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

**Date:** Wednesday 19 February 2020  
**Time:** 3.00pm  
**Meeting Room:** Council Chamber  
**Venue:** Orewa Service Centre  
50 Centreway Road  
Orewa

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**Rodney Local Board**  
**OPEN AGENDA**

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**MEMBERSHIP**

<table>
<thead>
<tr>
<th>Chairperson</th>
<th>Phelan Pirrie</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deputy Chairperson</td>
<td>Beth Houlbrooke</td>
</tr>
</tbody>
</table>
| Members | Brent Bailey  
Steve Garner  
Danielle Hancock  
Tim Holdgate  
Louise Johnston  
Vicki Kenny  
Colin Smith |

(Quorum 5 members)

Robyn Joynes  
Democracy Advisor - Rodney

14 February 2020

Contact Telephone: +64 212447174  
Email: robyn.joynes@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.
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<td>Royal NZ Yacht Squadron</td>
<td>Member</td>
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<tr>
<td>Steven Garner</td>
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<tr>
<td>Louise Johnston</td>
<td>Blackbridge Environmental Protection Society</td>
<td>Treasurer</td>
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<tr>
<td>Vicki Kenny</td>
<td>International Working Holidays Ltd</td>
<td>Director/Owner/CEO</td>
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<td>Nannies Abroad Ltd</td>
<td>Director/Owner/CEO</td>
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<tr>
<td></td>
<td>Waitemata Riding Club</td>
<td>Member</td>
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<td>National Party Helensville Electorate</td>
<td>Treasurer</td>
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<tr>
<td>Danielle Hancock</td>
<td>Kaukapakapa Residents and Ratepayers Association</td>
<td>Member</td>
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<td></td>
<td>Pest Free Kaukapakapa</td>
<td>Pest Free Coordinator</td>
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<tr>
<td></td>
<td>New Zealand Biosecurity Services Limited</td>
<td>Operations Manager</td>
</tr>
<tr>
<td>Tim Holdgate</td>
<td>Landowners Contractors Protection Association</td>
<td>Vice Chairman</td>
</tr>
<tr>
<td>Beth Houlbrooke</td>
<td>Kawau Island Boat Club</td>
<td>Member</td>
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<td>ACT New Zealand</td>
<td>Vice President</td>
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<td>Contractor</td>
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<td>Muriwai Volunteer Fire Brigade</td>
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<td></td>
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<tr>
<td>Colin Smith</td>
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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 Rodney Local Board:
   a) confirm the ordinary minutes of its meeting, held on Wednesday 11 December 2019, 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 Rodney 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.
8.1 Deputation: Helensville Budgeting Service

Te take mō te pūrongo

Purpose of the report
1. Frances Swann will be in attendance to provide an update on the Helensville Budgeting Service.

Ngā tūtohunga

Recommendation/s
That the Rodney Local Board:
a) thank Ms Swann for her presentation.

Attachments
A PowerPoint presentation

8.2 Deputation: Te Hana Charitable Trust

Te take mō te pūrongo

Purpose of the report
1. Linda Clapham will be in attendance to provide an update on activities for Te Hana Te Ao Marama.

Ngā tūtohunga

Recommendation/s
That the Rodney Local Board:
a) thank Ms Clapham for her presentation.

8.3 Deputation: Milldale Subdivision update

Te take mō te pūrongo

Purpose of the report
1. Grant Fahy from Fulton Hogan Development Limited will be in attendance to provide an update on the Milldale Subdivision.

Ngā tūtohunga

Recommendation/s
That the Rodney Local Board
a) thank Mr Fahey for his presentation
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.

9.1  Public Forum: Kay Elliott - 128 bus service timetable

Te take mō te pūrongo
Purpose of the report
1. Kay Elliott has requested time at public forum to discuss the 128 bus service timetable.

Ngā tūtohunga
Recommendation/s
That the Rodney Local Board:

a) thank Ms Elliott for her verbal presentation

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.”
Warkworth Showgrounds Reserve - renewal of non-exclusive licences to occupy to Mahurangi Community Sport and Recreation Collective Incorporated for siting two port-a-coms

File No.: CP2020/00545

Te take mō te pūrongo
Purpose of the report
1. To grant a renewal of the non-exclusive licences to occupy to Mahurangi Community Sport and Recreation Collective Incorporated at Warkworth Showgrounds Reserve.

Whakarāpopototanga matua
Executive summary
2. Mahurangi Community Sport and Recreation Collective Incorporated has two non-exclusive licences to occupy land within the Warkworth Showgrounds Reserve for siting two port-a-coms for changing rooms and storage.
3. The non-exclusive licences to occupy provide for the option to renew on an annual basis at the sole discretion of the Rodney Local Board.
4. Mahurangi Community Sport and Recreation Collective Incorporated has formally applied to council to renew its two non-exclusive licences to occupy for each port-a-com.
5. This report recommends that the Rodney Local Board grant Mahurangi Community Sport and Recreation Collective Incorporated a renewal of its non-exclusive licences to occupy.

Ngā tūtohunga
Recommendation/s
That the Rodney Local Board:

a) grant a renewal of the two non-exclusive licences to occupy to Mahurangi Community Sport and Recreation Collective Incorporated on a part of Warkworth Showgrounds Reserve legally described as Section 2 SO 509338 (Attachments A and B to the agenda report) subject to the following conditions:
   i) term - one year commencing 1 March 2020 with the option to renew on an annual basis at the complete discretion of the Rodney Local Board
   ii) rent - $1.00 plus GST per annum, if demanded
   iii) a Treaty of Waitangi clause will be included in the deeds of renewal to record the underlying Crown ownership of the land
   iv) acknowledgement that the non-exclusive licences to occupy are temporary and will no longer be required once the future sports complex is constructed and operational on the site.

b) note that all other terms and conditions will be in accordance with the Auckland Council Community Occupancy Guidelines 2012 and the operative Warkworth Showgrounds Reserve Management Plan adopted 17 June 2004.
Horopaki

Context

6. This report considers the community occupancy matters with respect to the option to renew the non-exclusive licences to occupy to Mahurangi Sport and Recreation Collective Incorporated (The collective) on Warkworth Showgrounds Reserve.

7. The Rodney Local Board is the allocated authority relating to local recreation, sport and community facilities, including community leasing and licensing matters.

Tātaritanga me ngā tohutohu

Analysis and advice

Land

8. The Warkworth Showgrounds Reserve is located on the eastern side of State Highway 1, just north of the Warkworth township.

9. Most of the reserve is held by the Crown through the Department of Conservation and vested in Auckland Council, in trust, for recreation purposes. The parcel on which the port-a-coms are sited is classified as recreation reserve and subject to the provisions of the Reserves Act 1977. A Treaty of Waitangi clause will be included in the deeds of renewal of non-exclusive licences to occupy, to recognise the underlying Crown ownership.

10. In March 2017, council staff satisfactorily completed the statutory processes to reclassify the southern portion of the parcel of land previously described as Part Section 96D Parish of Mahurangi from recreation reserve to local purpose (community buildings and showgrounds) reserve. As a component of the statutory processes, Part Section 96D was re-surveyed and is now legally described as Sections 1 and 2 SO 509338, respectively (Attachment C to the agenda report).

11. The two non-exclusive licences to occupy each comprise 21.6 square metres (more or less). They occupy Section 2 SO 509338 which is classified as recreation reserve. This classification supports the collective’s activities.

Warkworth Showground developments and requirement for temporary port-a-coms

12. Featured in the Warkworth Showgrounds Development Plan is a proposed multi-purpose sports complex. The planning phase for the proposed multi-purpose sports complex is underway and includes a requirement for adequate changing rooms and storage.

13. Port-a-com “one” is sited adjacent to the Mahurangi Club and provides for storage and port-a-com “two” is sited adjacent to the hockey turfs and provides for changing facilities.

