local board to work with Auckland Tourism, Events and Economic Development (ATEDD) and other agencies in promoting the tourism potential of the peninsula. Following other successful models such as the Matakoane Coast Tourism establishing a formal tourism cluster could yield significant benefits in repositioning Whangaparāoa as a destination in Tāmaki Makaurau / Auckland.
7.2 Encouraging the creation of a business network.

The 2016 Business Survey commissioned by the local board for Whangaparaoa demonstrated a genuine interest amongst surveyed businesses to form a local business network or association.

With the majority of business owners being small operators (62%) employing five or less employees the greatest priorities for the future were felt to be:

- advocating on behalf of the area to improve access to and from the peninsula and making sure alternative routes and transport development projects such as Penlink are implemented to better attract customers and visitors to the area.
- increased marketing and promotion for the area especially for its local catchment areas within Whangaparaoa and encouraging residents to support its local businesses instead of shopping in Silverdale or Albany.

A first meeting of local business people took place on 5 October 2017 with approximately 40 people attending a breakfast meeting to learn about the recent development of the Whangaparaoa website and also share their ideas for how the business community could be developed into the future. Further meetings are planned.

7.3 Explore the potential to create a co-working space.

The profile of local business are those with less than five employees and often sole traders. Dependant on the type of business the solitary nature of doing business can lead to a sense of stagnation in terms of business development.

Keeping up to date with new ideas and methods of working can be difficult and in creative industries the lack of interaction with other businesses makes it difficult to innovate.

Increasingly in Tāmaki Makaurau / Auckland this has led to the development of co-working or shared space offices. The Grid AKL and BizDojo program offers a great example of flexible office space for small businesses to work meet, learn and develop.

Presently there is no co-working space on the peninsula despite the high numbers of small businesses or sole traders. This could be an area of further investigation with Auckland Tourism, Events and Economic Development (ATEED) perhaps leading the way to investigate the potential to develop a 'BizDojo' in the town centre.
Te Mahere Whakatinana
8. Implementation Plan

<table>
<thead>
<tr>
<th>Key Move</th>
<th>Page Ref.</th>
<th>Action</th>
<th>Agency</th>
<th>Delivery Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Creating a gateway sense of arrival</td>
<td>Pages 36-37</td>
<td>Identify, design and implement gateway designs at key intersections.</td>
<td>Hibiscus and Bays Local Board</td>
<td>Short (0-5 years)</td>
</tr>
<tr>
<td>Encourage the redevelopment of the Whangaparāoa Hall</td>
<td>Pages 38-39</td>
<td>Work in collaboration with Trust to enable redevelopment of the Hall to a new multi use community facility.</td>
<td>Local board Whangaparāoa Hall Trust</td>
<td>Medium (5-10 years)</td>
</tr>
<tr>
<td>Support the improvement of the public realm surrounding the Coast Plaza</td>
<td>Pages 42-43</td>
<td>Support the new owners of Coast Plaza in their future plans and work with them to identify possible complementary improvements to the privately owned areas of public realm.</td>
<td>Private Local board</td>
<td>Medium</td>
</tr>
<tr>
<td>Supporting the development of a new focal point open space to the library</td>
<td>Pages 44-45</td>
<td>Implement design for the library forecourt space and investigate further potential to strengthen pedestrian connectivity with the Coast Plaza.</td>
<td>Auckland Council</td>
<td>Short</td>
</tr>
<tr>
<td>Encourage the delivery of higher density living in the town centre</td>
<td>Pages 46-47</td>
<td>Support proposals that seek to diversify the housing stock and introduce higher density, quality residential development in the town centre.</td>
<td>Private Local board</td>
<td>Short</td>
</tr>
<tr>
<td>Improving PT connections, frequency and the delivery of Penlink</td>
<td>Pages 52-53</td>
<td>Delivery of the Penlink has been highlighted by the local population and business community as a first priority.</td>
<td>Auckland Transport Local board Auckland Council</td>
<td>Short</td>
</tr>
<tr>
<td>Examine parking levels and forecasted demand and plan for the future</td>
<td>Pages 54-55</td>
<td>Undertake analysis of parking provision and determine adequacy against future growth. A coordinated strategy with the owners of Coast Plaza should be put in place.</td>
<td>Auckland Transport Private</td>
<td>Medium</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Key Move</th>
<th>Page Ref.</th>
<th>Action</th>
<th>Agency</th>
<th>Delivery Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Identify a suitable cycle network</td>
<td>Pages 56-57</td>
<td>Establish and adopt key cycle network framework.</td>
<td>Auckland Transport</td>
<td>Short</td>
</tr>
<tr>
<td>Undertake walkability survey to highlight key areas for improvement on a phased implementation basis</td>
<td>Pages 58-59</td>
<td>Undertake walkability survey and adopt programme for phased improvement and implementation.</td>
<td>Auckland Transport Private Local board</td>
<td>Short</td>
</tr>
<tr>
<td>Repositioning the Place</td>
<td>Pages 60-61</td>
<td>Develop a marketing campaign to raise the profile of Whangaparāoa on the North Shore and city as a destination for high quality beaches, interesting local events and outstanding natural resources.</td>
<td>Auckland Tourism, Events and Economic Development Limited (ATEED)</td>
<td>Short</td>
</tr>
<tr>
<td>Establish a business network/association and appoint or share town centre manager to promote local businesses and events</td>
<td>Page 62</td>
<td>Advise and foster the creation of a business association to enable local businesses to work together for mutual betterment.</td>
<td>Businesses Community Local board Auckland Tourism, Events and Economic Development (ATEED)</td>
<td>Short</td>
</tr>
<tr>
<td>Investigate the development of a co-working space or hub for small businesses</td>
<td>Page 63</td>
<td>Reference the developing network promoted by Auckland Tourism, Events and Economic Development (ATEED) under Grid AKL. Learn and discuss the potential to establish a centre for Whangaparāoa.</td>
<td>Businesses Community Local board ATEED Future Whangaparāoa</td>
<td>Short</td>
</tr>
</tbody>
</table>
Orewa Citizens Advice Bureau – extensive internal refurbishment.

File No.: CP2018/22087

Te take mō te pūrongo / Purpose of the report
1. To seek approval of the latest concept design for the internal refurbishment of the Citizens Advice Bureau offices in Orewa and to progress the project to detailed design, building consent, procurement and physical works.

Whakarāpopototanga matua / Executive summary
2. The current internal layout of the Citizens Advice Bureau Orewa offices does not allow for the effective use of limited space and a concept design has been prepared to upgrade the facility. An initial concept design was developed approximately two and a half years ago which was further amended and replaced by the latest concept design (Attachment A).
3. The latest design has been discussed with and agreed to by the Citizens Advice Bureau Orewa management.

Ngā tūtohunga / Recommendation/s
That the Hibiscus and Bays Local Board:

a) approve the concept design dated 12 November 2018 for the renewal of the Citizens Advice Bureau Orewa office and request staff to progress to detailed design, consenting and construction.

Horopaki / Context
4. The Citizens Advice Bureau Orewa (CAB Orewa) office has been identified for renewal in the 2018/2019 financial year.
5. A concept design has been developed over the past two months in consultation with the CAB Orewa management and staff.

Tātaritanga me ngā tohutohu / Analysis and advice
6. The need for internal refurbishment of the CAB Orewa offices was identified by the local board in 2015. The current layout of the office does not utilise the limited space effectively, especially in the administration area at the back of the office. An earlier concept design (done approximately two and a half years ago by Paul Murphy) has been further amended and developed with input from council staff and CAB Orewa staff.
7. The current space in the front of the office is also not well laid out as there are two separate waiting areas which is not practical. The new layout will open up the reception area and create more storage. The waiting area will also be opened up to form one space. There will be two offices with a sound proof divider that can be opened up into one larger space.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe / Local impacts and local board views
8. Council has worked collaboratively with CAB Orewa representatives to refine the design to meet the needs of the group.
9. The local board has been keen to assist the CAB Orewa in the redesign of their footprint to enable a more efficient use of space.

**Tauākī whakaaweawe Māori / Māori impact statement**

10. No culturally significant factors have been identified in the projects identified in this report.

11. Therefore, it is proposed that no further consultation with the Parks and Recreation North West Mana Whenua Engagement Forum is required.

