**Komiti Whakarite Mahere / Planning Committee**

**OPEN ATTACHMENTS**

**ADDITIONAL ATTACHMENTS UNDER SEPARATE COVER**

<table>
<thead>
<tr>
<th>ITEM</th>
<th>TABLE OF CONTENTS</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>15</td>
<td>Summary of Planning Committee information memos and briefings - 4 June 2019</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A. Planning Committee workshop schedule June 2019</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>B. Auckland Monthly Housing Update April 2019</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>C. Auckland Monthly Housing Update May 2019</td>
<td>23</td>
</tr>
<tr>
<td></td>
<td>D. 27 March 2019 Albert-Eden Local Board resolution on berm parking</td>
<td>41</td>
</tr>
<tr>
<td></td>
<td>E. Memo on Venue Development Strategy, Western Springs Speedway and Colin Dale Park</td>
<td>43</td>
</tr>
<tr>
<td></td>
<td>F. Memo on Wynyard Crossing Permanent Bridge Resource Consent briefing and update</td>
<td>45</td>
</tr>
<tr>
<td></td>
<td>G. 24 April letter to the Energy Efficiency and Conservation Authority on the Low Emission Vehicles Contestable Fund criteria</td>
<td>53</td>
</tr>
<tr>
<td></td>
<td>H. Transform Manukau Crown-Council collaboration workshop minutes</td>
<td>55</td>
</tr>
<tr>
<td></td>
<td>I. Tamaki Regeneration Company Update workshop minutes</td>
<td>57</td>
</tr>
<tr>
<td></td>
<td>J. Public Transport Fares scenarios and options workshop documents</td>
<td>59</td>
</tr>
<tr>
<td></td>
<td>K. Unlock Pukekohe High Level Project Plan draft content workshop minutes</td>
<td>79</td>
</tr>
<tr>
<td></td>
<td>L. 2021 briefing minutes</td>
<td>83</td>
</tr>
<tr>
<td></td>
<td>M. Waterfront and City Centre Masterplan refresh workshop minutes</td>
<td>85</td>
</tr>
</tbody>
</table>

**Note:** The attachments contained within this document are for consideration and should not be construed as Council policy unless and until adopted. Should Councillors require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.
<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Subject</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wednesday, 12 June 2019</td>
<td>9.30 - 11am</td>
<td>Confidential: Unlock Northcote Programme Description and Indicative Financials</td>
</tr>
<tr>
<td>Wednesday, 12 June 2019</td>
<td>11am - 1pm</td>
<td>Confidential: Counties Manukau DHB plans for catchment</td>
</tr>
<tr>
<td>Wednesday, 12 June 2019</td>
<td>1.30pm - 4pm</td>
<td>City Centre Masterplan refresh</td>
</tr>
</tbody>
</table>
© 2019 Auckland Council
Prepared by the Land Use and Infrastructure Research and Evaluation Team
Research and Evaluation Unit
April 2019
# Table of contents

1. Summary.................................................................................................................. 4  
2. Highlights .................................................................................................................. 5  
3. Dwellings consented .................................................................................................. 6  
4. Dwellings consented by type ...................................................................................... 7  
5. Dwellings consented on Housing New Zealand or Tamaki Regeneration Company owned land ................................................................................................. 8  
6. Dwellings consented by Auckland Plan monitoring boundaries ................................... 9  
7. Dwellings consented along the rapid transport network ............................................. 10  
8. Dwellings with CCCs issued (completions) .................................................................. 12  
9. Residential parcels created ......................................................................................... 13  
10. Residential parcels by Auckland Plan monitoring boundaries .................................... 14  
11. Permanent and long-term migration ......................................................................... 15  
12. Median residential sales price .................................................................................... 16  
13. Notes on data and analysis ......................................................................................... 17
1. Summary

Produced by the Auckland Council Research and Evaluation Unit (RIMU), the Auckland Monthly Housing Update brings together a number of significant Auckland housing related statistics.

The report includes:

- dwellings – consented, by type, and with CCCs issued
- residential parcels – created, and inside Auckland Plan monitoring boundaries – 2010 Metropolitan Urban Limit (MUL) and Rural Urban Boundary (RUB)
- permanent and long-term migration
- median residential sales price.
2. Highlights

- 1354 dwellings were consented in February 2019.
- In the year ending February 2019, 13,847 dwellings were consented in the region.
- 47 per cent of new dwellings consented in February 2019 were houses, 31 per cent were apartments and 22 per cent were townhouses, flats, units, retirement units, or other types of attached dwellings.
- 170 dwellings were consented on Housing New Zealand or Tāmaki Regeneration Company owned land in February 2019.
- 1275 dwellings consented in February 2019 were inside the RUB. Over the past 12 months, 94 per cent of new dwellings consented were inside the RUB.
- 24 per cent of dwellings consented in February 2019 were within 1500m walking distance of the rapid transport network.
- 612 dwellings were ‘completed’ by having a Code Compliance Certificate (CCC) issued in February 2019.
- In the year ending February 2019, 10,211 dwellings had a CCC issued.
- 561 new residential parcels under 5000m² were created in March 2019.
- In the past 12 months, 8058 new residential parcels under 5000m² were created – an average of 672 each month.
- 472 new residential parcels of all sizes were created inside the RUB.
- Auckland’s regional net migration data was not available for February 2019.
- Median residential sales price in February 2019 was $823,750 (District Valuation Rolls sales records).
3. Dwellings consented

In February 2019, 1354 dwelling consents were issued, which saw 13,847 consents issued for the past 12 months.

<table>
<thead>
<tr>
<th></th>
<th>Feb 18</th>
<th>Nov 18</th>
<th>Dec 18</th>
<th>Jan 19</th>
<th>Feb 19</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>779</td>
<td>1,172</td>
<td>938</td>
<td>1,128</td>
<td>1,354</td>
</tr>
</tbody>
</table>

*Data source: Statistics New Zealand*
4. Dwellings consented by type

Of all the dwellings consented in February 2019, 838 were houses, 716 were apartments, townhouses, flats, units or other types of attached dwellings.

Data source: Statistics New Zealand
5. Dwellings consented on Housing New Zealand or Tāmaki Regeneration Company owned land

In February 2019, 170 dwellings (13 per cent of total dwellings consented) were consented on Housing New Zealand (HNZ) or Tāmaki Regeneration Company (TRC) owned land. These included 137 apartment units, 18 houses and 15 townhouses, flats, and other attached dwelling types.

<table>
<thead>
<tr>
<th></th>
<th>Feb 18</th>
<th>Nov 18</th>
<th>Dec 18</th>
<th>Jan 19</th>
<th>Feb 19</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of HNZ/TRC dwellings consented</td>
<td>134</td>
<td>159</td>
<td>127</td>
<td>132</td>
<td>170</td>
</tr>
<tr>
<td>Percentage of total dwellings consented</td>
<td>18%</td>
<td>14%</td>
<td>14%</td>
<td>12%</td>
<td>13%</td>
</tr>
</tbody>
</table>

Dwellings consented by type

Data sources: Statistics New Zealand and Auckland Council
6. Dwellings consented by Auckland Plan monitoring boundaries

In February 2019, 1106 dwellings consented were inside 2010 MUL and a total of 1275 dwellings consented were inside the RUB. Over the past 12 months, 94 per cent of the dwellings were consented inside the RUB.

<table>
<thead>
<tr>
<th></th>
<th>Feb 18</th>
<th>Nov 18</th>
<th>Dec 18</th>
<th>Jan 19</th>
<th>Feb 19</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inside 2010 MUL</td>
<td>616</td>
<td>974</td>
<td>773</td>
<td>902</td>
<td>1106</td>
</tr>
<tr>
<td>Between 2010 MUL and RUB</td>
<td>97</td>
<td>126</td>
<td>92</td>
<td>100</td>
<td>169</td>
</tr>
<tr>
<td>Outside RUB</td>
<td>66</td>
<td>70</td>
<td>73</td>
<td>66</td>
<td>79</td>
</tr>
</tbody>
</table>

Dwellings consented by Auckland Plan monitoring boundaries

Data source: Statistics New Zealand
7. Dwellings consented along the rapid transport network

In February 2019, 327 dwellings (24 per cent of total dwellings consented) were consented within 1500m of the rapid transport network (RTN) walking catchment. In the last 12 months, 3570 dwellings were consented within 1500m RTN walking catchment.

<table>
<thead>
<tr>
<th></th>
<th>Feb 18</th>
<th>Nov 16</th>
<th>Dec 18</th>
<th>Jan 19</th>
<th>Feb 19</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dwellings consented within 1500m RTN walking catchment</td>
<td>84</td>
<td>.379</td>
<td>360</td>
<td>319</td>
<td>327</td>
</tr>
<tr>
<td>Percentage of total dwellings consented</td>
<td>11%</td>
<td>32%</td>
<td>38%</td>
<td>28%</td>
<td>24%</td>
</tr>
<tr>
<td>12-month rolling total inside RTN walking catchment</td>
<td>2,705</td>
<td>3,138</td>
<td>3,281</td>
<td>3,516</td>
<td>3,570</td>
</tr>
<tr>
<td>Proportion from the last 12-month inside RTN walking catchment</td>
<td>27%</td>
<td>25%</td>
<td>27%</td>
<td>28%</td>
<td>28%</td>
</tr>
</tbody>
</table>

Data sources: Statistics New Zealand and Auckland Council
Spatial distribution of dwelling consents in January 2019

Map

- Dwelling consents
- Rail Station
- Railway
- Rural Urban Boundary (RUB)
- Urbanised area 2016
- 1000m pedestrian catchment of RTN stops
- 2010 Metropolitan Urban Limit

Data sources: Statistics New Zealand and Auckland Council
8. Dwellings with CCCs issued (completions)

812 dwelling units had received CCCs in February 2019. Eighty-five per cent of the CCCs were issued to dwelling units that had building consents granted within the past two years.