14. There are no alternative equipment storage options on-site and the only permanent changing facilities at the showgrounds are within the rugby club. These have been upgraded and are shared as scheduling allows. Utilisation of the facilities is at a premium during the winter months with rugby, football, netball and hockey all being winter sports.

15. An additional consideration for the need for the port-a-coms is that it is inappropriate for some sports (given the mix of age and gender) to share rugby changing room spaces given their layout. The port-a-coms will be required until such time as permanent changing room and storage facilities are developed as part of a multi-sport hub. This objective is described in the collective’s strategic plan.

16. The feasibility study completed in 2017 recommended that stage one of the multi-sport development be the gymsports facility. This will increase the storage capacity of the site for other sports but given the cost (approximately $5.2million dollars), it is likely to be several years away.
17. The operative reserve management plan for Warkworth Showgrounds Reserve adopted 17 June 2004 contemplates a multi-purpose building. Once the multi-purpose sports complex is constructed the changing facilities for all sports will be incorporated and the port-a-com buildings will no longer be required.

18. The port-a-coms are standard structures and measure 3.6 metres in width, 6 metres in length and 2.8 metres high.

The collective

19. Council has been undertaking staged development of Warkworth Showgrounds since 2006. The collective has acted as the major community advocate of the development on behalf of a number of sports, initially including gymnastics, netball, hockey, soccer and rugby. Currently, the collective comprises 12 clubs equating to approximately 3,000 members.

20. Mahurangi Community Sport and Recreation Collective Incorporated was incorporated under the Incorporated Societies Act 1908 on 26 November 2008. The collective’s objects contained within its constitution include the following:
   - to encourage and promote all sports and the welfare of sportspersons
   - to promote and encourage increased levels of physical activity and participation in community sport in the Mahurangi region
   - to promote a sense of community through physical activity and sport by the development of a central sports hub
   - to promote an umbrella organization for all clubs to work together.

21. The collective is not obliged to enter into a community outcomes plan for this occupancy arrangement. The reasons being; first, that the occupancy arrangements are of a temporary nature and secondly, community outcome plans are already in place with the relevant existing lessees on the reserve that essentially, are part of the collective.

Tauākī whakaaweawe āhuarangi
Climate impact statement

22. The designated impact level of the recommended decision on greenhouse gas emissions falls within the “no impact” category because the proposal continues an existing activity and does not introduce new sources of emissions.

23. The collective’s licence to occupy areas do not sit directly within a flood plain or flooding zone of a 1-in-100 years rainstorm event by river or surface flooding (Attachment D to the agenda report).

Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera Council group impacts and views

24. Staff from the parks, sport and recreation teams support the continued siting of the two port-a-coms at the Warkworth Showgrounds. These temporary buildings provide the storage facilities and changing room that support the use of the developed areas for local sport.

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

25. The recommendations within this report support the 2017 Rodney Local Board Plan outcomes for:
   - communities are influential and empowered
   - parks and sports facilities that everyone can enjoy.
Tauākī whakaaweawe Māori
Māori impact statement

26. There are no significant changes or impacts for Māori associated with the recommendation in this report. As such, staff has not engaged with mana whenua on the matter.

27. A Treaty of Waitangi clause will be included in the deeds of renewal should Section 2 SO 509338 be subject to treaty claim in the future.

Ngā ritenga ā-pūtea
Financial implications

28. There is no direct cost to council associated with this proposal.

Ngā raru tūpono me ngā whakamarutanga
Risks and mitigations

29. Should the Rodney Local Board resolve not to grant the collective a renewal of the non-exclusive licences to occupy, this decision may affect the current users ongoing need for additional storage and change room facilities at Warkworth Showgrounds Reserve.

Ngā koringa ā-muri
Next steps

30. Subject to the Rodney Local Board granting the renewal of the non-exclusive licences to occupy, council staff will work with the collective to finalise the deeds.

Ngā tāpirihanga
Attachments

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<tr>
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Ngā kaihaina
Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Rod Sheridan - General Manager Community Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authorisers</td>
<td>Lesley Jenkins - Relationship Manager</td>
</tr>
<tr>
<td></td>
<td>Karen Walby - Community Lease Advisor</td>
</tr>
</tbody>
</table>
Attachment A
Google aerial view of Warkworth Showgrounds Reserve showing non-exclusive licence to occupy area “one” comprising 21.6m² (more or less) to Mahurangi Community Sport and Recreation Collective Incorporated outlined in red and marked “A” on the parcel legally described as Section 2 SO 509338
Attachment B

Google aerial view of Warkworth Showground's Reserve showing non-exclusive licence to occupy "two" comprising 21.6m² (more or less) to Mahurangi Community Sport and Recreation Collective Incorporated outlined in red and marked "B" on the parcel legally described as Section 2 SO 509338.
Attachment C
Title Plan showing Section 1 SO 509338 and 2 SO 509338. Section 1 is classified as local purpose (community buildings and showgrounds) reserve and Section 2 is classified as recreation reserve.
Attachment D
GIS aerial view from council’s Hazard Viewer showing Mahurangi Sports and Recreation Collective Incorporated licence to occupy areas on land at Warkworth Showgrounds in relation to flood plains and flood prone areas.
Purpose of the report

1. To provide an update to Rodney Local Board members on transport related matters in their area, including the Local Board Transport Capital Fund and Auckland Transport’s Community Safety Fund.

Executive summary

2. This report covers:
   - a summary of Auckland Transport projects and operations in the local board area
   - a summary of the board’s Transport Capital Fund and Community Safety Fund projects
   - a summary of general information items.

Recommendation/s

That the Rodney Local Board:

a) receive the Auckland Transport update for February 2020

Horopaki Context

3. Auckland Transport (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 in the governance of Auckland on behalf of their local communities.

4. This report updates the local board on AT projects and operations in the Rodney Local Board area, it summarises consultations and Traffic Control Committee decisions, and includes information on the status of the Local Board Transport Capital Fund (LBTCF) and Community Safety Fund (CSF).

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 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 in parks can be considered if there is a transport outcome).

6. AT’s Community Safety Fund (CSF) comprises $20 million in total allocated across all 21 local boards, with $5 million to be allocated during the 2019/2020 financial year and the balance of $15 million over the 2020/2021 financial year. This is a safety fund that sits within AT’s safety budget so the major component of the funding allocation formula is the number of Deaths and Serious Injuries (DSI) in a local board area. The purpose of the fund is to allow local communities to address long-standing road safety issues that have yet to become regional priorities and have therefore not been addressed by AT.
Tātaritanga me ngā tohutohu
Analysis and advice
Local Board Transport Capital Fund
7. The Rodney Local Board’s share of the LBTCF allocated with effect from 1 July 2018, as per the local board funding policy, is $1,115,764 per annum.
8. The total remaining funds in the current electoral term available to the Rodney Local Board is $2,887,559. This includes $10,257 carried over from the previous electoral term.

<table>
<thead>
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<th>Rodney Local Board Transport Capital Fund Financial Summary 2019-2022</th>
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<td>Total funds available in current political term</td>
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<td>Amount committed to date on projects approved for design and/or construction</td>
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9. Updates on projects approved for design and/or construction are provided below. A series of workshops has been scheduled to discuss projects the local board may wish to nominate using the balance of funding available this electoral term. The first of these is scheduled for 26 February.

10. Project 593, Matakana Valley Road Swales, completed during November, was a collaboration between Auckland Council’s Healthy Waters and AT’s maintenance team, with the Healthy Waters work being carried out prior to the road rehabilitation.

11. The previous local board allocated $500,000 from its LBTCF towards the preparation of detailed designs and firm cost estimates for construction of several footpaths (RD/2018/87). Subsequently, construction was approved (RD/2018/87) for the following footpaths:
   - Blue Gum Drive, Warkworth (full length)
   - Springs Road, Parakai (number 33 to end of road)
   - Arthur Street, Riverhead
   - Falls Road, Warkworth – a contribution to the total cost of the construction carried out by a local developer.