**Ngā ritenga ā-pūtea / Financial implications**

12. The project will be funded through the Asset Based Services capex renewal programme.

13. Estimated total cost of the project will be $340,000 based on a quantity surveyor estimate. This figure includes the temporary re-location of the CAB Orewa operations during the construction period.

**Ngā raru tūpono / Risks**

14. There is a moderate risk that it might be harder to find suitable contractors to deliver this work in a reasonable timeframe due to the construction industry being so busy at the moment.

15. There are currently no other risks identified.

**Ngā koringa ā-muri / Next steps**

16. If the recommendation is supported by the local board, the project will be progressed through the detailed design, consent and procurement phases to enable construction this financial year.

17. Further discussions are required to finalise options around the temporary office re-location for the CAB Orewa.

**Ngā tāpirihanga / Attachments**

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>CAB Hibiscus Coast Design</td>
<td>89</td>
</tr>
</tbody>
</table>

**Ngā kaihaina / Signatories**

<table>
<thead>
<tr>
<th>Author</th>
<th>Nicolaas Viljoen – Senior Programme Manager</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authorisers</td>
<td>Rod Sheridan - General Manager Community Facilities</td>
</tr>
<tr>
<td></td>
<td>Lesley Jenkins - Relationship Manager</td>
</tr>
</tbody>
</table>
Orewa Citizens Advice Bureau – extensive internal refurbishment.
Orewa Citizens Advice Bureau – extensive internal refurbishment.
Orewa Citizens Advice Bureau – extensive internal refurbishment.
Item 15

Attachment A

Orewa Citizens Advice Bureau – extensive internal refurbishment.
Orewa Citizens Advice Bureau – extensive internal refurbishment.
Orewa Citizens Advice Bureau – extensive internal refurbishment.
Orewa Citizens Advice Bureau – extensive internal refurbishment.

Attachment A

Item 15

Hibiscus and Bays Local Board
12 December 2018
Orewa Citizens Advice Bureau – extensive internal refurbishment.
Te take mō te pūrongo / Purpose of the report
1. To approve the scope and criteria for grant allocations for local-facilities in the Hibiscus and Bays Local Board area in 2018/2019.

Whakarāpopototanga matua / Executive summary
2. Hibiscus and Bays Local Board has a total budget of $694,120 for the Hibiscus and Bays Grant Programme for 2018/2019 financial year.
3. The local board have indicated they would like to support the development of local-facilities through a contestable grant process. An allocation of $150,000 is proposed, with the ability of groups to apply for a maximum of $50,000.
4. Two options are proposed for the allocation of grants for facilities in the local board area.
5. Option one is to incorporate funding for the renovation and development of local facilities within the existing contestable local grant rounds for 2018/2019.
6. Option two is to create a new dedicated grant round in 2018/2019, for the allocation of grants for the renovation and development of facilities.
7. Option two, to create a new contestable grant round for the 2018/2019 financial year is recommended, with a review of this grant round in June 2019.

Ngā tūtohunga / Recommendation/s
That the Hibiscus and Bays Local Board:

a) approve a new contestable grant round of $150,000, to support the development of local-facilities, including the scope and criteria, with an opening date of 29 January 2019, a closing date of 8 March 2019 and a decision date of 15 May 2019.

Horopaki / Context
8. The Hibiscus and Bays Local Board adopted the Hibiscus and Bays Grants Programme 2018/2019 on 7 June 2018 (see Attachment A). The document sets application guidelines for contestable community grants submitted to the local board.
9. In addition to the grants programme, the local board have indicated they would like to support local facilities, through a contestable grants process, for the development or renovation of sport and recreation, arts or community facilities in the local board area. This would enable groups to further leverage local board funding to seek other sources of funding for the renovation or development of the facilities.
10. Grants would be for the completion of:
   - needs assessments
   - feasibility studies
   - investigation and design
Tātaritanga me ngā tohutohu / Analysis and advice

11. Hibiscus and Bays Local Board have a total budget of $694,120 for the 2018/2019 financial year.

12. The local board have indicated they would like to support the development of local facilities through a contestable grants process and two options are proposed for the allocation of grants for this purpose.

13. Option one is to incorporate funding for the renovation and development of facilities in the existing contestable local grant round. Community groups who apply in the remaining local grant round could apply for a maximum of $50,000. The Hibiscus and Bays Local Grant Round Two 2018/2019, would be promoted to community groups who own their facilities in the Hibiscus and Bays Local Board area. This would enable eligible groups to apply in this grant round.

14. Option two is to create a new dedicated grant round in early 2019, for the allocation of grants for the renovation and development of sport and recreation, arts and community facilities. This grant round would receive applications for assistance with the development of these facilities. Grant applications would be assessed against some agreed criteria to maximise the outcomes the local board is seeking (see Attachment B). In particular, higher priority will be given to grant applicants who are able to leverage local board funding to seek other sources of funding for their proposed project. For example, a needs assessment could be funded by the local board, to enable the group to apply for Foundation North or Lotteries funding for the completion of the construction costs.

15. The assessment criteria (see Attachment B) will cover the areas of:
   - evidence of an increase in participation
   - strategic alignment with council plans
   - working in partnership and sharing of facilities
   - capability of groups, including ability to leverage the local board funding to obtain other sources of funding.

16. Out of scope for this grant round is:
   - the improvement of council facilities or council land or property
   - sports fields, as the supply and demand for sports fields is within the scope of the Sports Infrastructure Development Project.

18. The opening date for the new grant round would be 29 January 2019, with the closing date 8 March 2019. The decision date would be 15 May 2019.

17. Option two, to create a new contestable round for the 2018/2019 financial year, is recommended, with a review of this round in June 2019, to determine whether this grant round could be incorporated into the Hibiscus and Bays Grant Programme for 2019/2020.

18. A new contestable grant round would enable a tailored approach to the allocation of grants for community facilities with separate criteria and guidelines. A separate grant round would also enable targeted promotion for community groups who own their own facilities.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe / Local impacts and local board views

19. The local board have indicated they would like to allocate up to $150,000 for the contestable grants for community facilities.
**Tauākī whakaaweawe Māori / Māori impact statement**
20. The local board grants programme aims to respond to Auckland Council’s commitment to improving Māori wellbeing by providing grants to individuals and groups who deliver positive outcomes for Māori. Auckland Council’s Māori Responsiveness Unit has provided input and support towards the development of the community grant processes.

**Ngā ritenga ā-pūtea / Financial implications**
21. The allocation of grants to community groups is within the adopted 2018-2028 Long-Term Plan and 2018/2019 local board agreement.
22. A maximum of $50,000 is recommended for allocation for each application.

**Ngā raru tūpono / Risks**
23. The allocation of grants occurs within the guidelines and criteria of the Community Grants Policy and the local board grants programme. The assessment process has identified a low risk associated with this grant proposal.

**Ngā koringa ā-muri / Next steps**
24. Following the Hibiscus and Bays Local Board approval of the process to allocate grants to local facilities, Commercial and Finance staff will promote the new grant opportunity through the appropriate media channels and community groups.

**Ngā tāpirihanga / Attachments**

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Hibiscus and Bays Local Grant Programme 2018/2019.</td>
<td>103</td>
</tr>
<tr>
<td>B</td>
<td>Hibiscus and Bays Local Board Facility Grant criteria</td>
<td>107</td>
</tr>
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</table>

**Ngā kaihaina / Signatories**

<table>
<thead>
<tr>
<th>Author</th>
<th>Marion Davies - Grant Operations Manager</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authorisers</td>
<td>Shane King - Head of Operations Support</td>
</tr>
<tr>
<td></td>
<td>Lesley Jenkins - Relationship Manager</td>
</tr>
</tbody>
</table>
Hibiscus and Bays Local Board
Community Grants Programme 2018/2019

Purpose
Grants help groups and organisations to provide activities, projects, programmes, initiatives and events that make a positive contribution to the community within the local board area.

The local board would like to see applicants demonstrate that they are working collaboratively with other community groups and have identified alternative funding partnerships. It is important for groups and organisations to be sustainable and deliver good community outcomes.

Important Advice for Applicants
Applicants are encouraged to read the Hibiscus and Bays Local Board Plan before submitting an application.

You will be asked to identify how your project aligns with one or more of the local board plan outcomes and show how the project will benefit the community.

Ensure that you clearly outline the contribution you are making to the project within the local board area.