<table>
<thead>
<tr>
<th>CCCs issued¹</th>
<th>Feb 18</th>
<th>Nov 18</th>
<th>Dec 18</th>
<th>Jan 19</th>
<th>Feb 19</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-2 years</td>
<td>778</td>
<td>858</td>
<td>815</td>
<td>461</td>
<td>694</td>
</tr>
<tr>
<td>3-4 years</td>
<td>378</td>
<td>23</td>
<td>51</td>
<td>15</td>
<td>110</td>
</tr>
<tr>
<td>4+ years</td>
<td>22</td>
<td>6</td>
<td>3</td>
<td>4</td>
<td>8</td>
</tr>
</tbody>
</table>

Dwellings with CCCs issued

Data source: Auckland Council Building Control Department.

¹ CCC data has been updated to reflect current system records.
9. Residential parcels created

In March 2019, the total number of residential parcels under 5000m² created was 561.

<table>
<thead>
<tr>
<th>Parcel size category</th>
<th>Mar 18</th>
<th>Dec 18</th>
<th>Jan 19</th>
<th>Feb 19</th>
<th>Mar 19</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 1000 m²</td>
<td>613</td>
<td>686</td>
<td>697</td>
<td>497</td>
<td>533</td>
</tr>
<tr>
<td>1000 m² to 1999 m²</td>
<td>28</td>
<td>33</td>
<td>19</td>
<td>41</td>
<td>21</td>
</tr>
<tr>
<td>2000 m² to 2999 m²</td>
<td>5</td>
<td>8</td>
<td>6</td>
<td>10</td>
<td>3</td>
</tr>
<tr>
<td>3000 m² to 3999 m²</td>
<td>3</td>
<td>6</td>
<td>4</td>
<td>2</td>
<td>-</td>
</tr>
<tr>
<td>4000 m² to 4999 m²</td>
<td>5</td>
<td>1</td>
<td>4</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Total number of residential parcels &lt; 5000m²</td>
<td>654</td>
<td>734</td>
<td>730</td>
<td>552</td>
<td>561</td>
</tr>
</tbody>
</table>

Data source: RIMU and Land information New Zealand
10. Residential parcels by Auckland Plan monitoring boundaries

401 of new residential parcels of all sizes created in March 2019 were inside 2010 MUL and a total of 472 new residential parcels were inside the RUB.

<table>
<thead>
<tr>
<th></th>
<th>Mar 18</th>
<th>Dec 18</th>
<th>Jan 19</th>
<th>Feb 19</th>
<th>Feb 19</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inside 2010 MUL</td>
<td>486</td>
<td>559</td>
<td>552</td>
<td>335</td>
<td>401</td>
</tr>
<tr>
<td>Between 2010 MUL and RUB</td>
<td>-</td>
<td>-</td>
<td>112</td>
<td>213</td>
<td>71</td>
</tr>
<tr>
<td>Outside RUB</td>
<td>-</td>
<td>-</td>
<td>78</td>
<td>15</td>
<td>99</td>
</tr>
</tbody>
</table>

Residential parcels created by Auckland Plan monitoring boundaries

Data source: RMS and Land Information New Zealand
11. Permanent and long-term migration

Net migration to Auckland data was not available because the requirement for passengers to complete departure cards stopped in November 2018. A new methodology was developed by Statistics New Zealand, however, no regional output was released at the time this monitoring report was produced.

<table>
<thead>
<tr>
<th>Month</th>
<th>Feb 18</th>
<th>Nov 18</th>
<th>Dec 18</th>
<th>Jan 19</th>
<th>Feb 19</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arrivals</td>
<td>5,476</td>
<td>3,970</td>
<td>2,613</td>
<td>4,956</td>
<td>4,719</td>
</tr>
<tr>
<td>Departures</td>
<td>2,069</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Net Change</td>
<td>3,404</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Permanent and long-term migration in Auckland (last five years)

Data source: Statistics New Zealand
12. Median residential sales price

The median residential sales price from REINZ in February 2019 was $850,000. It was one per cent lower than same period last year. The District Valuation Roll (DVR) sales records suggested that the median sales price was $823,750.

<table>
<thead>
<tr>
<th>Data source</th>
<th>Feb 18</th>
<th>Nov 18</th>
<th>Dec 18</th>
<th>Jan 19</th>
<th>Feb 19</th>
</tr>
</thead>
<tbody>
<tr>
<td>REINZ</td>
<td>$858,000</td>
<td>$867,000</td>
<td>$862,000</td>
<td>$800,000</td>
<td>$850,000</td>
</tr>
<tr>
<td>DVR sales(^2)</td>
<td>$860,000</td>
<td>$825,000</td>
<td>$820,000</td>
<td>$806,500</td>
<td>$823,750</td>
</tr>
</tbody>
</table>

Median residential sale price

Data source: Real Estate Institute of New Zealand and Auckland Council

\(^2\) Back data has been updated to reflect the latest sales records captured in council’s District Valuation Roll database. Although conveyancers are required to inform council within 30 days after transactions have occurred, the monitoring team has identified the reporting process has not been thoroughly implemented. It should be noted that there is no penalty if a conveyancer fails to report to council within the 30-day period. As a result, the reporting lag varies from as short as one working day to as long as six months.
13. Notes on data and analysis

Dwellings consented and dwellings consented by type
Monthly building consent information is sourced from Statistics New Zealand’s InfoShare online portal, which includes counts of number of new dwellings consented, by type of dwelling.

Dwellings consented by Auckland Plan monitoring boundaries
Monthly data for individual building consents is supplied by Statistics New Zealand and mapped to properties by RIMU. This data is then analysed against its location relevant to the Auckland Plan monitoring boundaries, namely the 2010 Metropolitan Urban Limit (MUL) and the Rural Urban Boundary (RUB).

Dwellings with CCCs issued (completions)
Monthly building consent completions data is supplied by Auckland Council Building Control. The data shows the total number of dwelling units which have had Code Compliance Certificate (CCC) issued in that month. This gives an estimation of the number of dwellings being “completed”, or “released to the market”.

Residential parcels created and residential parcels created inside the 2010 Metropolitan Urban Limit and the Rural Urban Boundary
Parcel data is sourced from Land Information New Zealand (LINZ). A new dataset is downloaded from the LINZ Data Service by RIMU monthly. A list of parcels created in the previous month is also downloaded; this is used to extract new parcels created in the previous month. The new parcels created data is then analysed for size, the Auckland Unitary Plan (decisions version) zone it falls in and its location relevant to the 2010 MUL and the RUB.

Permanent and long-term migration
Migration data is sourced from Statistics New Zealand’s InfoShare online portal; arrivals, departures and net change are estimated for Auckland.

Median residential sales price
The Real Estate Institute of New Zealand (REINZ) produces monthly statistics on the median house price sales for Auckland from data provided to it by its members. This data is available on the REINZ website.
Auckland Monthly Housing Update

May 2019
Item 15

Attachment C

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Prepared by the Land Use and Infrastructure Research and Evaluation Team
Research and Evaluation Unit
May 2019
### Table of contents

1. Summary.................................................................................................................. 4
2. Highlights .................................................................................................................. 5
3. Dwellings consented ................................................................................................... 6
4. Dwellings consented by type ......................................................................................... 7
5. Dwellings consented on Housing New Zealand or Tāmaki Regeneration Company owned land .................................................................................................................. 8
6. Dwellings consented by Auckland Plan monitoring boundaries .................................. 9
7. Dwellings consented along the rapid transport network ............................................. 10
8. Dwellings with CCCs issued (completions) .................................................................. 12
9. Residential parcels created ......................................................................................... 13
10. Residential parcels by Auckland Plan monitoring boundaries .................................. 14
11. Permanent and long-term migration .......................................................................... 15
12. Median residential sales price ................................................................................... 16
13. Notes on data and analysis ......................................................................................... 17
1. Summary

Produced by the Auckland Council Research and Evaluation Unit (RIMU), the Auckland Monthly Housing Update brings together a number of significant Auckland housing related statistics.

The report includes:

- dwellings – consented, by type, and with CCCs issued
- residential parcels – created, and inside Auckland Plan monitoring boundaries – 2010 Metropolitan Urban Limit (MUL) and Rural Urban Boundary (RUB)
- permanent and long-term migration
- median residential sales price.
2. Highlights

- 1109 dwellings were consented in March 2019.
- In the year ending March 2019, 13,874 dwellings were consented in the region.
- 56 per cent of new dwellings consented in March 2019 were houses, 24 per cent were apartments and 20 per cent were townhouses, flats, units, retirement units, or other types of attached dwellings.
- 123 dwellings were consented on Housing New Zealand or Tāmaki Regeneration Company owned land in March 2019.
- 1027 dwellings consented in March 2019 were inside the RUB. Over the past 12 months, 94 per cent of new dwellings consented were inside the RUB.
- 20 per cent of dwellings consented in March 2019 were within 1500m walking distance of the rapid transport network.
- 684 dwellings were 'completed' by having a Code Compliance Certificate (CCC) issued in March 2019.
- In the year ending March 2019, 10,201 dwellings had a CCC issued.
- 456 new residential parcels under 5000m² were created in April 2019.
- In the past 12 months, 7850 new residential parcels under 5000m² were created – an average of 655 each month.
- 458 new residential parcels of all sizes were created inside the RUB.
- Auckland’s regional net migration data was not available for March 2019.
- Median residential sales price in March 2019 was $800,000 (District Valuation Rolls sales records).
3. Dwellings consented

In March 2019, 1,109 dwelling consents were issued, which saw 13,874 consents issued for the past 12 months.