12. Construction of the footpaths on Blue Gum Drive, Warkworth and Arthur Street, Riverhead was completed during August and October respectively. Construction of the footpath on Springs Road, Parakai is underway and due to be completed in February.

13. The contribution from the local board towards construction of a footpath on Falls Road, Warkworth, between Hudson Road and Mansel Drive, will improve connections for the local community and allow for cost sharing and efficiencies. The footpath is expected to be constructed by a developer during the 2019/2020 financial year, but this depends on coordination with an adjacent subdivision which has been delayed.

14. At its meeting on 19 September 2019 the local board allocated $623,000 from its LBTCF to Project 656, construction of a footpath on Hudson Road between State Highway 1 and Albert Road, Warkworth. The project is currently in detailed design and public consultation and construction will proceed during 2020.

15. The previous local board agreed that a portion of the $500,000 previously allocated for footpath design would be spent engaging the services of a safety consultant to investigate the feasibility of a footpath outside Dairy Flat School. The consultant’s report was provided to members prior to a workshop on 5 September and a subsequent discussion between Board of Trustee representatives, the Principal, Member Johnston and AT representatives took place on 26 September.
16. At its meeting on 11 December, the local board resolved to (RD/2019/1):

(b) approve detailed design (Attachment B to the agenda report) for construction of the following safety improvements on Dairy Flat Highway outside Dairy Flat School from its Local Board Transport Capital Fund, based on a rough cost estimate of $470,000:

i) footpath and indented parking in front of the school
ii) local speed threshold improvements comprising side islands and signage
iii) reduction of the existing variable school zone speed from 60 km/h to 40 km/h

17. Detailed design for this work is underway and members will be updated on progress and construction timeframes at a future meeting.

18. A local consultant who offered to provide professional services at no cost for the planning and supervision for construction of a footpath on Omaha Drive, Omaha, from Broadlands Drive to the Omaha Golf Club, met with members of the local community, Member Houlbrooke and AT staff on 19 December 2019 to further discuss a draft design presented to members at a workshop on 4 December 2019.

19. The consultant is now discussing a variation to the draft design with Auckland Council’s arborist. Members will be advised of the outcome of those discussions at a future meeting.

20. The local board has indicated that it will commit funding to the footpath on Omaha Drive from its LBTCF allocation for the 2019-2022 electoral term. It is noted that the project will be handed over to AT once resource consent and landowner approvals have been secured, and that construction of the footpath will be tendered out to AT’s preferred supplier panel.

Community Safety Fund

21. AT’s Community Safety Fund (CSF) comprises $20 million in total allocated across all 21 local boards, with $5 million to be allocated during the 2019/2020 financial year and the balance of $15 million over the 2020/2021 financial year. The Rodney Local Board was allocated $2,061,165 from the total available.

22. The purpose of the fund is to allow local communities to address long-standing road safety issues that have yet to become regional priorities and therefore have not been addressed by AT.

23. The local board recommended the following list of projects for funding from Auckland Transport’s Community Safety Fund (RODTP/2019/22):

i) Motutara Road - crossing
ii) Motutara Road - footpath extension
iii) Coatesville – speed calming
iv) Matakana Road – signalised mid-block
v) Matua / Tapu Road – intersection improvements
vi) Matua / Oraha Road – intersection improvements
vii) Rata Street - pedestrian crossing
viii) Kaipara College - pedestrian crossing
ix) Waitoki School – speed calming
x) Whangateau - speed warning signs
xi) Kumeu – signalised mid bloc crossing
xii) Woodcocks Road – crossing.
24. It was noted at the local board’s meeting on 11 December 2019 in relation to the Matua/Tapu Road intersection improvements, that AT staff had put forward an alternative option to better highlight the STOP control at the intersection by making the minor road (Tapu Road, where vehicles need to stop) more obvious to drivers. The infrastructure proposed is splitter islands on both the Tapu Road approaches, together with advanced warning signs of the STOP control ahead.

25. In relation to the local board’s request for the installation of a kea crossing outside Waitoki School, AT staff have suggested the alternative option of ‘gateway’ treatments on both approaches to the school, to encourage drivers to slow down, watch for children and overall create a more suitable speed environment outside the school.

26. At its meeting on 11 December 2019, the local board resolved to (RD/2019/1):

c) request staff from Auckland Transport meet with the local board in early 2020 to discuss the Community Safety Fund project variations.

27. The local board resolved (RD/2019/100) to maximise the use of its CSF on construction of the projects listed in paragraph 23, authorising top-up funding from the LBTCF to meet any shortfall in funding for construction of the final project, the crossing on Woodcocks Road. Staff will advise the local board if this situation should eventuate, providing full details of costings etc. at that time.

28. Design work is now progressing on all the CSF projects nominated by local boards. It is anticipated that those funded will be completed during the 2020/2021 financial year.

**Auckland Transport Consultations**

29. Over the last reporting period, AT has invited the local board to provide its feedback on the following proposals:

<table>
<thead>
<tr>
<th>Location</th>
<th>Proposal</th>
<th>Details and Local Board Feedback</th>
</tr>
</thead>
<tbody>
<tr>
<td>Riverglade Lane, Matakana</td>
<td>Proposed NSAAT restrictions on Riverglade Lane, Matakana.</td>
<td>Documentation explaining two options to install No Stopping At All Time Restrictions (NSAATs) on Riverglade Lane, Matakana, in response to requests from residents to address the issue of parked cars blocking access to the street, was sent to members on 23 November 2019. Option 1 comprised permanent NSAATs that would restrict 20 parking spaces at all times along the western side of Riverglade Lane and two short sections on the eastern side, improve street access at all times. This option would permanently remove 20 parking spaces for residents and visitors and require road markings to be painted. Option 2, NSAATs on Saturday and Sunday only, would restrict 20 parking spaces during the weekends only along the western side of Riverglade Lane, improve street access during the weekends, and allow residents and visitors to park during weekdays. This option would not improve street access during weekdays and require approximately four signs to be installed. Member Houlbrooke’s suggested options for residents’ only restricted parking on Saturdays/Sundays, and the longer-term option of Auckland Council purchasing land available on the Leigh Road end of Tongue Farm road, were forwarded to the project team for consideration. Member Garner advised that he had no preference and would be happy to go with whatever the residents’ consensus was. In the event there was no consensus however, Member Garner commented that for the residents, no stopping on Saturdays and Sundays would be less restrictive.</td>
</tr>
</tbody>
</table>
**Hudson Road, Warkworth**

**Proposed**

New footpath on Hudson Road, Warkworth.

On 29 November members were advised that AT was opening consultation to install a footpath on Hudson Road, Warkworth, in response to the local board’s request through its LBTCF to provide a walking connection between the existing footpaths on Albert Road and State Highway 1, to meet the demands of the anticipated Pak ‘N’ Save development and the park and ride being funded by the Rodney Local Board Transport Targeted Rate. No objections were received to the proposal.

**Ngarewa Drive, Mahurangi West**

**Proposed**

One-way section on Ngarewa Drive, Mahurangi West.

Documentation explaining the proposed seal extension of a 600m section of Ngarewa Drive, Mahurangi West, to link the existing sealed sections from No. 9 to No. 136 Ngarewa Drive, was sent to members on 23 December 2019. It was noted that as part of the seal extension, a short section of priority give way will be installed to allow one-way traffic movement only, in order to increase road user safety and reduce the excessive costs associated with providing a full width carriageway. Proposed construction is for mid-February 2020. No objections were received from the local board.

### Traffic Control Committee decisions

30. 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 (TCC) in relation to regulatory processes relevant to the Rodney Local Board during November are shown below. There were no decisions made during December relevant to the Rodney Local Board.