The Hibiscus and Bays Local Board plan can be found on the Hibiscus and Bays Community page.

Priorities
The Hibiscus and Bays Local Board has confirmed the following priorities for its contestable community grants. In your application identify how your events/projects/activity will contribute to one or more of the following:

- Place-shaping which includes adding value or making improvements to our community spaces
- Promote economic benefits locally
- Leisure or sporting opportunities that encourage the community to be more active
- Improving and enhancing access and amenity in parks, reserves and coastal areas
- Youth activities including leadership, education and training
- Inter-generational and “age-friendly” activities that support participation
- Artistic and creative opportunities for people and our community
- Education on pollution prevention, stream care or stream enhancement projects
- Restoration and environmental projects including pest free and waste minimisation initiatives
- Acknowledge New Zealand history and showcase our local heritage.

Other important factors (where appropriate to a proposed event/project or activity):
The Hibiscus and Bays Local Board will also take into account whether the applicant:

- is making a contribution to the event or project (financial, volunteer time etc.)
- has identified collaboration and working with other groups to deliver an event/activity and seek funding collaboratively
- is utilising and supporting volunteer groups through the delivery of an event or project
- will get the community involved early on, by working collaboratively and creating opportunities to meet new people and share experiences
- is part of the Sun-Smart programme (for outdoor activities)
- has considered health and safety in the design of their event or project
- provides smoke free programmes as part of their event or project.
Limitations

Applicants are generally ineligible to apply for the Hibiscus and Bays Local Board Contestable Community Grant Fund if they have had two successful grant applications within the current financial year.

Exclusions

The Hibiscus and Bays Local Board will not consider grants for financial assistance for:

- Activities that do not relate to one or more of the local board plan outcomes
- Activities or projects where the funding responsibility lies with another organisation or central government
- Prizes for sports and other events (except trophies)
- Commercial business enterprises and educational institutions in accordance with the Council's Community Grants Policy (Scope and Eligibility, Page 20)
- Internal applicants to fund projects, programmes or facilities run by Auckland Council or its employees
- Auckland Council CCO’s or organisations who receive funding from the Auckland Regional Amenities Fund.
- Applications for activities or projects outside of the local board area*
- Commitment to ongoing funding or financial support
- Applications to subsidise rentals, reduce debt or payment of rates
- Applications for the purchase or subsidy of alcohol or costs associated with staging after-match functions
- Grants for the sole purpose of an individual
- Family reunions
- Debt servicing
- Legal expenses
- Activities that promote religious or political purposes
- Medical expenses.

*With the exception of multi-local board applications where a benefit to the local board area can be shown

Contestable Grant Amounts:

<table>
<thead>
<tr>
<th>Name of grant</th>
<th>Local board’s proposed figures</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Quick Response Grants</td>
<td></td>
<td>$200.00</td>
<td>$2,000</td>
</tr>
<tr>
<td>Local Grants</td>
<td></td>
<td>$2,000.00</td>
<td></td>
</tr>
</tbody>
</table>

Generally, the local board will not grant more than $10,000. There may be special circumstances that warrants consideration of allocations above $10,000.

Grant Round Application Dates

Quick Response Local Grants for 2018/2019 will be as follows:

<table>
<thead>
<tr>
<th>Grant round:</th>
<th>Opens:</th>
<th>Closes:</th>
<th>Decision made:</th>
<th>Projects to occur after:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Round One</td>
<td>18 June 2018</td>
<td>13 July 2018</td>
<td>15 August 2018</td>
<td>1 September 2018</td>
</tr>
<tr>
<td>Round Two</td>
<td>24 September 2018</td>
<td>19 October 2018</td>
<td>21 November 2018</td>
<td>1 December 2018</td>
</tr>
<tr>
<td>Round Three</td>
<td>15 April 2019</td>
<td>10 May 2019</td>
<td>21 June 2019</td>
<td>1 July 2019</td>
</tr>
</tbody>
</table>
Grant rounds for Local Grants for 2017/2018 will be as follows:

<table>
<thead>
<tr>
<th>Grant round:</th>
<th>Fund Opens:</th>
<th>Fund Closes:</th>
<th>Decision made:</th>
<th>Projects to occur after:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Round One</td>
<td>16 July 2018</td>
<td>24 August 2018</td>
<td>17 October 2018</td>
<td>1 November 2018</td>
</tr>
<tr>
<td>Round Two</td>
<td>11 February 2019</td>
<td>22 March 2019</td>
<td>16 May 2019</td>
<td>1 June 2019</td>
</tr>
</tbody>
</table>

Multi-board funding

Hibiscus and Bays Local Board will also consider funding multi-board grant applications in collaboration with other local boards. Applicants will need to clearly demonstrate how their intended project, event or activities will specifically benefit people and communities in the Hibiscus and Bays Local Board area.

<table>
<thead>
<tr>
<th>Multi-board grant round:</th>
<th>Fund Opens:</th>
<th>Fund Closes:</th>
<th>Decision made:</th>
<th>Projects to occur after:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Round one</td>
<td>18 June 2018</td>
<td>17 August 2018</td>
<td>17 October 2018</td>
<td>1 November 2018</td>
</tr>
<tr>
<td>Round two</td>
<td>21 January 2019</td>
<td>22 March 2019</td>
<td>16 May 2019</td>
<td>1 June 2019</td>
</tr>
</tbody>
</table>

Obligations if you receive funding

In order to ensure that the Hibiscus and Bays Local Board grant achieves positive results, recipients will be obligated to provide evidence that the assistance has been used for the agreed purpose and the stated outcomes have been achieved. Obligations will be outlined in a funding agreement that the applicant will be required to enter into.

The following accountability measures are required:

- The completion and submission of accountability forms (including receipts), proving that grants have been used for the right purpose
- Any grant money that is unspent and not used for the project must be returned to the Hibiscus and Bays Local Board
- Recognition of the Hibiscus and Bays Local Board's support of your initiative (e.g. using the Hibiscus and Bays Local Board logo on promotional material).
### Attachment B

#### Assessment criteria

**Assessment criteria to assess projects in Hibiscus and Bays Local Board area - 2018/2019.**

*Note: Facility investment must be for non-council owned assets*

<table>
<thead>
<tr>
<th>Council’s desired outcome</th>
<th>Outcome Description</th>
<th>Key guiding considerations</th>
<th>Weighting</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increase in participation</td>
<td>The projected active membership is likely to increase from current membership.</td>
<td>Does the proposed facility have a catchment that will increase in population?</td>
<td>20</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Level to which the population / demographic projections align with the facilities membership increasing.</td>
<td></td>
</tr>
<tr>
<td>Strategic alignment</td>
<td>There is alignment with council plans</td>
<td>Whether the project has been identified in a national or Auckland facilities sports code plan, the Auckland Sport Sector Facilities Priorities Plan, Community Facilities Policy.</td>
<td>25</td>
</tr>
<tr>
<td>Working in partnership/sharing facilities</td>
<td>The group is willing to work in partnership to achieve sport and recreation, arts or community outcomes for the community.</td>
<td>Evidence is provided to confirm the group has engaged with other potential partners (key funders for facility developments are seeking evidence of partnerships).</td>
<td>20</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Level of willingness to operate under a shared facility arrangement.</td>
<td></td>
</tr>
<tr>
<td>Investment in projects led by capable groups</td>
<td>The group is considered to have a high level of capability to complete the proposed project.</td>
<td>There is historic evidence that the group has the skills and expertise to undertake the required planning/development work required. Can the group leverage council funding to apply to other funding sources?</td>
<td>25</td>
</tr>
<tr>
<td>Sustainable community groups</td>
<td>Operation of the facility is likely to be sustainable.</td>
<td>Considering trends, how likely is the facility to be sustainable?</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Will the facility enhance the future delivery and operation of the sport(s), arts or community activities?</td>
<td></td>
</tr>
</tbody>
</table>

**TOTAL** 100
Te take mō te pūrongo / Purpose of the report

1. To agree a local engagement event and adopt local content and supporting information for consultation as part of the Annual Budget 2019/2020 process.

Whakarāpopototanga matua / Executive summary

2. Auckland Council is required to have a local board agreement (as agreed between the Governing Body and the relevant local board) for each local board area for each financial year. The local board agreement will be included in the Auckland Council’s Annual Budget 2019/2020.