<table>
<thead>
<tr>
<th>Month</th>
<th>Mar 18</th>
<th>Dec 18</th>
<th>Jan 19</th>
<th>Feb 19</th>
<th>Mar 19</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1,082</td>
<td>938</td>
<td>1,128</td>
<td>1,354</td>
<td>1,109</td>
</tr>
</tbody>
</table>

Dwellings consented

Data source: Statistics New Zealand
4. Dwellings consented by type

Of all the dwellings consented in March 2019, 622 were houses, 487 were apartments, townhouses, flats, units or other types of attached dwellings.

Data source: Statistics New Zealand
5. Dwellings consented on Housing New Zealand or Tāmaki Regeneration Company owned land

In March 2019, 123 dwellings (11 per cent of total dwellings consented) were consented on Housing New Zealand (HNZ) or Tāmaki Regeneration Company (TRC) owned land. These included 72 apartment units, 26 houses and 25 townhouses, flats, and other attached dwelling types.

<table>
<thead>
<tr>
<th></th>
<th>Mar 18</th>
<th>Dec 18</th>
<th>Jan 19</th>
<th>Feb 19</th>
<th>Mar 19</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of HNZ/TRC dwellings consented</td>
<td>92</td>
<td>127</td>
<td>132</td>
<td>170</td>
<td>123</td>
</tr>
<tr>
<td>Percentage of total dwellings consented</td>
<td>9%</td>
<td>14%</td>
<td>12%</td>
<td>13%</td>
<td>11%</td>
</tr>
</tbody>
</table>

Dwellings consented by type

Data sources: Statistics New Zealand and Auckland Council
6. Dwellings consented by Auckland Plan monitoring boundaries

In March 2019, 854 dwellings consented were inside 2010 MUL and a total of 1027 dwellings consented were inside the RUB. Over the past 12 months, 94 per cent of the dwellings were consented inside the RUB.

<table>
<thead>
<tr>
<th>Inside 2010 MUL</th>
<th>Mar 18</th>
<th>Dec 18</th>
<th>Jan 19</th>
<th>Feb 19</th>
<th>Mar 19</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mar 18</td>
<td>890</td>
<td>773</td>
<td>902</td>
<td>1106</td>
<td>854</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Between 2010 MUL and RUB</th>
<th>Mar 18</th>
<th>Dec 18</th>
<th>Jan 19</th>
<th>Feb 19</th>
<th>Mar 19</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mar 18</td>
<td>123</td>
<td>92</td>
<td>160</td>
<td>169</td>
<td>173</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Outside RUB</th>
<th>Mar 18</th>
<th>Dec 18</th>
<th>Jan 19</th>
<th>Feb 19</th>
<th>Mar 19</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mar 18</td>
<td>69</td>
<td>73</td>
<td>69</td>
<td>79</td>
<td>82</td>
</tr>
</tbody>
</table>

Data source: Statistics New Zealand
7. Dwellings consented along the rapid transport network

In March 2019, 226 dwellings (20 per cent of total dwellings consented) were consented within 1500m of the rapid transport network (RTN) walking catchment. In the last 12 months, 3796 dwellings were consented within 1500m RTN walking catchment.

<table>
<thead>
<tr>
<th></th>
<th>Mar 18</th>
<th>Dec 18</th>
<th>Jan 19</th>
<th>Feb 19</th>
<th>Mar 19</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dwellings consented within 1500m RTN walking catchment</td>
<td>273</td>
<td>360</td>
<td>319</td>
<td>327</td>
<td>226</td>
</tr>
<tr>
<td>Percentage of total dwellings consented</td>
<td>25%</td>
<td>38%</td>
<td>28%</td>
<td>24%</td>
<td>20%</td>
</tr>
<tr>
<td>12-month rolling total inside RTN walking catchment</td>
<td>2,978</td>
<td>3,468</td>
<td>3,600</td>
<td>3,843</td>
<td>3,796</td>
</tr>
<tr>
<td>Proportion from the last 12-month inside RTN walking catchment</td>
<td>27%</td>
<td>27%</td>
<td>27%</td>
<td>28%</td>
<td>27%</td>
</tr>
</tbody>
</table>

Data sources: Statistics New Zealand and Auckland Council
8. Dwellings with CCCs issued (completions)

684 dwelling units had received CCCs in March 2019. Eighty-six per cent of the CCCs were issued to dwelling units that had building consents granted within the past two years.

<table>
<thead>
<tr>
<th>CCCs issued¹</th>
<th>Mar 18</th>
<th>Dec 18</th>
<th>Jan 19</th>
<th>Feb 19</th>
<th>Mar 19</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-2 years</td>
<td>629</td>
<td>815</td>
<td>481</td>
<td>694</td>
<td>591</td>
</tr>
<tr>
<td>3-4 years</td>
<td>57</td>
<td>51</td>
<td>15</td>
<td>110</td>
<td>86</td>
</tr>
<tr>
<td>4+ years</td>
<td>8</td>
<td>3</td>
<td>4</td>
<td>8</td>
<td>7</td>
</tr>
</tbody>
</table>

**Dwellings with CCCs issued**

- BC issued within 0-2 years
- BC issued within 3-4 years
- BC issued 5+ years

Data source: Auckland Council

¹ CCC data has been updated to reflect current system records.
9. Residential parcels created

In April 2019, the total number of residential parcels under 5000m² created was 456.

<table>
<thead>
<tr>
<th>Parcel size category</th>
<th>Apr 18</th>
<th>Jan 19</th>
<th>Feb 19</th>
<th>Mar 19</th>
<th>Apr 19</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 1000 m²</td>
<td>614</td>
<td>697</td>
<td>497</td>
<td>533</td>
<td>435</td>
</tr>
<tr>
<td>1000 m² to 1999 m²</td>
<td>26</td>
<td>19</td>
<td>41</td>
<td>21</td>
<td>12</td>
</tr>
<tr>
<td>2000 m² to 2999 m²</td>
<td>6</td>
<td>6</td>
<td>10</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>3000 m² to 3999 m²</td>
<td>6</td>
<td>4</td>
<td>2</td>
<td>-</td>
<td>4</td>
</tr>
<tr>
<td>4000 m² to 4999 m²</td>
<td>3</td>
<td>4</td>
<td>2</td>
<td>4</td>
<td>-</td>
</tr>
<tr>
<td>Total number of residential parcels &lt; 5000m²</td>
<td>655</td>
<td>730</td>
<td>552</td>
<td>561</td>
<td>456</td>
</tr>
</tbody>
</table>

New residential zoned parcels < 5000m²

Data source: RIMU and Land information New Zealand
10. Residential parcels by Auckland Plan monitoring boundaries

376 of new residential parcels of all sizes created in April 2019 were inside 2010 MUL and a total of 458 new residential parcels were inside the RUB.

<table>
<thead>
<tr>
<th></th>
<th>Apr 18</th>
<th>Jan 19</th>
<th>Feb 19</th>
<th>Mar 19</th>
<th>Apr 19</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inside 2010 MUL</td>
<td>390</td>
<td>552</td>
<td>335</td>
<td>401</td>
<td>376</td>
</tr>
<tr>
<td>Between 2010 MUL and RUB</td>
<td>-</td>
<td>112</td>
<td>213</td>
<td>71</td>
<td>82</td>
</tr>
<tr>
<td>Outside RUB</td>
<td>-</td>
<td>78</td>
<td>15</td>
<td>69</td>
<td>10</td>
</tr>
</tbody>
</table>

Residential parcels created by Auckland Plan monitoring boundaries

Data source: RIMU and Land Information New Zealand
11. Permanent and long-term migration

Long-term arrival number in March 2019 was 3883, which was 16 per cent lower than same period last year. Net migration to Auckland data was not available because the requirement for passengers to complete departure cards stopped in November 2018. A new methodology was developed by Statistics New Zealand, however, no regional output was released at the time this monitoring report was produced.

<table>
<thead>
<tr>
<th>Month</th>
<th>Mar 18</th>
<th>Dec 18</th>
<th>Jan 19</th>
<th>Feb 19</th>
<th>Mar 19</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arrivals</td>
<td>4,603</td>
<td>2,613</td>
<td>4,656</td>
<td>4,719</td>
<td>3,883</td>
</tr>
<tr>
<td>Departures</td>
<td>2,296</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Net Change</td>
<td>2,307</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Data source: Statistics New Zealand
12. Median residential sales price

The median residential sales price from REINZ in March 2019 was $856,000. It was three per cent lower than same period last year. The District Valuation Roll (DVR) sales records suggested that the median sales price was $800,000.