<table>
<thead>
<tr>
<th>Decision</th>
<th>Report Type</th>
<th>Nature of Restriction</th>
<th>Decision</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidwell Road Extension, Road 2, Road 17, Road 20, Road 23, Road 8, Road 16, Road 1, Road 12, Upper Waierua</td>
<td>Permanent Traffic and Parking Changes Combined</td>
<td>Cycle Lane / No Stopping At All Times (NSAATs) / Shared Path / Bus Stop / Traffic Island / Footpath / Give-Way Control / Roundabout / Give-Way Control / Flush Median / Edge Line / Lanes</td>
<td>Approved in Principle</td>
</tr>
<tr>
<td>Mahurangi East Road / Iris Street, Snells Beach</td>
<td>Permanent Traffic and Parking Changes Combined</td>
<td>NSAATs / Bus Stop / Stop Control / Give-Way Control / Flush Median / &quot;Slow&quot; Advisory Marking / Edge Line / Traffic Island</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>Sidwell Road / Ahutoetoe Road / Pampas Drive / Endsley Rise, Wainui</td>
<td>Permanent Traffic and Parking Changes Combined</td>
<td>Cycle Lane / NSAATs / Footpath</td>
<td>Approved in Principle</td>
</tr>
<tr>
<td>Baxter Street, Warkworth</td>
<td>Amended Temporary Traffic and Parking changes (Works)</td>
<td>Bus Stop / NSAATs</td>
<td>Carried</td>
</tr>
</tbody>
</table>
**Issues Raised by elected members**

31. Elected members and local board staff forward a range of issues to AT’s Elected Member Relationship Manager for the Rodney Local Board (EMRM) and AT’s specialist Elected Member Response Team. Those received by AT’s EMRM by 31 January 2020 are appended to this report as Attachment A.

**Annual public transport fares review from 9 February 2020**

32. AT reviews public transport (PT) fares annually, taking into account such factors as contract price indexing (operator cost increases), agreed fare policies and the need to fund any extra services. The AT Board has agreed some modest changes to bus, rail and ferry fares in 2020.

33. Building on input from councillors at a Planning Committee Workshop on 5 May 2019 and the Mayor’s budget proposal, which was adopted by the Governing Body and provided for targeted fare reductions including ‘Child Fare Free Weekends’ and ‘Ferry Fare Integration’, this fare review will support AT achieving operational financial performance in line with its budget and the Statement of Intent (SOI) Performance Target for the Farebox Recovery Ratio.

34. Fare increases have been able to be contained through financial support from Auckland Council and NZTA and as a result of efficiency savings made by AT.

35. Key points to note are:
   - The average fare increase has been held to just 2.34% (or five cents per trip).
   - These modest increases will help fund a portion of AT’s annual cost increases and enable AT to target additional funding on:
     - Increase peak time frequencies
     - Expansion into new growth areas
     - Free child weekend fares.
   - For some journeys, the cost will decrease.
   - There will be no change to cash fares, some longer zone fares and monthly bus and rail passes.
   - Not increasing fares would slow down the rate of future investment in public transport.
   - The changes will see a farebox recovery ratio of 42.14% to 42.71% against a 43-46% SOI target.
   - The fare review quantum was identified in the 2019/2020 budget and was part of deliberations by Council and Governing Body in setting the budget.

36. AT is increasing the ferry monthly passes (inner-harbour; mid-harbour; outer-harbour) by $10 due to the pending implementation of Ferry fare integration, which will provide additional value for money for customers who purchase a ferry monthly pass, with the new fare including free travel in the zone of origin and arrival.

37. An annual PT fare review is a requirement under the Regional Land Transport Plan. In the SOI, the target of the percentage of PT costs recovered through fares for 2019-2022 is 43-46%. However, the main driver for fare increasing is investing back into public transport and ensuring a safe and reliable public transport system that supports Auckland’s growing population. In the past year AT has grown the public transport system in the following key areas:
   - Timetable changes in July saw additional peak bus services for West Auckland heading into the city centre via the motorway, and a route change from Henderson into the city via Williamson Avenue in Ponsonby.
Timetable changes in October saw several additions across Auckland, e.g.

**Central Auckland:**
- More services for the 101 – Herne Bay across the city to the universities
- Additional peak services for the 105 – serving Richmond Road, Ponsonby and Queen Street
- Additional peak services on the 75 – Remuera Road and Newmarket into the city centre.

**North Shore:**
- More services from Hillcrest, down Lake Road (923/934) into the city centre
- Additional services from Beach Haven into the City Centre and return
- The extension of the 861 route to service the new residential development in Long Bay.

38. In October, the Waiheke New Network was introduced, bringing five new routes to the island and increasing services by 120% to match frequency principles which are applied across the Auckland Region.

39. General improvements include:
- 32.5% increase in AT Metro bus kilometres operated since 2015.
- 82.3% increase in rail services since 2013.
- 163% increase in the number of people now living within 500 metres of a frequent and/or rapid public transport stop or station.

40. Public transport fares also provide revenue that allows AT and Auckland Council to provide initiatives such as ‘Home Free’, free public transport after 4pm on the last Friday before Christmas, and fare free days such as the one held in June 2019.

**The Supporting Growth Programme**

41. The Supporting Growth Programme is a collaboration between AT and the NZ Transport Agency to plan transport investment in Auckland’s future urban zoned areas over the next 10 to 30 years.

42. Auckland’s population is expected to grow by up to one million people by 2050. Most of this growth will go into existing urban areas, however around a third will go into future urban zoned areas (greenfields) identified in the Auckland Unitary Plan. These mostly rural areas will be rezoned over the next few decades and are located within:
- Warkworth
- Wainui, Silverdale and Dairy Flat in the North
- Kumeū, Huapai Redhills, Whenuapai and Riverhead in the North West
- Takaanini, Opāheke, Drury, Paerata and Pukekohe in the South.

43. In July 2019 AT and the NZ Transport Agency confirmed an Indicative Strategic Transport Network, a shared vision for the future transport investments needed to support new neighbourhoods in the future urban zoned areas.

44. The network in the North provides the community with:
- improved access to local destinations
- reliable access for the movement of people and goods
safe and resilient travel choices to encourage a shift to walking, cycling and public transport use.

45. This transport network integrates with Auckland Council’s development of a structure plan that identifies the mix and location of industrial land uses in the Silverdale West – Dairy Flat area. It includes:
   - A proposed new rapid transit corridor extending from Albany to Dairy Flat and on to Milldale
   - Proposed new or improved public transport corridors including bus shoulder lanes from Albany to Silverdale and a high frequency bus route connecting Orewa and Silverdale.
   - Strategic walking and cycling links
   - Improvements to the Northern Motorway (SH1), including increased capacity and upgraded interchanges at Redvale, Wainui and Silverdale.

46. Over the next few years the Supporting Growth Team will be progressing more detailed investigations and further engagement with project partners, stakeholders, landowners and the community, and will begin staged route protection processes across all future urban growth areas and transport projects.

47. Detailed descriptions of some of the projects included in the transport network plan and a timeline are available at: [http://supportinggrowth.govt.nz/growth-areas/north/](http://supportinggrowth.govt.nz/growth-areas/north/)

**Hibiscus Coast Busway Station**

48. Situated opposite Silverdale Memorial Park, the Hibiscus Coast Busway station is the northern terminus of the Northern Express bus services which connect to bus routes servicing the wider Hibiscus Coast and Warkworth areas. AT is creating a modern bus station facility to provide for the increasing number of public transport users.

49. Construction of Stages I and II of the project began in 2015 and were completed in 2018, providing users with 516 car park spaces. It was anticipated that the project would be completed earlier, however due to extended procurement timeframes, construction of the busway station building itself and an additional 90 car parks (Stage III) was delayed, starting on 11 October 2019. It is anticipated that construction will finish in December 2020.