3. Consultation on the Annual Budget 2019/2020 will take place from 17 February – 17 March 2019. Local boards will be consulting on their areas of focus for their 2019/2020 local board agreement.

4. In December 2018, the Governing Body will consider whether to consult on a proposal to transfer legal ownership of waterfront land and related assets to the council parent. If the Governing Body decides to consult on that proposal, the consultation would take place at the same time as the consultation on the Annual Budget 2019/2020. As a result, the consultation on the Annual Budget 2019/2020 would require the use of the special consultative procedure.

5. There will also be concurrent consultation on the Auckland Water Strategy discussion document. A report will be going to the Environment and Community Committee on 4 December 2018 to approve the discussion document for public consultation.

6. This report seeks agreement from local boards on the Have Your Say event that will be held in their local board area during the consultation period, to give Aucklanders an opportunity to provide face-to-face feedback. It also seeks approval of their local content and supporting information for consultation.

7. The Governing Body and local boards will agree regional and local items respectively for consultation by December 13. The regional and local consultation items will then be incorporated into the annual budget consultation document and supporting information, which will be approved by the Governing Body on 13 February 2019.

Ngā tūtohunga / Recommendation/s

That the Hibiscus and Bays Local Board:

a) agree, subject to approval by the Governing Body, to hold the following Have Your Say events in the local board area during the Annual Budget 2019/2020 consultation period:
   i) East Coast Bays Subdivision, Sunday, 3 March 2019, 1.30pm – 4.30pm in conjunction with Kite Day to be held at Ridgeline Park, 21 Te Oneroa Way, Long Bay
   ii) Hibiscus Coast Subdivision, Saturday, 23 February 2019, 10.00am- 2.00pm, in conjunction with the Estuary Arts and Youth Centre – Open Day

b) delegate to the following elected members and staff the power and responsibility to hear from the public through “spoken (or New Zealand sign language) interaction” in relation to the local board agreement at the council’s public engagement events during the consultation period for the Annual Budget 2019/2020:
Item 17

i) local board members and chairperson

ii) General Manager Local Board Services, Local Board Relationship Manager, Local Board Senior Advisor, Local Board Advisor, Local Board Engagement Advisor

iii) any additional staff approved by the General Manager Local Board Services or the Chief Financial Officer.

c) adopt Attachment A: local content for consultation and Attachment B: local supporting information for consultation.

d) delegate authority to the local board chair to approve any final changes required following review by the council’s legal team of the consultation content of the Annual Budget 2019/2020 prior to publication, including online consultation content.

Horopaki / Context

8. Auckland Council is required to have a local board agreement (as agreed between the Governing Body and the relevant local board) for each local board area for each financial year. The local board agreement will be included in the Council’s Annual Budget 2019/2020.

9. Local board agreements set out (among other things) how the council will, in the year to which the agreement relates, reflect the priorities and preferences in the local board’s plan in respect of the local activities to be provided in the local board area.

10. For the purposes of consulting on each local board agreement to be included in the council’s Annual Budget, the consultation document for the Annual Budget must include content relating to each agreement.


12. In December 2018, the Governing Body will consider whether to consult on a proposal to transfer legal ownership of waterfront land and related assets to the council parent. If the Governing Body decides to consult on that proposal, the consultation would take place at the same time as the consultation on the Annual Budget 2019/2020. As a result, the consultation on the Annual Budget 2019/2020 would require the use of the special consultative procedure, as a decision to proceed with the proposal would require an amendment to the council’s long-term plan. Where an amendment to the long-term plan is being consulted on at the same time as consultation on the Annual Budget, the Local Government Act 2002 requires the council to use the special consultative procedure in relation to both matters.

13. There will also be concurrent consultation on the Auckland Water Strategy discussion document. A report will be going to the Environment and Community Committee on 4 December 2018 to approve the discussion document for public consultation.

14. Aucklanders will be able to provide feedback during the consultation process through a variety of channels which include verbal (or face-to-face), written and social media.

Tātaritanga me ngā tohutohu / Analysis and advice

15. The special consultative procedure requires the council to provide an opportunity for people to present their views to the council in a manner that enables “spoken (or New Zealand sign language) interaction” between the person and the council’s decision-makers, or their official delegates. The council provides for this through its ‘Have Your Say’ events where people can have a face-to-face dialogue with elected members or other council representatives with an appropriate delegation. The Have Your Say event recommended to be held in the Hibiscus and Bays Local Board area are:
16. Local boards held workshops during October and November 2018 to determine their key activities for their 2019/2020 local board agreement. Local boards are now requested to agree their local content and supporting information for consultation, as attached in Attachment A and B.

17. Any new local Business Improvement District targeted rates must be consulted on before they can be implemented. Local boards are therefore also requested to agree any new proposals for consultation.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe / Local impacts and local board views

18. Local boards will have further opportunities to provide information and views as the council progresses through the Annual Budget 2019/2020 process.

19. Aucklanders will have the opportunity to give feedback on regional and local proposals contained in the Annual Budget 2019/2020. All feedback received from submitters residing in the local board area will be analysed by staff and made available for consideration by the local board, prior to finalising their local board agreement.

Tauākī whakaaweawe Māori / Māori impact statement

20. Many local board decisions are of importance to and impact on Māori. Local board agreements and the annual budget are important tools that enable and can demonstrate the council’s responsiveness to Māori. Local board plans, which were adopted in September and October of 2017, form the basis for local priorities.

21. The approach to Māori engagement for the Annual Budget will be finalised once consultation topics are confirmed, including development of bespoke materials subject to interest level of topics and confirmation of budget.

22. Regionally supported local Māori engagement in the South and West will be provided subject to interest level of topics and confirmation of budget, this will be integrated with Water Strategy engagement.

23. Mana Whenua engagement on the Water Strategy is already underway, and will run throughout the March consultation period; annual budget discussions will be integrated with this process.

24. There is a need to continue to build relationships between local boards and iwi, and where relevant the wider Māori community. Ongoing conversations will assist local boards and Māori to understand each other’s priorities and issues. This in turn can influence and encourage Māori participation in the council’s decision-making processes.

Ngā ritenga ā-pūtea / Financial implications

25. Event associated costs include venue hire and catering.

Ngā raru tūpono / Risks

26. Local boards must agree their local consultation content and supporting information by 13 December 2018, in order for it to be formatted and reviewed in time to be incorporated into the Annual Budget 2019/2020 consultation document and supporting information.
Ngā koringa ā-muri / Next steps


28. Following consultation, the Governing Body and local boards will make decisions on the Annual Budget 2019/2020 and Local Board Agreements 2019/2020 respectively.

Ngā tāpirihanga / Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Local content for consultation</td>
<td>113</td>
</tr>
<tr>
<td>B</td>
<td>Local supporting information for consultation</td>
<td>115</td>
</tr>
</tbody>
</table>

Ngā kaihaina / Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Authorisers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beth Corlett - Business Process Coordinator</td>
<td>Louise Mason - GM Local Board Services</td>
</tr>
<tr>
<td></td>
<td>Lesley Jenkins - Relationship Manager</td>
</tr>
</tbody>
</table>
Consultation document

Local boards

This section sets out the key proposed activities for each local board area for 2019/2020. We are seeking your feedback on whether we have got the focus right.

For more information relating to your local area, please see section xx of the supporting information for this consultation document.

<table>
<thead>
<tr>
<th>Local Board</th>
<th>Key focus</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hibiscus and Bays</td>
<td>In 2019/2020, we plan to invest $19.8 million to renew and develop assets and $16.2 million to maintain and operate assets as well as provide local programmes and initiatives. We will continue to deliver the projects already identified as priorities through the 2017 Local Board Plan. These include improving playgrounds, so they are fun for all age groups and abilities, supporting local events and art centres that add vibrancy to our community. We are not proposing major changes to existing budgets or work programmes for 2019/2020. Over the last few years we have supported our volunteers in environmental restoration work including regular planting days and animal and plant pest control programmes, and we intend to continue that work. We will also start building greenways (local paths), to provide recreational and commuter connections, with paths in Centennial Park first in line. Our town centres in Silverdale, Orewa, Browns Bay and Whangaparāoa are also receiving attention, with some key projects gaining momentum. Slow zones will also be introduced in Mairangi Bay and Torbay town centres.</td>
</tr>
</tbody>
</table>
Supporting information – Hibiscus and Bays Local Board

Each year we deliver activities and services in your local board area. These are based on our 2017 Local Board Plan, which sets our three-year direction for the local board.