<table>
<thead>
<tr>
<th>Data source</th>
<th>Mar 18</th>
<th>Dec 18</th>
<th>Jan 19</th>
<th>Feb 19</th>
<th>Mar 19</th>
</tr>
</thead>
<tbody>
<tr>
<td>REINZ</td>
<td>$880,000</td>
<td>$862,000</td>
<td>$800,000</td>
<td>$850,000</td>
<td>$856,000</td>
</tr>
<tr>
<td>DVR sales ²</td>
<td>$869,500</td>
<td>$820,000</td>
<td>$809,500</td>
<td>$823,750</td>
<td>$800,000</td>
</tr>
</tbody>
</table>

Median residential sale price

![Graph showing median residential sale price over time](image)

Data source: Real Estate Institute of New Zealand and Auckland Council

² Back data has been updated to reflect the latest sales records captured in council’s District Valuation Roll database. Although conveyancers are required to inform council within 30 days after transactions have occurred, the monitoring team has identified the reporting process has not been thoroughly implemented. It should be noted that there is no penalty if a conveyancer fails to report to council within the 30-day period. As a result, the reporting lag varies from as short as one working day to as long as six months.
13. Notes on data and analysis

Dwellings consented and dwellings consented by type
Monthly building consent information is sourced from Statistics New Zealand’s InfoShare online portal, which includes counts of number of new dwellings consented, by type of dwelling.

Dwellings consented by Auckland Plan monitoring boundaries
Monthly data for individual building consents is supplied by Statistics New Zealand and mapped to properties by RIMU. This data is then analysed against its location relevant to the Auckland Plan monitoring boundaries, namely the 2010 Metropolitan Urban Limit (MUL) and the Rural Urban Boundary (RUB).

Dwellings with CCCs issued (completions)
Monthly building consent completions data is supplied by Auckland Council Building Control. The data shows the total number of dwelling units which have had Code Compliance Certificate (CCC) issued in that month. This gives an estimation of the number of dwellings being “completed”; or “released to the market”.

Residential parcels created and residential parcels created inside the 2010 Metropolitan Urban Limit and the Rural Urban Boundary
Parcel data is sourced from Land Information New Zealand (LINZ). A new dataset is downloaded from the LINZ Data Service by RIMU monthly. A list of parcels created in the previous month is also downloaded; this is used to extract new parcels created in the previous month. The new parcels created data is then analysed for size, the Auckland Unitary Plan (decisions version) zone it falls in and its location relevant to the 2010 MUL and the RUB.

Permanent and long-term migration
Migration data is sourced from Statistics New Zealand’s InfoShare online portal; arrivals, departures and net change are estimated for Auckland.

Median residential sales price
The Real Estate Institute of New Zealand (REINZ) produces monthly statistics on the median house price sales for Auckland from data provided to it by its members. This data is available on the REINZ website.
Notice of Motion - Member Haynes - Berm Parking

Resolution number AE/2019/37

MOVED by Chairperson P Haynes, seconded by Deputy Chairperson G Fryer:

That the Albert-Eden Local Board:

a) note that an amendment to the Land Transport Rules administered by the Ministry of Transport is necessary to allow enforcement of bylaws restricting parking on berms without signage.

b) request a progress report from Auckland Transport on the response by the Government to Auckland Council’s and Auckland Transport’s submissions (to which the Local Board was a party) requesting that enforcement of parking on berm bylaws be placed on the Ministry’s work programme.

c) note that it is likely to be some years before an amendment is made to the Land Transport Rules allowing enforcement of bylaws restricting parking on berms without signage, even if the Ministry of Transport has included this in its work programme.

d) request that Auckland Transport erects appropriate signage where there is a clear need to restrict berm parking, as well as where there is a health and safety issue, given that it is likely to be some years before any change is made to the Land Transport Rules allowing enforcement of bylaws restricting parking on berms without signage.

e) request that the notice of motion and resolutions a) to d) regarding Parking on Berms be forwarded to all local boards and the Planning Committee.

CARRIED
MEMO

16 May 2019

To: Finance and Performance Committee Members
Planning Committee Members

From: Stephen Town, Chief Executive

Subject: Venue Development Strategy, Western Springs Speedway and Colin Dale Park

Purpose

This memo provides a progress update on the Venue Development Strategy, Western Springs Speedway and Colin Dale Park, matters that are related and included on the work programmes of the Finance and Performance Committee and Planning Committee.

Venue Development Strategy

Auckland Council, as shareholder of Regional Facilities Auckland, has sought feedback from mana whenua, stakeholders and partners on Auckland’s draft Venue Development Strategy. I extended the closing date for feedback from 30 April until 15 May 2019 due to an initial low number of submissions. This meant that my original proposal to present the feedback to the Planning Committee in early May 2019 was not possible, notwithstanding that the May meeting for Planning Committee was cancelled due to lack of substantive items.

I have now received valuable and wide-ranging feedback, which will need to be carefully considered. This will take some time as it will be subject to further conversations with submitters. The feedback will need to be reconciled with recent decisions on Eden Park and when this has happened, it will be presented to the Planning Committee.

Speedway’s Proposed Relocation to Colin Dale Park

This item was to be considered at the May 2019 meeting of the Finance and Performance Committee but has been deferred while the stakeholder feedback on the Venue Development Strategy is considered and to allow staff to work through a number of issues specific to the Colin Dale Park initiative. When that work has been completed staff will organise a workshop prior to any committee meeting. Any decision on the relocation of Speedway will be an open item on the Finance and Performance Committee agenda.

Western Springs Speedway

Regional Facilities Auckland and Springs Promotions Limited have negotiated a new Venue Hire Agreement, for speedway events to occur at Western Springs for the 2019/20 summer season, only. The negotiation of this new agreement is consistent with specific provisions of the previous Venue Hire Agreement. A schedule of ten speedway events and two practice events has been formalised by the two parties. This is within the Western Springs Stadium Precinct rules of the Unitary Plan.
Memorandum

To: Planning Committee

Subject: Wynyard Crossing Permanent Bridge Resource Consent application: Briefing and Update

From: Vrinda Moghe, Principal Planner, Planning Consents

Purpose
1. To brief and update the Planning Committee on the preparation and progress of the Wynyard Crossing permanent bridge resource consent application.

Summary
2. The current Wynyard Crossing bridge was constructed in 2010 and was designed to be a temporary bridge with a six-year design life. Accordingly, the resource consent for the structure was granted until 2 August 2020 and a building consent until 2 October 2020.

3. The business case to construct a new permanent crossing between Te Wero Island and Karanga Plaza was adopted by the Panuku Development Auckland board (Panuku) on 29 March 2019.

4. Beca completed an options analysis that recommended a permanent bridge to span the existing alignment over the water space between Te Wero Island and Karanga Plaza. The new bridge will allow for pedestrian and cyclist users in line with the current use and the wider transport strategy for the Waterfront area.

5. Panuku is currently preparing the resource consent application. Panuku will seek that the application be publicly notified and potentially seek that the application be progressed by way of a Direct Referral process to the Environment Court. This follows the same process as undertaken for the AC36 resource consent and foreshortens the decision-making process to a single hearing. A decision to progress the application via the Direct Referral process is usually made by the Council’s regulatory team under staff delegation, most likely once submissions have been received and the complexity of the submissions has been analysed.

6. As part of the resource consent preparation, Panuku has engaged with mana whenua, stakeholders in the CBD waterfront area, and undertaken wider public consultation. Key issues raised through the engagement and consultation processes include:
   a) Duration of bridge to open and close (moving mechanism vs clear opening duration)
   b) Priority to marine vessels for bridge openings
   c) Lack of early mana whenua engagement on design and form
   d) Preference for a separation of cyclists from pedestrians on the bridge
   e) Bridge width ability to cater for future demand
   f) Back up mechanism to open bridge in the event of failure
   g) Construction duration and footprint
   h) Provision for multi-modal transport (raised by one stakeholder)
   i) Wind speeds limit for bridge openings
   j) Temporary crossing operation and access
   k) Provisions for universal access
   l) Construction noise and vibration
7. The Assessment of Environmental Effects (AEE) and proposed conditions, supported by various technical expert reports will address the concerns raised above.

8. Panuku anticipates that the consent will be lodged by mid-June 2019 with an Environment Court Hearing in November 2019 and a decision by December 2019. This consenting timeline will allow for construction to begin in January 2020 and completion of the project before the first race of the 36th America's Cup (AC36) event.

9. Panuku is also in the process of obtaining an extension of time consent for the existing bridge in the event there are consenting or construction delays and the project cannot be delivered prior to AC36 event.

Context/Background

10. The current Wynyard Crossing bridge was constructed to be a temporary crossing as part of the Rugby World cup infrastructure in 2010.

11. The temporary crossing has a resource consent that lapses on 2 August 2020 and a building consent that lapses on 2 October 2020. The bridge was constructed to have an operational life of six years and is reaching the end of its operational life, with potential issues arising around its reliability for all users.

12. Failure of the crossing during the AC36 event is considered to be a significant reputational risk for the Auckland Council Group and hence the project has been fast tracked and is timed for completion prior to the AC36 pre-events commencing.

13. The proposal is to replace the existing temporary bridge with a new permanent bridge (pedestrian and cycling) and associated ancillary structures.

14. As part of the evaluation, Beca have completed an options analysis that takes into account the following key criteria:
   a) Alignment for the new bridge;
   b) Form and design that meets the navigational needs through the channel; and
   c) Cost and deliverability within timeframes.

15. In summary, the Beca options report recommended a double leaf bascule bridge to span the existing alignment over the water space between Te Wero Island and Karanga Plaza. The new bridge would allow for pedestrian and cyclist users in line with the current use and the wider transport strategy for the Waterfront area.

16. The proposed bridge is a 6m wide (clear width) flat-deck double leaf bascule bridge with a diagonal split. The proposed bridge spans 47.5m in length and has approach ramps of approximately 30m on Karanga Plaza and 50m Te Wero Island side. This is due to level difference between the two sides and that the bridge needs to allow for a 3m high x 10m wide navigable space when in its closed position.

17. The bridge consists of two symmetrical steel structures that would form a single deck when the bridge is in a closed position. Each of the leaves is an L-shaped structure and comprises of half the deck and a mast that acts as a counter-weight.