50. Once completed, the station will provide the area with a facility to meet the growing demand for public transport from the Hibiscus Coast and Warkworth areas. The station will feature a retail kiosk, ticket and top-up machines, toilets and waiting areas that will be well lit and protected from the elements.

51. A minor re-configuration of traffic lanes at the intersection with Hibiscus Highway and Painton Road will also better allow for the movement of buses into and out of the station.

52. During construction of Stage III, temporary parking will continue to be made available at the site of the former Nippon Judo club where approximately 70 parking bays are available. It is not anticipated there will be restrictions to parking at the park and ride during construction as the site is contained and not in normal traffic or existing parking areas.

53. Construction timeframes for the new busway station and any impacts will continue to be communicated to bus users for the duration of the project. AT staff are planning a celebration to mark the completion of the project and to thank the community for their patience later this year.

**Chair and Director appointed to Auckland Transport Board**

54. Auckland Council has appointed Adrienne Young-Cooper as the new chair of Auckland Transport and Darren Linton as a board director starting from 1 January 2020.
55. The council’s Appointments and Performance Review Committee approved the two appointments at its 5 December meeting following a rigorous selection process that considered several highly qualified and experienced candidates. The Appointments and Performance Review Committee is responsible for all appointments to the boards of council-controlled organisations.

56. Adrienne Young-Cooper’s past and present governance roles span large infrastructure projects, housing and urban growth and transport. She is the chair of Panuku Development Auckland and will keep that position in the short term, alongside her new role as chair of Auckland Transport.

57. The two appointments are for a three-year term beginning from 1 January 2020 until 31 October 2023.

Road resurfacing

58. The drier summer months see a surge in road resurfacing works across Auckland. Roads require periodic resurfacing (resealing) to keep the sealed surface waterproof and to maintain good skid resistance. The bitumen in the surfacing oxidises over time causing it to become brittle and either crack, unravel or lose chip. Similarly, the chip can become polished and/or the road surface flushed resulting in a loss of skid resistance.

59. This process is similar to maintenance of a painted house; when this is left too long water penetrates the paint surface, resulting in costlier repairs. If roads are resurfaced at the right time, the surface remains waterproof, skid resistance is maintained and surface water does not penetrate the road pavement.

60. Roads are resurfaced using either a chip seal or a thin asphaltic concrete surfacing (hotmix). Generally, chip seals have a life of 8-12 years and cost in the order of $4-8 m2, while hotmix can be expected to last 10-14 years and costs $20-30 m2, depending on the type of mix used.

61. Chip seals are therefore the most cost-effective method of resurfacing and in many situations are the only method that can practically be used to restore the road surface to a suitable condition. Hotmix is generally only used on high trafficked roads (those carrying more than 10,000 vehicles per day), or in high stress areas such as at intersections or cul-de-sac heads.

62. Each resurfacing site is subject to a specific seal design and the choice of surfacing and chip size used is dependent on factors such as the traffic volumes and loading, the existing surface texture and pavement strength, turning stresses etc. Chip seals can be either single or two coat seals, though in most cases two coat seals are used as they are more resistant to turning stresses. Prior to resurfacing, pre-seal repairs such as dig outs, crack sealing and surface levelling are undertaken.

63. Chip seals also continue to shed excess chip for several months following resurfacing, which is a nuisance for adjoining landowners and can create the mistaken impression that the new chip seal surface is defective. New chip seals, particularly two-coat seals, can therefore require 4-5 sweeps to remove excess chip from the surface.

64. It is also usual for the bitumen to soften during warm weather for several years following application, until such time as the kerosene fully evaporates from the bitumen. At this time it will be susceptible to scuffing from turning vehicles, but these areas can be treated with the application of fresh sealing chip.

65. Many of the enquiries AT receives about resurfacing result from existing aged hotmix surfaces being resurfaced with chip seal when they reach the end of their serviceable life. Most hotmix surfaces were constructed by developers at the time of subdivision so when they are resurfaced with chip seal residents complain. The need to periodically resurface the road to avoid water ingress into the road pavement is often not understood by residents and they consider the rougher chip seal surface to be inferior to that of the smoother hotmix. Residents can be reassured in these circumstances that chip sealing is the most cost-effective use of their ratepayer funds.
Tauākī whakaaweawe āhuarangi
Climate impact statement

66. Auckland Transport engages closely with Council on developing strategy, actions and measures to support the outcomes sought by the Auckland Plan 2050, the Auckland Climate Action Plan and Council’s priorities.

67. Auckland Transport’s core role is in providing attractive alternatives to private vehicle travel, reducing the carbon footprint of its own operations and, to the extent feasible, that of the contracted public transport network.

68. To this end, Auckland Transport’s Statement of Intent contains three performance measures:

<table>
<thead>
<tr>
<th>Measure</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of buses in the Auckland bus fleet classified as low emission</td>
<td>5</td>
<td>25</td>
<td>55</td>
</tr>
<tr>
<td>Reduction in CO2e (emissions) generated annually by Auckland Transport corporate operations (from 2017/18 baseline)</td>
<td>7%</td>
<td>9%</td>
<td>11%</td>
</tr>
<tr>
<td>Percentage of Auckland Transport streetlights that are energy efficient LED</td>
<td>56%</td>
<td>66%</td>
<td>76%</td>
</tr>
</tbody>
</table>

Vector and AT sign memorandum of understanding

69. On 20 January 2020 Auckland Transport and Vector announced a Memorandum of Understanding (MoU) to explore the impacts of a full implementation.

70. The MoU is a direct response to AT’s Low Emission Bus Roadmap, published in late 2018, that outlined its commitment to have all new buses in Auckland being electric from 2025, with the whole fleet fully electric by 2040.

71. A faster transition to electric buses requires a detailed assessment of the future demand on the electricity network.

1) Two reports will be produced as part of the MoU, the first exploring a route and service profile, which will model the electricity demand that a fully electrified bus fleet will require. The second report will provide guidance on the electricity network infrastructure upgrades required at each bus depot, as well as likely timings and costs. These two reports are expected to be delivered by June 2020.

2) Buses make up 87 per cent of the carbon emissions produced from public transport, so converting them from diesel to electric will also be a significant step towards meeting New Zealand’s 2050 zero-carbon emissions goal.

Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera
Council group impacts and views

72. The impact of information (or decisions) in this report is/are confined to AT and do/does not impact on other parts of the Council group.

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

73. The proposed decision of receiving the report has no local, sub-regional or regional impacts.
Tauākī whakaaweawe Māori
Māori impact statement
74. 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
75. There are no financial implications in receiving this report.

Ngā raru tūpono me ngā whakamaurutanga
Risks and mitigations
76. There are no risks associated with receiving this report.

Ngā koringa ā-muri
Next steps
77. AT will provide a further report to the Rodney Local Board at its next meeting.