3.1 Hibiscus and Bays Local Board

Message from the chairperson

As I think back at what we have achieved over the last year, it’s wonderful to see that our volunteers feature regularly, especially in protecting and enhancing our local environment. The efforts of community-minded residents make incremental improvements through regular planting days, animal and plant pest control programmes and ongoing restoration work. We are truly grateful for their commitment and hard work and we will continue to support their efforts through 2019/2020.

Our local events add vibrancy and our arts centres including Mairangi Arts, Estuary Arts and Centrestage Theatre, also make a major contribution to our sense of community. They share their talents and ideas so that participants and visitors can learn new skills. Regular exhibitions and shows draw wide and appreciative audiences.

One of our key initiatives includes continued improvement to playgrounds with the addition of all-abilities play equipment and shade. We also want to deliver greenways connections beginning with local paths through Centennial Park. They will provide recreational and leisure enjoyment as well as assisting commuters to have a more straightforward route to access public transport. We are also seeking improvements to our Silverdale, Orewa, Browns Bay and Whangaparaoa town centres.

We will continue to advocate strongly for Penlink to be built within the next three years. We will also be working with Auckland Transport to introduce slow zones in Mairangi Bay and Torbay town centres, and we intend to extend the slow zone in Orewa town centre.

We look forward to hearing your views.

Julia Parfitt
Chairperson
What we propose in your local board area in 2019/2020

In 2019/2020 we plan to invest $19.8 million to renew and develop assets and $16.2 million to maintain and operate assets as well as provide local programmes and initiatives. The budget in the local area is allocated as follows:

<table>
<thead>
<tr>
<th>Key areas of spend</th>
<th>Capital spend 2019/2020</th>
<th>Operating spend 2019/2020</th>
<th>Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community Services</td>
<td>$19.8m</td>
<td>$15m</td>
<td>Renewals Parks maintenance</td>
</tr>
<tr>
<td>Environmental Services</td>
<td>-</td>
<td>$0.2m</td>
<td></td>
</tr>
<tr>
<td>Planning</td>
<td>-</td>
<td>$71,000</td>
<td></td>
</tr>
<tr>
<td>Governance</td>
<td>-</td>
<td>$1m</td>
<td></td>
</tr>
</tbody>
</table>

Note: the final budgets are subject to change as the council reviews the detailed costs and timing of delivering planned services and investment.

What do you think?

Do you have any feedback?
Te take mō te pūrongo / Purpose of the report
1. To update the Hibiscus and Bays Local Board on Panuku Development Auckland activities within the local board area for the six months from 1 May to 31 October 2018.

Whakarāpopototanga matua / Executive summary
2. Panuku Development Auckland was established in September 2015 by the merger of two council controlled organisations, Waterfront Auckland and Auckland Council Property Limited.
3. Panuku Development Auckland helps to rejuvenate parts of Auckland, from small projects that refresh a site or building, to major transformations of town centres or neighbourhoods.
4. Panuku Development Auckland manages around $2 billion of council’s property portfolio; which is continuously reviewed to find smart ways to generate income for the region, grow the portfolio, or release land or property that can be better used by others.

Ngā tūtohunga / Recommendation/s
That the Hibiscus and Bays Local Board:

a) receive the Panuku Development Auckland Local Board update for 1 May to 31 October 2018.

Ngā Mahi ā-Hapori / Local Activities
Development
5. Panuku Development Auckland (Panuku) is contributing commercial input into approximately 50 region-wide council-driven renewal and housing supply initiatives.
6. Panuku works with partners and stakeholders over the course of a project. It also champions best practice project delivery, to achieve best value outcomes within defined cost, time and quality parameters.
7. Below is a high-level update on development activities in the Hibiscus and Bays Local Board area:

20 Link Crescent, Whangaparaoa
8. Named “Mariner Rise” the subdivision provides 60 Sections along with a reserve and playground. Work has advanced on 18 homes all of which will be completed by mid-2019.
9. The subdivision has resource consent for a mix of two, three and four-bedroom terrace and standalone family homes with a focus on design quality. The homes are being built and marketed by Signature Homes, Mike Greer Homes and New Dreamland, priced $650,000 to $800,000.
D’Oyly Reserve

10. The environment enhancement project has been proactively managed by Healthy Waters and is now complete. The works extend 750m along the boundary of Stanmore Bay Primary School; involves extensive native planting and the creation of an overland waterway with wetlands. A project that will encourage and foster bird and fish life.

The Hammerhead

11. The work undertaken by Panuku, on behalf of Auckland Council investigating council’s property interests in Gulf Harbour Marina for a possible future recommendation for sale has been put on hold, pending completion of the council’s marina strategy.

Portfolio Management

12. Panuku manages ‘non-service’ properties owned by the council and Auckland Transport (AT). Non-service properties are those that are not currently needed for service or infrastructure purposes. These properties were generally being held for planned future projects that are no longer required, such as road construction, park expansion or development of future town centres.

13. As at 30 June 2018, the property portfolio comprises 1437 properties, containing 1119 leases. The current portfolio includes vacant land, industrial buildings, warehouses, retail shops, cafes, offices, medical centres, and a large portfolio of residential rental homes.

14. The return on the property portfolio for the period ending 30 June 2018 was above budget, with a net surplus to council and AT shareholders of $3.9 million ahead of budget.

15. The average monthly tenantable occupancy rate for the six-month period is more than 98 per cent, which is above the statement of intent target of 95 per cent.

Properties managed in the Hibiscus and Bays Local Board Area

16. Panuku currently manages 53 commercial and 16 residential interests within the local board area.

Business interests

17. Panuku also manages the commercial return from business interests on the council’s behalf. This includes two forestry enterprises, two landfills and four quarries.

18. There are currently no managed business interests in the Hibiscus and Bays local board area.

Portfolio strategy

Optimisation

19. Optimisation is a self-funding development approach targeting sub-optimal service assets approved in 2015. The process is a tri-party agreement between Community Facilities, Panuku and local boards and is led by Panuku. It is designed to equal or enhance levels of service to the local community in a reconfigured form while delivering on strategic outcomes such as housing or urban regeneration with no impact on existing rate assumptions.

20. Using optimisation, underperforming assets will have increased utility and efficiency, with lower maintenance and operating costs as well as improved service delivery benefiting from co-location of other complimentary services or commercial activities. Optimisation will free up a vast range of undercapitalised development opportunities such as air space, full sites, or part sites and in many cases will result in intensification of land use, particularly residential, supporting Auckland Plan implementation.

21. Local boards are allocated decision making for the disposal of local service property and reinvestment of sale proceeds in accordance with the service property optimisation approach.
Portfolio review and rationalisation

Overview

22. Panuku is required to undertake ongoing rationalisation of the council’s non-service assets. This includes identifying properties from within the council’s portfolio that may be suitable for potential sale and development if appropriate. Panuku has a focus on achieving housing and urban regeneration outcomes. Identifying potential sale properties contributes to the Auckland Plan focus of accommodating the significant growth projected for the region over the coming decades, by providing the council with an efficient use of capital and prioritisation of funds to achieve its activities and projects.

Performance

23. Panuku works closely with Auckland Council and Auckland Transport (AT) to identify potential surplus properties to help achieve disposal targets.

24. Target for July 2017 to June 2018:

<table>
<thead>
<tr>
<th>Unit</th>
<th>Target</th>
<th>Achieved</th>
</tr>
</thead>
<tbody>
<tr>
<td>Portfolio review</td>
<td>$60 million disposal recommendations</td>
<td>$88 million as at 30 June 2018 (includes $62 million from the Papatoetoe, Avondale and Panmure priority locations)</td>
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</tbody>
</table>

25. Target for July 2018 to June 2019:

<table>
<thead>
<tr>
<th>Unit</th>
<th>Target</th>
<th>Achieved</th>
</tr>
</thead>
<tbody>
<tr>
<td>Portfolio review</td>
<td>$30 million disposal recommendations</td>
<td>$4.8 million as at 31 October 2018.</td>
</tr>
</tbody>
</table>

Process

26. Once identified as no longer delivering the council service use for which it was acquired, a property is taken through a multi-stage rationalisation process. The agreed process includes engagement with council departments and CCOs, the local board and mana whenua. This is followed by Panuku board approval, engagement with the local ward councillors and the Independent Māori Statutory Board and finally, a Governing Body decision.