18. Visually-dynamic opening and closing movements are achieved via a rotation around an inclined axis connected to the knuckle of the L-shaped bridge leaves. A 3D animation of the opening motion of the bridge provides a clear visualization of the proposed design and can be viewed here - [https://www.youtube.com/watch?v=epydPvBEXSo](https://www.youtube.com/watch?v=epydPvBEXSo)

19. The bridge is supported by two main piers which form the machine rooms. The main piers and approach ramps are constructed in reinforced concrete and supported by an array of pile foundations. (Attachment A – plans and sections of the proposed bridge).

20. This option was adopted by Panuku's Board on 29 March 2019 and the project (artist impressions) was publicly unveiled on 2 April 2019.
Discussion

21. Two sets of resource consent applications are currently being sought by Panuku. These include:
   a. Extension of time for the existing bridge to 2 August 2023; and
   b. Construction of new bridge and provision of an interim crossing during construction period.

22. A resource consent application for an extension of time for the existing bridge was lodged with Auckland Council on 16 May 2019. This consent is necessary as the current consent expires in August 2020, well prior to construction works being completed for the permanent bridge. An extension of time to August 2023 for the existing bridge provides a contingency in the event there are consenting or construction delays with the permanent bridge that delay works until after the AC36 event.

23. As the project is intended to be delivered prior to the first AC36 races (October/November 2019), the consenting strategy will request that the application be publicly notified and potentially progressed through the Environment Court Direct Referral process.

24. Panuku will seek a direct referral process once submissions have been received and the complexity of the submissions has been analysed by the Panuku’s consenting team. In the event, the submissions can be addressed by way of new or amended conditions and the risk of appeal is correspondingly low to nil, then the application could follow standard process of being heard by an independent panel of commissioners appointed by the Council.

25. The resource consent application identifies and addresses the environmental effects generated by the removal of the existing crossing, construction of the new bridge and provision of the interim crossing during construction period. Overall the application requires a discretionary activity consent for infringing various rules of the Auckland Unitary Plan (Operative in part) including parts of the Regional Coastal Plan.

26. As part of preparing resource consent application, Panuku has engaged with mana whenua, stakeholders in the CBD waterfront area and undertaken public consultation.

27. A summary of the engagement with mana whenua is detailed below in paras 31-38. Public drop-in sessions at the Karanga Plaza kiosk were held 13, 14, 17 of April 2019. Discussions with key stakeholders has occurred since the project was adopted by the board. Some of the key stakeholders are listed below:
   a. Viaduct Harbour Holdings Limited
   b. Emirates Team New Zealand
   c. Maritime Museum
   d. Fu Wa/Park Hyatt
   e. ASB Bank and ASB Theatre
   f. Marine operators (commercial and private)
   g. Sealink
   h. Wynyard Edge Alliance
   i. Bike Auckland
   j. North Wharf food and beverage tenants
   k. Auckland Transport
   l. Auckland Tourism, Events and Economic Development
   m. Department of Conservation
   n. Auckland Council City Centre and Waterfront Executive Steering Group
28. While the proposal to replace the bridge has received positive feedback the key issues raised include:
   a. Duration of bridge to open and close (moving mechanism vs clearing people duration)
   b. Priority to marine vessels for bridge openings
   c. Lack of early mana whenua engagement on design and form
   d. Some preference for a separation of cyclists from pedestrians on the bridge
   e. Bridge width ability to cater for future demand
   f. Back up mechanism in the event of failure
   g. Construction duration and footprint
   h. Provision of multi-modal transport over the crossing (raised by only one stakeholder)
   i. Wind speeds limit for bridge openings
   j. Temporary crossing operation and access
   k. Universal access provisions
   l. Construction and vibration noise

29. The AEE and proposed conditions, supported by various technical expert reports address the concerns raised by the stakeholders.

Local Board Feedback

30. Waitemata Local Board has been briefed on the project on 12 February 2019, 1 April 2019 and 9 April 2019. At the workshop on 9 April 2019, the board sought clarification on the design and mechanisms of the bridge. The Board has given positive feedback and generally support the project.

Mana Whenua Engagement

31. The Resource Management Act 1991 (RMA) includes a number of matters to be considered under Part 2, which relate to the relationship of Tangata Whenua to the management of air, land and water resources. All mana whenua entities and Marine and Coastal Area (Takutut Moana) Act 2011 (MACAA) applicants were notified of the resource consent application in accordance with RMA and MACAA requirements on 23 April 2019.

32. Two responses have been received to date. Legal counsel for Ngāti Whanaua have requested a full package of information prior to providing feedback. Staff will have indicated that first drafts of the reports will be circulated prior to lodgement. Representatives from Te Uri o Hau Settlement Trust have sought clarification on some aspects of the project namely construction time, funding, naming of the bridge and environmental benefits from the project.

33. In addition, mana whenua have been briefed on the project through various forums including forums that are co-chaired by mana whenua representatives. Staff briefed the City Centre and Waterfront Executive Steering Group, co-chaired by mana whenua on 26 July 2018 on the draft business case for the project. The Steering group requested Panuku to invite Beca, Arup and Holmes by way of a closed tender on options and design for the new crossing. The project was awarded to Beca and then reported at several Project Working Group (PWG) meetings on the option available. The briefings to the PWG also included design development and operational constraints with respect to the design options for the crossing.

34. A project update was provided to the Panuku Governance forum at its 1 April 2019 meeting after the project was adopted by the Board.

35. The PWG has also appointed three iwi artists to work with the design team to further develop the design, a cultural narrative and ensure that Te Aranga design principles are incorporated.
36. The project and the resource consent application was also reported at the 6 May 2019 Mana Whenua Governance workshop. A number of iwi have indicated that they would individually provide comments and feedback to Panuku, and the rest of the forum has supported the involvement of mana whenua’s technical experts to review the resource consent material and provide feedback. Staff are currently working with mana whenua’s technical experts on feedback.

37. As part of the governance workshop, two mana whenua groups have raised concerns around lack of early engagement with mana whenua on the design and form of the bridge.

38. Panuku has given a commitment to Mana Whenua that it will continue to engage with them throughout the consenting process, and thereafter on detailed design and construction matters.

**Financial implications**

39. The 2018 Long Term Plan allocated funds for the Wynyard Crossing replacement project. On 2 April 2019, Panuku announced that $25.7 million have been earmarked to deliver the project. The project will be delivered through a staged governance approval approach where by funds will be released incrementally through the review of risks and budget at key milestones.

40. The resource consent application has been prepared in accordance with the statutory requirements of the RMA, and the submissions will also be considered under the RMA procedures.

41. Costs for a council hearing or direct referral will be met from the Panuku’s budgets. The direct referral process will likely result in cost savings over a standard two-stage process (Council planning commissioner hearing, followed by appeals to the Environment Court), as the matters in contention at an Environment Court hearing will be narrowed through mediations and caucusing arranged by the Court rather than through an initial Council hearing.

**Risks and mitigations**

42. The biggest risks for the project are:
   a. Perceived lack of engagement or consultation;
   b. Consenting delays; and
   c. Cost overrun and construction delays

43. Consultation for the project will be ongoing post the submission period to ensure that most issues can be resolved prior to an Environment Court hearing. This includes briefings with individual stakeholders and breakout briefings to the stakeholders individually. A second breakfast briefing is scheduled for 6 June 2019 to brief the stakeholders on how the issues raised through several forums have been addressed.

44. To minimize the risk of cost overruns, the project has been approved to proceed with a staged review process to enable risks to be reviewed at key milestones in the programme. The review also includes independent cost and technical peer reviews.

45. Panuku is also in the process of obtaining an extension of time consent for the existing bridge in the event there are consenting or construction delays and the project cannot be delivered prior to AC35 event.

**Next steps**

46. The resource consent application will be lodged mid-June 2019.

47. Staff are happy to answer any further queries on the memo or the project.

**Attachments**

Attachment A - Wynyard Crossing Permanent Bridge - Plan and Sections
Attachment F

Item 15

DRAFT 17.05.19

Auckland Council

Project Area

Map

Wynyard Crossing

Scale: 1:3,000
Date Printed: 11/12/2018

This map is for illustrative only, and all information should be independently verified on site before taking any action. Auckland Council does not guarantee the accuracy of this map and accepts no liability for any errors, omissions or use of the information. Refer to Auckland Council.

Locality Guide

City Centre

Meters

0 50 100
Councillors’ Office

Andrew Caseley
Chief Executive
Energy Efficiency and Conservation Authority
Andrew.caseley@eeca.govt.nz

CC: Tom Campbell, Chair of the EECA Board

24 April 2019

Dear Andrew

Energy Efficiency and Conservation Authority’s Low Emission Vehicles Contestable Fund criteria

I write to request a review of the funding criteria for the Energy Efficiency and Conservation Authority’s Low Emission Vehicle Contestable Fund criteria. Specifically, I wish to support the widening of the scope of the fund to include maritime vehicles performing a public transport function. I understand Maritime vehicles, and therefore public transport ferries, are explicitly noted as being outside the scope of the fund.

In recent times, Auckland Council’s Planning Committee, which I chair, has become aware of these limiting criteria due to representation from companies undertaking research and development into electric ferries for Auckland. It seems that this kind of work would be a perfect fit for the objectives of the Low Emission Vehicles Contestable Fund, if not for the current maritime vehicle exclusion.

On this basis I support a review of the criteria to include, Maritime vehicles - performing a public transport function.