Ngā tāpirihanga
Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>Rodney Transport Issues</td>
<td>33</td>
</tr>
</tbody>
</table>

Ngā kaihaina
Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Authorisers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ellen Barrett – Elected Member Relationship Manager</td>
<td></td>
</tr>
<tr>
<td>Jonathan Anyon – Elected Member Relationship Team Manager</td>
<td></td>
</tr>
<tr>
<td>Lesley Jenkins - Relationship Manager</td>
<td></td>
</tr>
</tbody>
</table>
### Attachment A

#### Issues Raised by Elected Members to 31 January 2020

<table>
<thead>
<tr>
<th>Location</th>
<th>Issue</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Matakana Village and environs</td>
<td>Request for safety improvements in the Matakana Village area.</td>
<td>Member Houlbrooke asked for an investigation into safety issues in the Matakana Village area, including traffic speeds approaching the one way bridge on Matakana Valley Road; the speed of traffic coming into the 50 km/h speed limit area to the north of the village along Matakana Valley Road; removal of parking along Matakana Road to the west of the proposed site of the new pedestrian crossing; the unsafe bus stop; the installation of a central median so that traffic can safely enter the new car park; and a safer right turn into Tamahunga Drive for traffic turning off Matakana Road. Member Houlbrooke was copied into the response sent direct to the resident who raised these concerns on 28 November 2019. The resident was advised that AT’s engineers had carried out investigations and site visits at the intersections of Greens Road, Tamahunga Road, Tongue Farm Road, and Wright Road with Matakana Road. They noted that there had been no recorded crashes in the past five years at the intersection of Greens Road and Matakana Road, and the intersection of Tongue Farm Road and Leigh Road, which indicates that this intersection is operating relatively safely. As such, no changes are being proposed for these intersections. The intersection of Tamahunga Road and Matakana Road also had no recorded crashes over the past five years. However, the engineers are aware of safety issues when turning right in to Tamahunga Road so will install flexi-posts to discourage dangerous overtaking when cars are waiting to turn. There have been four crashes recorded at the intersection of Wright Road and Matakana Road, two of which were related to alcohol, one to fatigue, and one due to loss of control. The engineers are therefore currently investigating potential future improvements at this intersection. Member Houlbrooke was also advised that relocation of the bus stop and the associated issues raised was still under review by AT’s Metro Team.</td>
</tr>
<tr>
<td>396 Mahurangi East Road and Goodall</td>
<td>Improvements for pedestrian crossing located at 396</td>
<td>Member Houlbrooke forwarded a request from the Horizon School Board of Trustees for safety improvements to the pedestrian crossing located at 396 Mahurangi East Road, Snells Beach, including raising the crossing, additional signage, and tree</td>
</tr>
<tr>
<td>Road, Snells Beach</td>
<td>Mahurangi East Road, Snells Beach.</td>
<td></td>
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<td>-------------------</td>
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<tr>
<td>trimming. In addition, the Board of Trustees asked that a footpath be installed on nearby Goodall Road. On 5 December Member Houlbrooke was advised that Engineers from AT’s Road Safety and Traffic Engineering teams had reviewed the requests for improvements to the pedestrian crossing and the footpath. In relation to raising the crossing, due to the number received, requests are prioritised based on facilities in the area such as schools, shops, public transport and amenities; the number of pedestrians crossing the road; how difficult pedestrians find it to cross; understanding the location’s crash history and any existing trends; and proactively assessing the likelihood of crashes based on the location’s features. It was noted that there was an existing zebra crossing with supporting infrastructure in this location. An assessment of the current conditions was also carried out, the engineer’s on-site investigation determining that the trees were not physically obstructing drivers’ sightlines of pedestrians or the signage associated with this crossing. They also did not consider that shadow from the trees significantly impacts the visibility of pedestrians using this crossing. The zebra crossing has been assessed for compliance with the national standards and the engineers confirm that the signage and road markings in the vicinity are appropriate. As such, AT will not be prioritising this crossing in its current list for improvements but will continue to monitor the location in the event that circumstances may change. The matter of drivers speeding and failing to give way to pedestrians at the crossing will be raised with the Police and they will be asked to increase their presence in this area. With regard to the footpath request, members were advised that AT’s footpath budget is designed to complete minor gaps in the existing walking network to provide for improved walkability in communities. At present, AT’s list of footpath requests comprises at least 700 requests, with approximately 100 of these received over the past year. AT’s investment therefore needs to be prioritised and this footpath currently ranks #39 on the candidate list. AT’s footpath programme can only fund the top 10-15 of these requests each year and as such this footpath is likely to be installed during the next RLTP funding round (2021-2024).</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Attachment A

**Issues Raised by Elected Members to 31 January 2020**

<table>
<thead>
<tr>
<th>#</th>
<th>Area</th>
<th>Request</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>Green Road, Rainbows End</td>
<td>Request for installation of speed calming measures on Green Road, Rainbows End.</td>
<td>Member Houlbrooke asked on behalf of the Rainbows End and Rivers Environmental Group Inc. for the installation of speed calming measures on the approaches to the Rainbows End settlement on Green Road, Rainbows End, a 50 km/h area. Member Houlbrooke was advised on 5 December 2019 that AT’s engineers had investigated Green Road in terms of its crash history and vehicle speeds. Whilst not the only considerations, these two factors provide a good indication of the safety risk of a road. There have been no reported crashes relating to speed in this area in the past five years, which indicates that the road has been operating relatively safely. However, the 85th percentile speed (i.e. the speed at or below which 85% of vehicles are travelling along a road) on this section of Green Road is above the speed limit of 50km/h. Because of the safety record of Green Road, it does not currently rank highly enough as a priority site for speed calming measures to be installed. However, to assist with further speed reduction AT will install red-carpet and SLOW road markings to emphasise to drivers that they are entering a residential area and need to reduce their vehicle speeds. It was noted that speeding is a Police enforcement issue, and should common trends of speeding vehicles be identified, such as a particular time of day or an individual vehicle, residents should contact the Police to request targeted enforcement in the area. AT staff will also raise the speeding concerns on Green Road with the Police.</td>
</tr>
<tr>
<td>4</td>
<td>Mansel Drive, Woodcocks Road and Evelyn Street, Warkworth</td>
<td>Safety improvements at the intersection of Mansel Drive, Woodcocks Road and Evelyn Street, Warkworth.</td>
<td>Member Houlbrooke advised that a new ‘Stop’ sign had been installed at the intersection of Mansel Drive, Woodcocks Road and Evelyn Street, Warkworth, asking whether there were any other improvements planned; what led to the decision to install a ‘Stop’ sign; and whether a roundabout had been considered for this intersection. On 27 November Member Houlbrooke was advised that no other improvements are planned for the intersection at this stage; the decision to change this priority to a ‘Stop’ control was due to limited site visibility when approaching Woodcocks Road; that this also matches the stop control on Evelyn Street, keeping both roads at the intersection with Woodcocks a ‘Stop’ priority; and that a roundabout has not been considered for this intersection as it is not justified at this time.</td>
</tr>
</tbody>
</table>
## Attachment A