Under review

27. Properties currently under review in the Hibiscus and Bays Local Board area are listed below. The list includes any properties that may have recently been approved for sale or development and sale by the governing body.

<table>
<thead>
<tr>
<th>Property</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>8 Hiwi Crescent, Stanmore Bay</td>
<td>The vacant former residential site was acquired by the former Rodney District Council (RDC) in 1998 for the purpose of Whangaparaoa Road Widening Project. The widening of Whangaparaoa Road remains a &quot;live project&quot; but the property is not included in the Whangaparaoa Road upgrade project (between Hibiscus Coast Highway to Red Beach Road). AT resolved in November 2015 that 8 Hiwi Crescent, Stanmore Bay was no longer required for current or future transport related purposes and the property was subsequently subject to the Panuku led rationalisation process.</td>
</tr>
</tbody>
</table>
No alternate service uses for the subject site were identified during the internal consultation. The local board endorsed the proposed disposal of 8 Hiwi Crescent, Stanmore Bay at its 16 May 2018 business meeting. The local board also requested that any sale proceeds be allocated to a relevant Weiti Crossing (Penlink) transport infrastructure budget, as the property was originally acquired for transport purposes. The Finance and Performance Committee considered the local board’s request in September 2018 and advised that in accordance with council’s Revenue and Financing Policy 2017, proceeds from the approved disposal of the site will be used to repay council debt or fund investment in another priority strategic asset.

**Acquisitions and disposals**

28. Panuku manages the acquisition and disposal of property on behalf of Auckland Council. Panuku purchases property for development, roads, infrastructure projects and other services. These properties may be sold with or without contractual requirements for development.

**Acquisitions**

29. Panuku does not decide which properties to buy in a local board area. Instead, it is asked to negotiate the terms and conditions of a purchase on behalf of the council.

30. Panuku purchased 12 properties for open space across Auckland in the last financial year at a cost of $27 million, and bought eight properties for storm water use at a value of $4.9 million.

31. Panuku purchased eight properties for open space across Auckland in the 2018-2019 financial year at a cost of $33 million and bought one property for storm water use at a value of $188,000.

32. One property was purchased in the Hibiscus and Bays Local Board area during the reporting period for open space purposes.

33. All land acquisition committee resolutions contain a confidentiality clause due to the commercially sensitive nature of ongoing transactions, and thus cannot be reported on while in process.

**Disposals**

34. The disposals team has sold six properties, realising $31.8 million of unconditional net sales proceeds, in the current financial year. The Panuku 2018/2019 disposals target is $24 million for the year. The disposals target is agreed with the council and is reviewed on an annual basis. The disposals team achieved $15.06 million of net sale proceeds in 2017/2018.

35. One of the properties sold during the report period is in the Hibiscus and Bays Local Board area, 19 Anzac Road, Browns Bay.

**Housing for Older People**

36. The council owns 1412 units located in 62 villages across Auckland, which provide rental housing to low income older people in Auckland.
37. The Housing for Older People (HfOP) project involved the council partnering with a third-party organisation, The Selwyn Foundation, to deliver social rental housing services for older people across Auckland.

38. The joint venture business, named Haumaru Housing, took over the tenancy, facilities and asset management of the portfolio, under a long-term lease arrangement from 1 July 2017.

39. Haumaru Housing was granted community housing provider (CHP) status in April 2017. Having CHP registration enables Haumaru to access the government’s Income Related Rent Subsidy (IRRS) scheme.

40. Auckland Council has delegated Panuku to lead a new multi-year residential development programme.

41. The first new development project is a 40-unit apartment building on the former Wilsher Village site on 33 Henderson Valley Road, Henderson. Once completed in mid-2019, this development will increase the council’s portfolio to 1452 units.

42. The following HfOP villages are located within the Hibiscus and Bays Local Board area:

<table>
<thead>
<tr>
<th>Village</th>
<th>Address</th>
<th>Number of units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Torbay Flats</td>
<td>2 Wairere Road, Torbay</td>
<td>18</td>
</tr>
</tbody>
</table>

**Ngā Mahi ā-Rohe / Regional Activities**

43. Over the year, Panuku achieved key project milestones and performance results in our priority development locations. Panuku categorises three types of priority locations:

- **Transform locations** – Panuku ‘transforms’ locations by creating change through urban regeneration. Panuku leads the transformation of select parts of the Auckland region working alongside others and using the custodianship of land and planning expertise. The catalytic work Waterfront Auckland led at Wynyard Quarter is a great example of the transformation of urban locations

- **Unlock locations** – Panuku ‘unlocks’ development potential for others. By acting as a facilitator; using relationships to break down barriers and influence others, including the council family, to create development opportunities

- **Support locations** – Panuku plays a ‘support’ role to ensure council is making the most of what it already has. Intensification is a key driver in the Auckland Plan. Panuku will support housing demands by enabling development of council-owned land.

**Transform locations**

44. The Wynyard Quarter is undergoing rapid change both commercially and residentially, with thousands of Aucklanders using this space every week.

45. Panuku has partnered with Willis Bond to deliver a total of 500 homes in Wynyard Quarter over several stages, the first of which – Wynyard Central Pavilions – is now complete. This first stage of the new precinct offers a mix of 113 residencies comprising 25 free-standing pavilions, eight townhouses and 80 apartments with retail space on the ground floor. Willis Bond is also leading the delivery of 51 apartments at 132 Halsey, which is expected to be complete in spring 2018. At the same time it is anticipated that works will begin on the second stage of Willis Bond’s residential development at 30 Madden Street with the construction of 90 apartments and six townhouses as well as ground floor retail. This residential construction is due to be completed by the end of 2020.

46. Precinct are due to commence construction on their next commercial building at 10 Madden Street in spring 2018, with an anticipated completion date towards the end of 2020. This seven level building will provide approximately 8,500m² of commercial space including ground floor retail.
47. The east-west connection between Halsey and Daldy Streets, Tiramarama Way, was completed in June of this year, with the street opening on Friday 29 June 2018 receiving much positive feedback.

48. Transform Manukau covers over 600 hectares and is the largest of the Panuku priority locations. The Auckland Plan sees Manukau as the commercial centre of southern Auckland, but the significant investment in transport and community amenities has not been matched by intensification of the adjacent land to provide more homes and jobs. The area contains over six hectares of undeveloped council land in the town centre that is suitable for residential and commercial development. There is also significant Crown land held by both Housing Corporation New Zealand (HNZC) and the Counties Manukau District Health Board (CMDHB) that can provide significant additional housing.

49. Panuku is focusing on taking the development sites to market to test the appetite for private sector investment. Currently there is a 300 home development on Barrowcliffe Place already underway. We are also focussing on public realm projects that will enhance the overall environment and liveability of the area. Panuku is working closely with The Southern Initiative and Auckland Tourism, Events and Economic Development (ATEED) to develop integrated actions to benefit the local community.

50. The Framework Plan to guide the Onehunga transformation on a similar scale to Wynyard Quarter and Manukau was approved in May 2018. The plan was completed involving significant consultation with the community. Panuku is leading the redevelopment of strategic council-owned land, and works in partnership with government and others, to deliver positive outcomes for the local community. The East-West link and proposed light rail, which affects the wharf and southern parts of the area, is currently being reassessed by the New Zealand Transport Agency (NZTA). Panuku is expecting amended plans later this year. Further refinement of the framework plan will occur once this can be reviewed. Working with the local board and key stakeholders, Panuku has advanced plans on the town centre and the Onehunga wharf precinct where possible.

Unlock locations

51. In the unlock Takapuna project, results from recent consultation and independent representative survey have shown support for a new town square and revitalisation on the central Takapuna car park 40 Anzac Street. The project led by Panuku will now progress with a town square between Hurstmere Road and Lake Road.

52. In Northcote, Panuku are continuing to build on the urban regeneration concepts outlined in the November 2016 framework plan, and have progressed our engagement and co-design with Homes, Land Community for the Awataha Greenway project and other key projects. The information kiosk continues to provide a 'shop front' for the community to walk in and ask any questions. With the 2018-2028 Long-term Plan signed off by council in late-June 2018, Panuku is now able to commence implementation of the first-year’s projects including the Greenslade Reserve stormwater detention project.