I have been advised anecdotally that electrifying 25 ferries for the Auckland-wide fleet would be roughly equivalent to doubling the nation’s electric vehicle fleet in terms of the net emission benefits. This potential scale of opportunity to positively influence the amount of emissions from passenger ferries in Auckland is immense especially where the public transport uptake here is only set to increase over the next 30 years. Auckland is committed to Deadline 2020, through which temperature increases must be held to a rise of no more than 1.5° Celsius to avert catastrophic climate change.
I commend the concept of electric ferries to you as an avenue worth exploring in an attempt to help avert this catastrophe and ask that you consider including, **Maritime vehicles performing a public transport function**, in the context of the Low Emission Vehicles Contestable Fund.

Yours sincerely

Cr Chris Darby
Chair
Planning Committee
Auckland Council
Confidential Planning Committee Workshop: Transform Manukau: Crown/Council collaboration
MINUTES

Minutes of a workshop held in the Reception Lounge, Level 2, Auckland Town Hall on Tuesday 2 April 2019 at 1.47pm.

PRESENT
Chairperson Cr Chris Darby
Deputy Chair Cr Richard Hills
Cr Josephine Bartley Until 2.22pm (on council business)
Cr Cathy Casey
Deputy Mayor Bill Cashmore
Cr Ross Clow From 2.20pm (on council business)
Cr Linda Cooper
Cr Alf Filipaina
Cr Christine Fletcher
Mayor Phil Goff From 1.52pm
Cr Penny Hulse From 2.05pm
Cr Daniel Newman
Cr Greg Sayers
Cr Desley Simson
Cr Sharon Stewart
Cr Wayne Walker
Cr John Watson
Cr Paul Young

APOLOGIES
Cr Efeso Collins On council business
IMSB Member Tau Henare
IMSB Member Liane Ngamane

ABSENT
Cr Mike Lee
Cr John Walker

ALSO PRESENT
Angela Dalton Chair Manurewa Local Board

Minutes
Note: No decisions or resolutions may be made by a workshop, unless the Governing Body or Committee resolution establishing it specifically instructs such action.

<table>
<thead>
<tr>
<th>Purpose of the workshop</th>
</tr>
</thead>
<tbody>
<tr>
<td>To discuss Transform Manukau and joint work with the Crown.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Declarations of Interest</th>
</tr>
</thead>
<tbody>
<tr>
<td>▪ There were no declarations of interest.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>▪ A confidential PowerPoint presentation was provided.</td>
</tr>
</tbody>
</table>

The workshop closed at 3.05pm.
Confidential Planning Committee Workshop: Tāmaki Regeneration Company Update

MINUTES

Minutes of a workshop held in Room 1, Level 26, 135 Albert Street on Thursday 18 April 2019 at 3.30pm.

PRESENT

Deputy Chair Cr Richard Hills
Cr Josephine Bartley
Cr Cathy Casey
Deputy Mayor Bill Cashmore
Cr Ross Clow
Cr Linda Cooper
Mayor Phil Goff
Cr Penny Hulse
Cr Paul Young

Until 4.05pm
Until 4.17pm
From 3.46pm

APOLOGIES

Chairperson Cr Chris Darby
Cr Efeiso Collins
Cr Alf Filipaina
Cr Christine Fletcher
Cr Greg Sayers
Cr John Walker
Cr Wayne Walker
Cr John Watson

On council business

ABSENT

IMSB Member Tau Henare
Cr Mike Lee
Cr Daniel Newman
IMSB Member Liane Ngamane
Cr Desley Simpson
Cr Sharon Stewart

Page 1
Note: No decisions or resolutions may be made by a workshop, unless the Governing Body or Committee resolution establishing it specifically instructs such action.

Purposes of the workshop
1. To provide an update on the Tamaki Regeneration Company’s (TRC) master plan, new arrangements with Homes Land Community (HLC) and forward work programme.
2. To allow elected members to gain a greater understanding of TRC’s and HLC’s roles and responsibilities in the area:
   - work programme
   - challenges and opportunities that are arising
   This information will assist future decision-making by council as a shareholder in TRC.

Declarations of Interest
- There were no declarations of interest.

Notes
- A confidential PowerPoint presentation was provided.

The workshop closed at 4.18pm.
Planning Committee Workshop: Public Transport Fares scenarios and options

MINUTES

Minutes of a workshop held in Room 1, Level 26, 135 Albert Street on Tuesday, 7 May 2019 at 9.31am.

PRESENT

Chairperson Cr Chris Darby
Deputy Chair Cr Richard Hills
Cr Josephine Bartley
Cr Cathy Casey
Deputy Mayor Bill Cashmore
Cr Efeso Collins
Cr Linda Cooper
Cr Alf Filipains
Cr Daniel Newman
Cr Greg Sayers
Cr Desley Gimpson
Cr John Walker
Cr Wayne Walker
Cr John Watson
Cr Paul Young

From 9.42am
From 9.37am until 10.56am
From 10.16am until 11.09am
From 9.36am until 10.22am
From 9.53am
From 9.40am
From 9.33am

APOLOGIES

Cr Ross Clow
Cr Christine Fletcher
Mayor Phil Goff
IMSB Member Tau Henare
Cr Penny Hulse
IMSB Member Liane Ngamane
Cr Sharon Stewart
Cr John Walker
Cr Wayne Walker
Cr John Watson

On council business
On council business

ABSENT

Cr Mike Lee
Note: No decisions or resolutions may be made by a workshop, unless the Governing Body or Committee resolution establishing it specifically instructs such action.

<table>
<thead>
<tr>
<th>Purpose of the workshop</th>
</tr>
</thead>
<tbody>
<tr>
<td>To provide information and context ahead of Annual Plan deliberations.</td>
</tr>
</tbody>
</table>

<table>
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<tr>
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</tr>
</thead>
<tbody>
<tr>
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</table>

<table>
<thead>
<tr>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>• A PowerPoint presentation was provided. Auckland Transport gave permission following the workshop for this presentation to be released publicly.</td>
</tr>
<tr>
<td>• Committee members asked several questions about free travel for dedicated school bus services, free weekend and public holiday travel for children aged between 5 and 15, and capacity to meet projected demand.</td>
</tr>
<tr>
<td>• Committee members were generally supportive of the recommended options on Slide 17 of the presentation:</td>
</tr>
<tr>
<td>o Further investigation of ferry fare integration</td>
</tr>
<tr>
<td>o Free weekend and public holiday travel for children aged between 5 and 15 years</td>
</tr>
<tr>
<td>o Increasing fare discounts for tertiary students</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Next steps</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Auckland Transport to investigate the implications of implementing free weekend and public holiday travel for children aged between 5 and 15 years in August 2019 rather than February 2020 (subject to relevant budget approvals).</td>
</tr>
<tr>
<td>• Recommended options are to inform broader Auckland Transport/Auckland Council budget discussions, including the scheduled Finance and Performance Committee workshop on 15 May.</td>
</tr>
<tr>
<td>• Other initiatives such as discounts for Community Services Card holders to be investigated and incorporated in discussions for the next Long-term Plan.</td>
</tr>
</tbody>
</table>

The workshop closed at 11.16am.
Context

- The purpose of this paper is to provide Councillors an opportunity to provide feedback on the options to be considered as part of the Accelerated Mode Shift work being prepared jointly by AT & NZTA.
- At the AC Joint Planning and Finance & Performance Committee Workshop on 19 February AT was requested to come back to Councillors with potential fare reduction scenarios.
- Impact of ERA changes which come into effect on 6 May 2019 will have an immediate $4m impact and ~$10m next year (2019/20).
- $5m has been included in AT’s proposed 2019/20 budget to implement certain nuanced fare scenario’s.
- A 2% average fare increase is budgeted in Feb 2020.
- Current approved strategy is to develop and implement Ferry Fare integration, daily and weekly caps (substituting monthly passes) and off-peak fares.
PT Growth

- PT patronage 30% growth over six years
- PT satisfaction 91%
- Current PT service contract costs $414 million
- Every $10 of extra services, requires $6 of funding ($3 from AC and $3 from the Transport Agency)
- Expecting 100m pax by June2019

- When patronage is going up so is cost
Current Fare Structure

- Bus and train fares fully integrated with ferry fares (not at fare parity) being developed
- Transport disadvantaged offered discounts in the form of reduced fares at minimum discount levels. Children under 5 travel free.
- Disability fares offered at same level as Child/secondary student
- A journey consists of up to 5 legs with a maximum of 4 hours and no more than 30 minutes between transfer

*for travel after 9am on weekdays
Current Fare Structure

Family travel which allows children < 16yrs to travel for 99c per journey on weekends.

Daily passes are available only on HOP card at $18 per day for all buses and trains and inner harbour ferries to last service of the day. Monthly pass on all zones Bus and Train $215 per month.

- Inner Harbour Ferry $150
- Mid Harbour Ferry $255
- Outer Harbour Ferry $330
Attachment J

Item 15

Fare parameters

- Current subsidy per passenger is approximately $2.06
- Fares have descending cost per zone making travel per kilometre to from the CBD cheaper for longer distance travel
- Fare policies are as per the 2018 Regional Public Transport Plan
- For every $1 invested in services 50c is targeted to be recovered in revenue

Fares are targeted to recover 50% of operating cost

SOI target is 47% to 50%
Changes

• Any changes to fares should be made in the context of the fare structure, setting and types desired (many subsets of these).

• Research:

  • Simple is best
  • Equity in pricing
  • Elasticity -0.34 standard used but is dependent on size of increase less for small increases, greater elasticity off-peak and inelastic in peak, asymmetrical between increases and decreases with decreases being about half of increases

• Ticket system development costs are also a consideration.