### Issues Raised by Elected Members to 31 January 2020

<table>
<thead>
<tr>
<th></th>
<th>Baxter and Wharf Streets, Warkworth</th>
<th>Congestion at bus stop on Baxter Street, Warkworth.</th>
<th>Member Houlbrooke advises that Bayes and Intercity Coach lines are no longer able to use the bus stop at 3 Baxter Street, Warkworth because of congestion issues, also referring to a commitment made by AT that improvements would be made in Wharf Street, Warkworth, to better accommodate the use of this area by tour buses. <strong>Referred to PT Infrastructure.</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>Accelerated Speed Programme</td>
<td>Confirmation of Accelerated Speed Programme.</td>
<td>Member Houlbrooke asked for confirmation that speed reductions on those roads in Rodney consulted on and confirmed for speed reductions as part of the Accelerated Speed Programme, a process separate to AT’s more recent Speed Bylaw process, will be implemented at the same time as implementation of reduced speeds included in the Bylaw, i.e., adoption of the Bylaw in June 2020 and implementation from late 2020. <strong>Referred to Road Safety.</strong></td>
</tr>
<tr>
<td>7</td>
<td>Green Road, Dairy Flat</td>
<td>Queries related to proposed safety improvement work on Dairy Flat Highway in the vicinity of Green Road.</td>
<td>In relation to the Dairy Flat Highway Safety Improvement works Member Johnston asked when the decision was made to remove the right hand turn bay into Green Road, Dairy Flat and not to replace / widen the narrow bridge on Dairy Flat Highway North of Green Road; whether the bus stop on Dairy Flat Highway opposite Green Road could be moved to a safer location; and whether she could be provided with a copy of the latest structural engineering report for the bridge on Dairy Flat Highway north of Green Road. <strong>Referred to Dairy Flat Highway Project Team.</strong></td>
</tr>
<tr>
<td>8</td>
<td>Pakiri Road, Pakiri</td>
<td>One lane bridge near 1669 Pakiri Road, Pakiri.</td>
<td>On 16 January 2020 following further requests from Members Smith and Houlbrooke that the prioritisation on a one-lane bridge in the vicinity of 1669 Pakiri Road, Pakiri be changed, they were advised that AT’s Principal Transportation Engineer had carried out a full review of the sight lines and conditions at the bridge prior to Christmas 2019. His decision following the site visit and a review of the guidelines provided in NZTA’s Manual of Traffic Signs and Markings (MOTSAM) is that the priority on the bridge will remain as it is, although AT’s contractors will be upgrading the existing signage to new standards. The guidance provided in MOTSAM states that: Establishment of priorities for signing of single lane bridge (or roadway) situations requires careful consideration of several factors. The most important of these are length of the single lane</td>
</tr>
</tbody>
</table>
section and approach visibility, particularly when drivers are unable to obtain a satisfactory preview of oncoming traffic, either within or on the far approach to the single lane section. Where possible, prudent priority strategy will ensure that the approach without an adequate preview (or the lesser degree of preview) of the situation is signed with the give way restriction. This is to avoid the creation of a situation of “blind priority” whereby drivers with inadequate visibility for safe stopping prior to the single lane section might otherwise be encouraged to “press on” and be unable to avoid a collision with an oncoming vehicle. It was noted that this had been the third formal response to a request for a change in priority on the bridge from AT’s engineers over the past 14 months. It was therefore hoped that the extract from MOTSAM clarified members' understanding of the decisions made. Local Board staff were subsequently advised that the current speed limit in the area is 100km/h and that the proposal under the recent bylaw is to reduce this to 80km/h. The bylaw will become effective on 30 June 2020 and it is anticipated that the reductions approved will be implemented from November 2020. The northbound approach to the bridge has bend treatment signs indicating a recommended speed of 65km/h before the bridge. The speeds of vehicles travelling from that direction should therefore be around the 60km/h to 70km/h mark. The other approach has no warnings as the road does not have as many curves travelling south prior to the bridge. It needs to be noted that this is a one-way bridge and vehicles should therefore be approaching with caution from both directions.

<table>
<thead>
<tr>
<th>Item</th>
<th>Location</th>
<th>Request/Action</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>Sandspit Road, Warkworth</td>
<td>Request for update/new road marking on Sandspit Road, Warkworth.</td>
<td>Member Houlbrooke and Cr Sayers asked what progress had been made on a proposed double lane left hand turn out of Sandspit Road, Warkworth. Member Houlbrooke also asked that Keep Clear road marking be installed at the Sandspit Road intersection for those vehicles exiting Millstream Place. Cr Sayers advised that especially large vehicles continually mount the kerb to avoid right turning traffic at the Sandspit Road intersection and asked that the kerb at this location be taken back by 1.5m so traffic isn’t required to cross the grass. Referred to Traffic Operations and Management.</td>
</tr>
</tbody>
</table>
Auckland Unitary Plan - Local board views on private plan change request for Lot 1 DP 149776 (land at Foster Crescent, Snells Beach)

File No.: CP2020/00202

Te take mō te pūrongo
Purpose of the report
1. To decide whether to provide local board views on a private plan change request by Prime Property Group Ltd seeking rezoning of Lot 1 DP 149776 (which is located at the southern end of Foster Crescent, Snells Beach).

Whakarāpopototanga matua
Executive summary
2. Decision-makers on a private plan change request to the Auckland Unitary Plan must consider Rodney Local Board’s views on the plan change, if the local board chooses to provide its views.
3. Each local board has a responsibility to communicate the interests and preferences of people in its area on Auckland Council policy documents, including private plan change requests.
4. Prime Property Group Ltd lodged a private plan change request for Lot 1 DP 149776 (which is located at the southern end of Foster Crescent, Snells Beach). Plan change 35 would change the Auckland Unitary Plan by changing the zoning of approx. 4.64ha of land at Lot 1 DP 149776 from Residential – Large Lot to Residential – Single House zone.
5. This report is the mechanism for Rodney Local Board to provide its views on plan change 35. No recommendation by staff is made. Any local board views should be that of the local board, and not any delegated member(s).

Ngā tūtohunga
Recommendation/s
That the Rodney Local Board:

a) provide feedback on a private plan change request for Lot 1 DP 149776 (Foster Crescent, Snells Beach) by Prime Property Group

Horopaki
Context
Decision-making authority
6. Each local board is responsible for communicating the interests and preferences of people in its area regarding the content of Auckland Council’s strategies, policies, plans, and bylaws. Local boards provide their views on the content of these documents. Decision-makers must consider local boards’ views when deciding the content of these policy documents (Local Government (Auckland Council) Act 2009, ss15-16).
7. A private plan change request will be included in the Auckland Unitary Plan if it is approved. Local boards must have the opportunity to provide their views on private plan change requests when an entity other than council proposes a change to the Auckland Unitary Plan.
8. If the local board chooses to provide its views, the planner includes those views in the hearing report. Local board views are included in the analysis of the private plan change request, along with all submissions.

9. Local board members are invited to present the local board’s views at the hearing to commissioners, who decide on the private plan change request.

10. This report provides an overview of the private plan change request and a summary of submissions’ key themes. The report does not include a staff recommendation. This is because the planner must include any local board views in the evaluation of the private plan request. The planner cannot advise the local board as to what its views should be, and then evaluate those views.

**Tātaritanga me ngā tohutohu**

**Analysis and advice**

**Plan change overview**

11. The plan change request applies to Lot 1 DP 149776 (which is located at the southern end of Foster Crescent, Snells Beach). The land is zoned Residential – Large Lot as shown below in Figure 1.

![Figure 1: Lot 1 DP 149776, Snells Beach, outlined in blue](image-url)
12. The purpose of the plan change is to enable more intensive residential development at Lot 1 DP 149776, changing the zoning from Residential – Large Lot to Residential – Single House zone. The Auckland Unitary Plan contains a standard of 4,000m² minimum net site area for vacant proposed sites in the Residential – Large Lot zone, and a standard of 600m² minimum net site area for vacant proposed sites in the Residential – Single House zone.

13. Prime Property Group Ltd included technical reports that include evaluations on geotechnical, engineering, soil contamination, traffic, ecological, landscape, open space and community facilities, cultural impact, and archaeological effects. The reports and other application details are available from council’s website at: https://www.aucklandcouncil.govt.nz/plans-projects-polices-reports-bylaws/our-plans-strategies/unitary-plan/auckland-unitary-plan-modifications/proposed-plan-changes/Pages/pc-35-foster-crescent-snells-beach.aspx.

Themes from submissions received

14. The submissions received raised the following matters:
   i) One provides support for the private plan change, subject to appropriate land stability remedial works, and the upgrade of outfall pipe;
   ii) One seeks a decision that ensures that the wastewater network, in particular the wastewater rising main, is adequately protected, and that either the scheme plan is updated to provide that Lots 18-23 [those along the sites northern edge] will vest to Council as public drainage reserve, or that Lots 18-23 are enlarged or otherwise reconfigured so that they are of adequate size to provide for a housing foundation and yard space for each lot that will not compromise the protection of the [Watercare] network.
   iii) One seeks that if the council approves the private plan change, that the Ministry of Education and Snells Beach School Board are engaged with and consulted throughout the subdivision application and construction process to ensure that the safety of school students is maintained throughout the construction and establishment of the site.
   iv) Two (identical) submissions seek to oppose the private plan change due to adverse effects on/from:
      A) local highway safety
      B) traffic build-up from Snell’s Beach getting to/from Wakworth
      C) local amenities, in particular issues from “septic, flooding and drainage”
      D) construction dust and noise
      E) privacy and noise to existing dwellings on Cornel Circle along the site’s eastern boundary.