53. At the Airfields, Hobsonville Point, six of the seven super-lots have now settled with AV Jennings with the remaining super-lot due for settlement in October 2018. Forty-two housing units have been completed to the end of June 2018. In stage 2, the development by Avanda will result in 510 dwellings. The tier one roads which are Wallace Road, Waka Moana Drive and Commanders Avenue are progressing well and are on target for practical completion December 2018. The first housing development is anticipated to start in December 2018.

54. Council’s Planning Committee approved the over-arching plans to redevelop Old Papatoetoe in June. Construction on the mall has been completed and we are now focused on leasing the remaining tenancies. The supermarket construction is progressing, however we have been advised that this is unlikely to be completed by Christmas. We are working closely with Foodstuffs on the new plaza space. The Panuku board has now approved the programme business case which details how new housing in the town centre will be enabled. The temporary food hub proposal for the old netball clubrooms is progressing well.
55. The overall plan for Henderson was approved in May 2017 by Governing Body. The 2018-2021 Unlock Henderson work programme was endorsed by the local board and approved by the Panuku board in June 2018. The vision is for Henderson is for it to grow into an urban eco-centre. This vision will guide planning and development with an outcome towards 'liveable growth' by creating a safe, attractive and vibrant mixed-use environment with a uniquely west Auckland identity.

56. The opportunity to revitalise Avondale was given the green light in November 2017 with the approval of the over-arching plan for its regeneration by the Planning Committee. The vision for Avondale will be enabled through a number of key moves. Panuku will work closely with the local board and community to implement a retail strategy that attracts new businesses, increasing diversity of products and services. The train station, upgraded bus network and new cycle ways offer great transport options and we will continue to strengthen connections between these activity hubs and the town. A focus for the regeneration of Avondale is working with developers to build quality residential neighbourhoods that offer a mix of housing types, including terraces and apartments. A number of significant developments are already underway in the area.

57. Located within the Tāmaki Transformation area, Panmure town centre is well positioned with excellent public transport links to the wider Auckland area. Panmure was chosen as a location for regeneration due to large areas of underused, council-owned land in the town centre that represent significant redevelopment opportunities. The project area covers 43ha and encompasses land owned by council, Tamaki Regeneration Company, the Crown and Auckland Transport (AT), who Panuku will work in partnership with to facilitate the staged transition of sites for development.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe / Local impacts and local board views

58. This report is for the Hibiscus and Bays Local Board’s information.

59. Panuku requests that all feedback and/or queries relating to a property in the local board area be directed in the first instance to localboard@developmentauckland.co.nz

Tauākī whakaaweawe Māori / Māori impact statement

60. Tāmaki Makaurau has the highest Māori population in the world with one in four Māori in Aotearoa living here.

61. Māori, who make up 12% of the region’s total population, mainly live in Manurewa, Henderson-Massey, Papakura, Ōtara-Papatoetoe, Māngere-Ōtahuhu and Franklin. Māori have a youthful demographic with 50% of Māori in Tāmaki Makaurau under the age of 25 years. Five percent of the Māori population in the region are currently 65 years and over.

62. There are 19 Mana Whenua in the region, with 15 having indicated an interest in Panuku lead activities within the local board area.

63. Māori make up six percent of the local board population, and there is one matawaaka marae located within the local board area.

64. Panuku work collaboratively with Mana Whenua on a range of projects including potential property disposals, development sites in the area and commercial opportunities. Engagement can be on specific individual properties and projects at an operational level with kaitiaki representatives, or with the Panuku Mana Whenua Governance Forum who have a broader mandate.

65. Panuku will continue to partner with Māori on opportunities which enhance Māori social and economic wellbeing.
Ngā tāpirihanga / Attachments
There are no attachments for this report.

Ngā kaihaina / Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Sven Mol - Corporate Affairs Advisor, Panuku Development Auckland</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authorisers</td>
<td>Carlos Rahman - Senior Engagement Advisor</td>
</tr>
<tr>
<td></td>
<td>Lesley Jenkins - Relationship Manager</td>
</tr>
</tbody>
</table>
Ward Councillors Update

File No.: CP2018/23130

Te take mō te pūrongo / Purpose of the report
1. The Hibiscus and Bays Local Board allocates a period of time for the Ward Councillors, Councillor Wayne Walker and Councillor John Watson, to update them on the activities of the Governing Body.

Ngā tūtohunga / Recommendation/s
That the Hibiscus and Bays Local Board:
  a) thank Councillors Walker and Watson for their update.

Ngā tāpirihanga / Attachments
There are no attachments for this report.

Ngā kaihaina / Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Vivienne Sullivan - Local Board Democracy Advisor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authoriser</td>
<td>Lesley Jenkins - Relationship Manager</td>
</tr>
</tbody>
</table>
Te take mō te pūrongo / Purpose of the report
1. To present the local board with a governance forward work calendar.

Whakarāpopototanga matua / Executive summary
2. This report contains the governance forward work calendar: a schedule of items that will come before the local board at business meetings and workshops over the next 12 months.
3. The calendar aims to support local boards’ governance role by:
   - ensuring advice on agendas and workshop material is driven by local board priorities
   - clarifying what advice is required
   - clarifying the rationale for reports.
4. The calendar will be updated every month. Each update will be reported back to business meetings. It is recognised that at times items will arise that are not programmed. Local board members are welcome to discuss changes to the calendar.

Ngā tūtohunga / Recommendation/s
That the Hibiscus and Bays Local Board:
a) receive the Governance Forward Work Calendar.

Ngā tāpirihanga / Attachments

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<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
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<tr>
<td>A0</td>
<td>Governance Forward Work Programme</td>
<td>129</td>
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Ngā kaihaina / Signatories

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<tbody>
<tr>
<td>Authoriser</td>
<td>Lesley Jenkins - Relationship Manager</td>
</tr>
<tr>
<td>Meeting (workshop or business meeting)</td>
<td>Date</td>
</tr>
<tr>
<td>---------------------------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>Workshop</td>
<td>Thursday, 7 February 2019</td>
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<td>Business Meeting</td>
<td>Wednesday, 20 February 2019</td>
</tr>
<tr>
<td>Meeting (workshop or business meeting)</td>
<td>Date</td>
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<tr>
<td>Business Meeting</td>
<td>Wednesday, 20 February 2019</td>
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<tr>
<td>Workshop</td>
<td>Thursday, 28 February 2019</td>
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<td>Workshop</td>
<td>Thursday, 7 March 2019</td>
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<td>Workshop</td>
<td>Thursday, 7 March 2019</td>
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<td>Workshop</td>
<td>Thursday, 14 March 2019</td>
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<td>Workshop</td>
<td>Thursday, 14 March 2019</td>
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</tbody>
</table>
Whakarāpopototanga matua / Executive summary
1. The Hibiscus and Bays Local Board held workshop meetings on 15 and 29 November 2018.

Ngā tūtohunga / Recommendation/s
That the Hibiscus and Bays Local Board:
a) endorse the record of the workshop meetings held on 15 and 29 November 2018.