  Principles:

  • That fares shall be structured so as to cover a reasonable portion of operating costs
  • That fares should be set at a level which will attract passengers to the service and retain them
  • That the cost of using public transport should be competitive with the cost of equivalent car travel
  • That fares are set in such a way that they reflect the costs and benefits of a service
  • That the system shall be easy for the public and transport operators to understand and use
  • That the rationale for the fare structure shall be seen to be applied consistently to all modes and across the region and any fare level variations shall be justified
**Risks**

- Demand could exceed modelled results (behavioural shift) resulting in additional cost
- Elasticities are sensitive – Auckland specific elasticities not fully developed
- Ticket system development costs and timeframes could cost more/longer as not fully scoped
- Free travel on dedicated school buses may see an increased demand for school buses while public buses capacity is not utilised (additional cost of operation)
- Assumptions on even growth of patronage across network not correct resulting in increased cost for capacity in pockets across the network
- Modelled outcomes based on current HOP data, which does not fully account for recent changes to New Network implementation
Capacity

- The rapid and frequent transit network is the backbone of the public transport system.
- Most of the growth in PT use is on these routes, which generally operate at 15-minute frequencies or better.
- Core parts of the network are under pressure.
- However, there is spare capacity on routes in the south and west. Opportunity to increase take-up.

Green indicates spare capacity at peak.
Fare product types

- Time based fares
  - Targeted to encourage travel in lower demand timeframes (SuperGold and child weekend fares currently), but could include off-peak fares say with 30% discount on peak fares

- Loyalty / high usage
  - Targeted to make travel affordable for high usage travellers (Day pass and Monthly passes currently), but could be substituted with daily caps and/or weekly caps

- Concession fares
  - Targeted to most transport disadvantaged users (Child, secondary school, tertiary students, disability and SuperGold currently)
Time based fares

- Off-peak fares
  - Say between 9am and 3.30pm and after 6.00pm weekdays and all weekends and public holidays
  - 30% discount off HOP fares when using a HOP card
- Journey concept
  - 5 trips
  - In 4 hours
  - Max 30 minute transfer

<table>
<thead>
<tr>
<th>Fare Option</th>
<th>Revenue Foregone net of revenue from pax increase</th>
<th>Capacity Cost***</th>
<th>Total Net AT OPEX Impact</th>
<th>Pax Increase</th>
<th>Patronage/Customer Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Off-Peak Fares (30% discount)</td>
<td>$19.34m</td>
<td>$800,000</td>
<td>$20.14m</td>
<td>2.01m**</td>
<td>Patronage + 2.01M</td>
</tr>
<tr>
<td>Unlimited pass add-ons for HOP Cards – Weekend and Six-Hour ($15 Capped)</td>
<td>$146,000</td>
<td>$40,000</td>
<td>$186,000</td>
<td>9,330</td>
<td>Patronage + 9,330</td>
</tr>
<tr>
<td>Increasing free transfer time to 1 hour</td>
<td>$3.35m</td>
<td>$50,000</td>
<td>$3.4m</td>
<td>380,000</td>
<td>Patronage + 380,000</td>
</tr>
</tbody>
</table>
Loyalty

- **Daily pass (active based) or Daily Cap (inertia based)**
  - Allows unlimited travel on all/ selected/ restricted modes/services/ zones on a certain day for a set value
- **Monthly pass**
  - Allows unlimited travel on all/ selected/ restricted modes/services on a rolling/set month
- **Weekly Cap**
  - Allows unlimited travel on all/ selected/ restricted modes/services/ zones in a week (set) for a set value ($ or trips)

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</tr>
</thead>
<tbody>
<tr>
<td>Fare Caps – Weekly Caps (4 Caps)</td>
<td>$7.34m</td>
<td>$ -</td>
<td>$7.34m</td>
<td>665,000</td>
<td>12.3% of HOP passengers will benefit (no behaviour change modelled) + 665,000 (indicative)</td>
</tr>
<tr>
<td>Fare Caps – Weekly Caps (3 Caps, excludes 1-2 zone cap)</td>
<td>$3.04m</td>
<td>$ -</td>
<td>$3.04m</td>
<td>353,000</td>
<td>6.8% of HOP passengers will benefit (no behaviour change modelled) + 360,000 (indicative)</td>
</tr>
<tr>
<td>Daily Caps (Zone Based)</td>
<td>$6.43m</td>
<td>$150,000</td>
<td>$6.59m</td>
<td>1.69m</td>
<td>Patronage + 1.09M</td>
</tr>
<tr>
<td>Fare Caps – Daily</td>
<td>$456,000</td>
<td>$ -</td>
<td>$456,000</td>
<td>n/a</td>
<td>Approximately 4,500 HOP passengers will benefit (no behaviour change modelled) No discount based on current daily pass.</td>
</tr>
</tbody>
</table>
Concessions

- Reduced fares (usually from a standard fare) for certain groups on certain service types/times/zones/modes

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<tr>
<td>Discount applied to all Concessions (50%)</td>
<td>$8.7m</td>
<td>$2.56m</td>
<td>$11.26m</td>
<td>615,000</td>
<td>Patronage + 615,000</td>
</tr>
<tr>
<td>Discount for Community Service Card (CSC) holders (50%)</td>
<td>$8m</td>
<td>$11m</td>
<td>$19m</td>
<td>1.93m</td>
<td>Approximately 80,000 CSC holders + 1.93M</td>
</tr>
<tr>
<td>Fare-free – 5 -15yrs</td>
<td>$13.3m</td>
<td>$18.5m</td>
<td>$31.8m</td>
<td>4.2m*</td>
<td>124,600 Child concessions + 4.2M</td>
</tr>
<tr>
<td>Fare-free – Secondary to 19yrs</td>
<td>$3.8m</td>
<td>$5.7m</td>
<td>$9.5m</td>
<td>1.3m*</td>
<td>36,800 Secondary concessions + 1.3M</td>
</tr>
<tr>
<td>Fare-free – Tertiary Students</td>
<td>$23m</td>
<td>$21m</td>
<td>$44m</td>
<td>4.8m</td>
<td>111,400 Tertiary concessions + 4.8M</td>
</tr>
<tr>
<td>Complete fare-free travel for Children aged 5 - 15yrs (phased in over 5 years)</td>
<td>$21m</td>
<td>$20.33m</td>
<td>$41.33m</td>
<td>4.8m</td>
<td>Ranges from 3,000 to 140,000 child concessions over five years + 4.8M</td>
</tr>
<tr>
<td>Tertiary Student Discount (40%)</td>
<td>$4.7m</td>
<td>$1.28m</td>
<td>$5.98m</td>
<td>307,000</td>
<td>Patronage + 307,000</td>
</tr>
</tbody>
</table>
## Accelerated Mode Shift Options

Accelerated Mode Shift scenarios would require significantly higher funding

<table>
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<tr>
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<td>$9.5m</td>
<td>1.3m*</td>
<td>36,800 Secondary concessions + 1.3M</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$53.1m</strong></td>
<td>$38.6m</td>
<td><strong>$91.7m</strong></td>
<td>10.1m</td>
<td></td>
</tr>
</tbody>
</table>

The above changes would cost $91.7 million annually but could be phased in over time. Some of the initiatives on the next slide are subsets of these, hence the numbers are not cumulative.

*assumes standard elasticity of -0.34
** assumes elasticity of -0.45 where peak is 6.30am to 9.00am and 3.30pm to 6.00pm
*** capacity cost is additional after uptake of current capacity
## Generation Zero suggestions

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</thead>
<tbody>
<tr>
<td>Free weekend and public holiday travel – Everyone</td>
<td>$19.3m</td>
<td>$500,000</td>
<td>$19.8m</td>
<td>3.5m</td>
<td>Patronage + 3.5M</td>
</tr>
<tr>
<td>Increasing free transfer time to 1 hour</td>
<td>$3.35m</td>
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<td>9,330</td>
<td>Patronage + 9,330</td>
</tr>
<tr>
<td>50% discount of HOP fare for Tertiary Students</td>
<td>$6.56m</td>
<td>$2.6m</td>
<td>$9.16m</td>
<td>602,000</td>
<td>Patronage + 602,000</td>
</tr>
<tr>
<td>Fare-free travel for children under 12yrs and everyday 99 cent child fares for those who are 12-15yrs</td>
<td>$3.28m</td>
<td>$9.66m</td>
<td>$12.9m</td>
<td>2.24m</td>
<td>Patronage + 2.24M</td>
</tr>
<tr>
<td>Disposable paper-based HOP Card for Tourists (Expires in 7 days)</td>
<td>+$4.01m</td>
<td>$8.2m</td>
<td>$4.19m</td>
<td>1.5m</td>
<td>Patronage + 1.5M</td>
</tr>
<tr>
<td>Daily Caps (Zone Based)</td>
<td>$6.43m</td>
<td>$150,000</td>
<td>$6.59m</td>
<td>1.69m</td>
<td>Patronage + 1.69M</td>
</tr>
<tr>
<td>$6 credit on all new HOP Cards</td>
<td>$2.28m</td>
<td>$776,000</td>
<td>$3.05m</td>
<td>180,000</td>
<td>Patronage + 180,000</td>
</tr>
</tbody>
</table>
## Nuanced Fare Scenarios

<table>
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<tr>
<td>Ferry Fare Integration – Fully integrated from ferry fare only</td>
<td>$502,000</td>
<td>$ -</td>
<td>$502,000</td>
<td>180,000*</td>
<td>28% of ferry HOP passengers will potentially benefit</td>
</tr>
<tr>
<td>Tertiary Student Discount (25%) from 20%</td>
<td>$1.17m</td>
<td>$517,000</td>
<td>$1.69m</td>
<td>124,000</td>
<td>Patronage + 124,000</td>
</tr>
<tr>
<td>Free weekend and public holiday travel – Child 5 -15yrs from 99c/journey**</td>
<td>$623,000</td>
<td>$20,000</td>
<td>$643,000</td>
<td>989,000</td>
<td>58,000 Child concessions + 989,000**</td>
</tr>
<tr>
<td>Fare-free – All dedicated school bus travel child &amp; secondary</td>
<td>$2.7m</td>
<td>$3.7m</td>
<td>$6.4m</td>
<td>850,000</td>
<td>161,400 Child and Secondary concessions + 850,000</td>
</tr>
</tbody>
</table>

If the above are all implemented in February 2020 when fares are reviewed annually then the impact in 2019/20 will be ~ $5 million with full annualised cost being $9.23 million

*estimate only not fully modelled as includes Devonport

** assumes HOP card still required
Recommended Options to be included in AT 2019/20 Budget

Certain nuanced fare reductions could potentially be accommodated within next year's budget, while at the same time absorbing the ERA impacts.