Ngā tāpirihanga / Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
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</thead>
<tbody>
<tr>
<td>A</td>
<td>Record of Workshop Meeting, 15 November 2018</td>
<td>133</td>
</tr>
<tr>
<td>B</td>
<td>Record of Workshop Meeting, 29 November 2018</td>
<td>135</td>
</tr>
</tbody>
</table>

Ngā kaihaina / Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Vivienne Sullivan - Local Board Democracy Advisor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authoriser</td>
<td>Lesley Jenkins - Relationship Manager</td>
</tr>
</tbody>
</table>
Hibiscus and Bays Local Board Workshop Record

Workshop record of the Hibiscus and Bays Local Board held in the Council Chamber, Orewa Service Centre, 50 Centreway Road, Orewa on Thursday, 15 November 2018 at 9.00am

**PRESENT**

Chairperson: Julia Parfitt  
Members: Christina Bettany  
David Cooper  
Janet Fitzgerald  
Caitlin Watson  

Also Present: Lesley Jenkins, Relationship Manager  
Michelle Sanderson, Senior Local Board Advisor  
Vivienne Sullivan, Democracy Advisor  

Apologies: Gary Holmes, Mike Williamson

<table>
<thead>
<tr>
<th>Workshop Item</th>
<th>Governance role</th>
<th>Summary of Discussions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Welcome and apologies (Julia Parfitt – Chairperson)</td>
<td></td>
<td>The Chairperson welcomed those in attendance. There were apologies from members Holmes and Williamson for absence.</td>
</tr>
<tr>
<td>Admin Time (Michelle Sanderson – Senior Local Board Advisor)</td>
<td></td>
<td>The Senior Local Board Advisor discussed a variety of matters with the local board members.</td>
</tr>
</tbody>
</table>
| Community Facilities 2018/2019 Work Programme Update | Oversight and Monitoring | Signage: Barbara Heise provided an update on the signage project  
Coastal Structures: John Seward, Frank Havel and Neil Atkinson provided an update on work and repairs required to the following coastal structures:  
Army Bay: The stairs down to the beach from Pacific Parade have been mostly destroyed through rock falls and will have to be rebuilt. Cliff stabilising work will also have to be undertaken.  
The eastern stairs at Army Bay will also need to be repaired.  
Mairangi Bay – Murrays Bay Stairway: A business case has to be prepared for this work. |
## Hibiscus and Bays Local Board
### 12 December 2018

#### Record of Workshop Meetings

<table>
<thead>
<tr>
<th>Workshop Item</th>
<th>Governance role</th>
<th>Summary of Discussions</th>
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</thead>
<tbody>
<tr>
<td>ordinator)</td>
<td></td>
<td>Moana Reserve Sculpture</td>
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<tr>
<td>Paul Durling</td>
<td>(Renewals</td>
<td>Paul Durling, Nick</td>
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<td></td>
<td>Coordinator)</td>
<td>Hindson and Philipp</td>
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<td></td>
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<td>Ripa from Millwater</td>
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<td></td>
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<td>Gallery and Kim Boyd</td>
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<td></td>
<td></td>
<td>from Estuary Arts were</td>
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<td></td>
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<td>in attendance to</td>
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<td>discuss the three</td>
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<td>options for a water</td>
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<td>feature/sculpture in</td>
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<td>Moana Reserve to</td>
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<td>replace the old water</td>
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<td>feature.</td>
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<td>Mairangi Bay Art Centre</td>
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<td></td>
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<td>Lease:</td>
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<td></td>
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<td>Gert van Staden advised</td>
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<td>the Mairangi Arts Centre</td>
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<td>has requested a new</td>
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<td>lease for its art</td>
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<td>facility located at</td>
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<td>Mairangi Bay Park, 20</td>
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<td>Hastings Road, Mairangi</td>
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<td>Bay.</td>
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<td>Hibiscus and</td>
<td>Local initiatives</td>
<td>Marian Davies was in</td>
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<td>Bays Grant</td>
<td>and specific</td>
<td>attendance to discuss</td>
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<tr>
<td>Programme</td>
<td>decisions</td>
<td>the scope of a facilities</td>
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<td>– dedicated</td>
<td>and specific</td>
<td>grant round to support</td>
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<td>fund for</td>
<td>decisions</td>
<td>community facilities in</td>
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<td>feasibility</td>
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<td>the area.</td>
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<td>studies</td>
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<tr>
<td>Marion Davies</td>
<td>(Grants Operations</td>
<td>Suzanne Dennehy was in</td>
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<td></td>
<td>Manager)</td>
<td>attendance to discuss</td>
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<td></td>
<td></td>
<td>the scope of work to</td>
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<td></td>
<td>respond to the 2015</td>
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<td>Community Needs Assessment</td>
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<td>Hibiscus Coast and 2016/2017</td>
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<td>Needs Assessment East</td>
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<td></td>
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<td>Coast Bays.</td>
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<tr>
<td>Makenzie Hirz</td>
<td>(Senior Grants</td>
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<td></td>
<td>Advisor)</td>
<td></td>
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<tr>
<td>Laura Bertelsen</td>
<td>(Sport and</td>
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<td></td>
<td>Recreation Lead)</td>
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<tr>
<td>Community Needs</td>
<td>Local initiatives</td>
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<tr>
<td>Assessment</td>
<td>and specific</td>
<td>Suzanne Dennehy was in</td>
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<tr>
<td>Suzanne</td>
<td>decisions</td>
<td>attendance to discuss</td>
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<tr>
<td>Dennehy (Strategic</td>
<td>the scope of</td>
<td>the 2015 Community</td>
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<tr>
<td>Broker)</td>
<td>work to respond</td>
<td>Needs Assessment Hibiscus</td>
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<td></td>
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<td>Coast and 2016/2017</td>
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<td>Needs Assessment East</td>
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<td></td>
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<td>Coast Bays.</td>
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<tr>
<td>Workshop</td>
<td>Keeping informed</td>
<td>Members discussed the</td>
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<tr>
<td>Schedule until</td>
<td></td>
<td>workshop schedule.</td>
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<td>September 2019</td>
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<tr>
<td>Vivienne</td>
<td></td>
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<td>Sullivan (Democracy</td>
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<tr>
<td>(Advisor)</td>
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The workshop closed at 12.11 pm
Hibiscus and Bays Local Board Workshop Record

Workshop record of the Hibiscus and Bays Local Board held in the local board office, 2 Glen Road, Browns Bay, on Thursday, 29 November 2018 at 4.30pm

PRESENT
Chairperson: Julia Parfitt, JP
Members: David Cooper
          Janet Fitzgerald, JP
          Gary Holmes (until 6.15pm)
          Caitlin Watson
          Vicki Watson
          Mike Williamson

Also Present: Lesley Jenkins, Relationship Manager
              Michelle Sanderson, Senior Local Board Advisor
              Cherie Veza, Local Board Advisor

Apologies: Christina Bettany

<table>
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</tr>
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<td></td>
<td>There was an apology from member Bettany for absence.</td>
</tr>
<tr>
<td>Admin Time</td>
<td>(Michelle Sanderson</td>
<td>The Senior Local Board Advisor discussed a variety of</td>
</tr>
<tr>
<td>(Senior Local Board Advisor)</td>
<td></td>
<td>matters with the local board members.</td>
</tr>
<tr>
<td>Eco Neighbourhoods</td>
<td></td>
<td>Theresa Pearce and Rebecca Hayden were in</td>
</tr>
<tr>
<td>Theresa Pearce</td>
<td>(Relationship</td>
<td>attendance for this item. Eco Neighbourhoods is about groups of neighbours</td>
</tr>
<tr>
<td>(Advisor)</td>
<td>Advisor)</td>
<td>joining together and deciding what sustainable living actions they wish to undertake.</td>
</tr>
<tr>
<td>Rebecca Hayden</td>
<td>(Low Carbon</td>
<td></td>
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<tr>
<td>(Specialist)</td>
<td>Specialist)</td>
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<tr>
<td>Adopted Spatial Plans</td>
<td></td>
<td>Peter Vari, David Hookway and Anna Papaconstantinou were in attendance to discuss the</td>
</tr>
<tr>
<td>Peter Vari (Team Leader</td>
<td></td>
<td>progress on actions in the Hibiscus and Bays Area Plan and the Silverdale Centre Plan.</td>
</tr>
<tr>
<td>Planning)</td>
<td></td>
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<tr>
<td>David Hookway</td>
<td>(Principal Planner)</td>
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</tr>
<tr>
<td>Workshop Item</td>
<td>Governance role</td>
<td>Summary of Discussions</td>
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<tr>
<td>Anna Papaconstantinou (Planner)</td>
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<tr>
<td>Metro Park West Concept Plan</td>
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<tr>
<td>Angela Levet (Senior Growth Development Specialist)</td>
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<td>• Local initiatives preparing for specific decisions</td>
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<td>Karen Marais (Manager Stakeholder Advisory)</td>
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<td>Leigh Wilson (Landscape Architect)</td>
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<tr>
<td>Local Board Agreement – Engagement</td>
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<tr>
<td>Judy Waugh (Engagement Advisor)</td>
<td></td>
<td>• Setting direction, priorities and budget</td>
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<tr>
<td>Michelle Sanderson (Senior Local Board Advisor)</td>
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</table>

Karen Marais, Angela Levet and Leigh Wilson were in attendance to seek feedback from local board members on the final concept design for the development of Metro Park West.

Judy Waugh and Michelle Sanderson were in attendance to speak to this item.

The workshop closed at 7.08 pm.