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<td>$1.69m</td>
<td>124,000</td>
<td>Patronage + 124,000</td>
</tr>
</tbody>
</table>

Any further fare scenarios would require additional funding

*estimate only not fully modelled as includes Devonport
Confidential Planning Committee Workshop: Unlock Pukekohe High Level Project Plan draft content

MINUTES

Minutes of a workshop held in Room 1, Level 26, 135 Albert Street on Thursday 9 May 2019 at 3.01pm.

PRESENT

Chairperson Cr Chris Darby
Deputy Chair Cr Richard Hills
Cr Josephine Bartley
Deputy Mayor Bill Cashmore
Cr Efeso Collins
Cr Linda Cooper
Cr Christine Fletcher
Cr Greg Sayers
Cr Desley Simpson
Cr Wayne Walker
Cr John Watson
Cr Paul Young

Until 3.31 pm
From 3.27 pm
Until 3.55 pm
From 3.03 pm, until 3.36 pm
Until 3.35 pm
From 3.05 pm

APOLOGIES

Cr Cathy Casey
Cr Ross Clow
Cr Alf Filipaina
Mayor Phil Goff
IMSB Member Liane Ngamane
Cr Sharon Stewart

On council business
On council business

ABSENT

IMSB Member Tau Henare
Cr Penny Hulse
Cr Mike Lee
Cr Daniel Newman
Cr John Walker
ALSO PRESENT

Angela Fulljames
Andrew Baker

Chair Franklin Local Board
Deputy Chair Franklin Local Board
Note: No decisions or resolutions may be made by a workshop, unless the Governing Body or Committee resolution establishing it specifically instructs such action.

<table>
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<tr>
<th>Purpose of the workshop</th>
</tr>
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<tbody>
<tr>
<td>To consider the output and outcomes of the Unlock Pukekohe High Level Project Plan and its proposed regeneration programme prior to a decision-making report being presented at the committee’s June meeting.</td>
</tr>
</tbody>
</table>

<table>
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</tr>
</thead>
<tbody>
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<td>• A confidential PowerPoint presentation was provided.</td>
</tr>
</tbody>
</table>

The workshop closed at 3.56pm.
Minutes of a briefing held in Room 1, Level 26, 135 Albert Street on Wednesday 15 May 2019 at 9.34am.

PRESENT
Chairperson Cr Chris Darby
Deputy Chair Cr Richard Hills
Deputy Mayor Bill Cashmore
Cr Efeso Collins
Cr Linda Cooper
Cr Alf Filipa
Cr Christine Fletcher
Mayor Phil Goff
IMSB Member Tau Henare
Cr Penny Hulse
Cr Greg Sayers
Cr Sharon Stewart
Cr Wayne Walker
Cr John Watson
Cr Paul Young

Until 11.02am
From 9.48am, until 11.03am
Until 10.26am
From 9.36am
From 10.02am
Until 11.05am
From 9.38am
From 10.18am, until 11.02am

APOLOGIES
Cr Josephine Bartley
Cr Cathy Casey
Cr Ross Clow
IMSB Member Liane Ngamene
Cr Desley Simpson

On council business

ABSENT
Cr Mike Lee
Cr Daniel Newman
Cr John Walker

ALSO PRESENT
Viv Beck
Pippe Coom
Richard Northey
Chair Auckland City Centre Advisory Board
Chair Waitāmatā Local Board
Member Waitāmatā Local Board

Minutes

Page 1
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<thead>
<tr>
<th>Purpose of the briefing</th>
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<tbody>
<tr>
<td>To update elected members on the council group’s response to ensure the city centre is a fitting stage for the 2021 events.</td>
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<table>
<thead>
<tr>
<th>Declarations of Interest</th>
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<tbody>
<tr>
<td>- There were no declarations of interest.</td>
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<th>Notes</th>
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<tbody>
<tr>
<td>- A confidential presentation was provided.</td>
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The briefing closed at 11.06am.
Minutes of a workshop held in Room 1, Level 26, 135 Albert Street on Thursday 16 May 2019 at 1.35pm.

PRESENT
Chairperson Cr Chris Darby
Deputy Chair Cr Richard Hills
Cr Josephine Bartley
Deputy Mayor Bill Cashmore
Cr Ross Clow
Cr Efeso Collins
Cr Linda Cooper
Cr Alf Filipaina
Cr Christine Fletcher
Mayor Phil Goff
Cr Penny Hulse
Cr Mike Lee
Cr Desley Simpson
Cr Sharon Stewart
Cr Wayne Walker
Cr John Watson
Cr Paul Young

APOLOGIES
IMSB Member Liane Ngamane
Cr Greg Sayers
On council business

ABSENT
Cr Cathy Casey
IMSB Member Tau Henare
Cr Daniel Newman
Cr John Walker

ALSO PRESENT
Viv Beck
Chair Auckland City Centre Advisory Board
Richard Northey
Waitematā Local Board Member
(From 1.59pm, until 3pm)
Note: No decisions or resolutions may be made by a workshop, unless the Governing Body or Committee resolution establishing it specifically instructs such action.

<table>
<thead>
<tr>
<th>Purposes of the workshop</th>
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<tr>
<td>1. To update elected members on:</td>
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<tr>
<td>• The proposed relationship between the Auckland Plan, the City Centre Masterplan and Waterfront Plan.</td>
</tr>
<tr>
<td>• Proposed City Centre Masterplan Outcomes and their relationship with the Auckland Plan.</td>
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<tr>
<td>2. To gain feedback and input from the Planning Committee on the above.</td>
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<td>• A PowerPoint presentation was given.</td>
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<tr>
<th>Relationship between CCMP and Auckland Plan</th>
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<tbody>
<tr>
<td>• Elected members were pleased to see the CCMP was based on a comprehensive understanding of the Auckland Plan.</td>
</tr>
<tr>
<td>• Elected members noted that centring the CCMP on the outcomes of the Auckland Plan, provides a strong mandate for delivering the vision and working with Council-Controlled Organisations.</td>
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<thead>
<tr>
<th>Overall</th>
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<tr>
<td>• Elected members advised that the CCMP needs to be a clear communication document.</td>
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<th>Outcomes</th>
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<tr>
<td>• There was discussion around biculturalism and multiculturalism. Elected Members wanted more clarity on these terms. Māori are the tangata whenua of Tāmaki Makaurau and have extended their manaaki to a rich diversity of other cultures that make up the city today.</td>
</tr>
<tr>
<td>• Elected members wanted multiculturalism to be embedded throughout the CCMP; emphasise Māori plus other cultures</td>
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<tr>
<td>• Outcomes should reflect the message that the prosperity of Auckland is inherent to the whole country. Auckland needs to be attractive for people to work and invest here. Given that there are 50-60,000 students, clarity is needed on how the CCMP reflects learning opportunities.</td>
</tr>
<tr>
<td>• Universal design – more information is needed to be clear that this approach is about embedding inclusivity at the heart of everything we do. It also includes safety. There was a specific request to recognise needs of children.</td>
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<tr>
<td>• Other suggestions included:</td>
</tr>
<tr>
<td>o Giving effect to the Auckland Climate Action Plan – reflected in building and street designs</td>
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<tr>
<td>o Referring to the AT Transport Design Manual as a document for delivering CCMP vision</td>
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<tr>
<th>Actions for staff</th>
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<tbody>
<tr>
<td>• Provide more clarity and detail to show that the CCMP and Waterfront Plan have genuinely been integrated and not simply tacked together.</td>
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</table>
- Emphasise and strengthen the multicultural dimension explicitly. Multiculturalism needs to captured in the narrative as one of Auckland’s great strengths. Embed it throughout the plan to reflect the structure and nature of Auckland’s diverse population.
- Clarify the CCMP is a 20-year vision, not a vision for the year 2020.
- Develop a summary ‘cheat sheet’ of what’s already been achieved in Auckland to date.
- Capture Universal Design more fully in the CCMP. Clarify this approach is about embedding inclusivity at the heart of everything we do and that it includes safety. Specifically to ‘recognise needs of children; play spaces, school’. Staff will include specific references to child-friendliness and emphasise importance of civic space for public life in city centre.

**Next steps:**

- Auckland Design Office to take feedback and include it into broader text and distribute it to elected members in time for the next workshop session on 12 June.

The workshop closed at 3.08pm.