Tauākī whakaaweawe āhuarangi
Climate impact statement

16. Section 7 of the Resource Management Act requires the council to have particular regard to the effects of climate change when considering any changes (public or private) to the Auckland Unitary Plan.
Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera
Council group impacts and views

17. Relevant council departments (such as Healthy Waters and Parks and Recreation Policy will review relevant submissions and provide expert input to the subsequent hearing report.

18. Watercare made a submission, which is summarised above at 14.ii., and can be viewed in full via the link at 15.

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

19. The private plan change request is for Lot 1 DP 149776 (located at the southern end of Foster Crescent, Snells Beach), within the Rodney local board area. The site is adjacent to public land for which the local board has some decision-making powers. The site is adjacent to Goodall Reserve and Open Space - Informal Recreation zoned land on Dawson Road.

20. Factors the local board may wish to consider in formulating its view:
   • interests and preferences of people in the local board area
   • well-being of communities within the local board area
   • local board documents, such as local board plan, local board agreement
   • responsibilities and operation of the local board.

21. This report is the mechanism for obtaining formal local board views so the private plan change request decision-maker can consider those views.

Tauākī whakaaweawe Māori
Māori impact statement

22. The private plan change applicant has engaged with mana whenua with an interest in the area. As part of the engagement, Ngāti Manuhiri prepared a cultural impact assessment. The cultural impact assessment was lodged as part of the private plan change application.

23. Mana whenua have not made submissions on the private plan change. However, in preparing the hearing report, council staff will consider the matters raised in the cultural impact assessment.

Ngā ritenga ā-pūtea
Financial implications

24. No resourcing is necessary to enable the local board to provide its views.

25. The local board is not exposed to any financial risk from providing its views.

Ngā raru tūpono me ngā whakamaurutanga
Risks and mitigations

26. The power to provide local board views regarding the content of a private plan change request cannot be delegated to individual local board member(s) (Local Government Act 2002, Schedule 7, clause 36D). This report enables the whole board to decide whether to provide its views and, if so, to determine what matters those views should include.
Ngā koringa ā-muri

Next steps

27. Any views provided by the local board will be included in the hearing report. The local board will be informed of the hearing date and invited to speak at the hearing in support of its views. The planner will advise the local board of the decision on the private plan change request by memorandum.

28. The local board will have no further involvement in the private plan change request if the local board chooses not to provide its views.

Ngā tāpirihanga

Attachments

There are no attachments for this report.

Ngā kaihaina

Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Austin Fox - Principal Planner</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authorisers</td>
<td>John Duguid - General Manager - Plans and Places</td>
</tr>
<tr>
<td></td>
<td>Lesley Jenkins - Relationship Manager</td>
</tr>
</tbody>
</table>
Appointment of Local Government New Zealand lead and nominee for Local Government New Zealand Conference 2020

File No.: CP2020/01152

Te take mō te pūrongo

Purpose of the report

1. To appoint a lead for Local Government New Zealand matters and nominate a representative to attend the 2020 Local Government New Zealand Annual Conference and General Meeting.

Whakarāpopototanga matua

Executive summary

2. Local boards are invited to appoint a lead (and alternate) on Local Government New Zealand matters. The lead will be the main contact for all Local Government New Zealand issues and will represent the local board at meetings of Auckland/Local Government New Zealand zone and any related meetings.

3. The Local Government New Zealand Annual Conference and Annual General Meeting takes place at the ASB Theatre Marlborough in Waiharakeke Blenheim from 8am Thursday 16 July to 3pm Saturday 18 July 2020.

4. Local boards are invited to nominate a representative to attend the Local Government New Zealand conference. This can be the local board appointed Local Government New Zealand lead or another member of the local board. Given the cost of and overall numbers of elected member attendance, staff recommend that one member per local board attend.

5. In addition to the official delegates, Local Government New Zealand requires prior notice of which local board members plan to attend the AGM. Members wishing to attend are asked to register their intention with the Democracy Services Business Hub team by Friday 17 April 2020 so that this information can be provided to Local Government New Zealand.

Ngā tūtohunga

Recommendation/s

That the Rodney Local Board:

a) appoint a lead and alternate for Local Government New Zealand related matters for the 2019-2022 triennium and task these members with representing the local board at Auckland/Local Government New Zealand meetings.

b) nominate one elected member per local board to attend the Local Government New Zealand 2020 Conference and Annual General Meeting in Waiharakeke Blenheim, Thursday 16 July to Saturday 18 July 2020.

c) confirm that conference attendance including travel and accommodation will be paid for in accordance with the current Auckland Council Elected Member Expense Policy.

d) note that any members who wish to attend the Annual General Meeting must provide their names to the Democracy Services Business Hub team by Friday 17 April 2020 to ensure that they are registered with Local Government New Zealand.
### Horopaki Context

6. Local Government New Zealand (LGNZ) is an incorporated society of local government organisations whose primary objective is to represent and advocate for the interests of local authorities in New Zealand. LGNZ champions policy positions on key issues that are of interest to local government and holds regular meetings and events throughout the year for members. The schedule of meetings includes an annual conference and meetings of local government geographical clusters (known as LGNZ zones) and sectors.

7. LGNZ is governed by a National Council made up of representatives from member authorities as outlined in the constitution. Some of its work is conducted through committees and working groups which include representatives from member authorities.

8. Elected members who have been formally appointed to LGNZ roles are:

<table>
<thead>
<tr>
<th>Elected Member</th>
<th>Appointed role</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mayor Phil Goff</td>
<td>National Council representative for Auckland</td>
</tr>
<tr>
<td></td>
<td>Auckland Council representative on the Metropolitan Sector Group</td>
</tr>
<tr>
<td>Councillor Pippa Coom</td>
<td>National Council representative for Auckland</td>
</tr>
<tr>
<td>Local Board Member Richard Northey</td>
<td>(appointed by Governing Body)</td>
</tr>
<tr>
<td></td>
<td>National Council representative for Auckland</td>
</tr>
<tr>
<td></td>
<td>(appointed by local boards)</td>
</tr>
<tr>
<td>Deputy Mayor Bill Cashmore</td>
<td>Auckland Council representative on Regional Sector</td>
</tr>
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</table>

### Meetings of Auckland/LGNZ (Auckland Zone)

9. As part of recent changes to the LGNZ Rules, Auckland Council is no longer part of LGNZ Zone 1 but is expected to organize itself, with its multiple local boards and Governing Body, as an informal LGNZ zone.

10. Meetings of the Auckland/LGNZ zone have been scheduled on a biannual basis. These meetings will be co-chaired by the two Auckland representatives appointed to the LGNZ National Council by the Governing Body (Councillor Pippa Coom) and local boards’ (Member Richard Northey).

11. Meetings of the Auckland/LGNZ zone will be open to all elected members but formal representation will sit with the nominated leads.

### LGNZ Annual conference and Annual General Meeting (AGM) 2020

12. This year the LGNZ conference and AGM will be held at the ASB Theatre Marlborough, Waiharakeke Blenheim, Thursday 16 July to Saturday 18 July 2020.

13. The conference takes place over the first two days commencing at 9.30am on Thursday 16 July 2020 and closing with the LGNZ Excellence Awards on the evening of Friday 17 July 2020.

14. The conference programme has the theme “Natural Capital”. The final programme will be publicly available at the end of February however we have had indication from LGNZ that the programme is expected to include addresses from the Prime Minister, various political leaders and President of LGNZ as well as sessions on the following topics:
   - Natural capital - the Marlborough story
   - Fishes in the river, fishes in the sea (Water, aquaculture and the Resource Management Act)
• Tourism – working together to care for people, place and culture
• Building towards sustainable supply (housing)
• Resilience in the face of natural hazards (infrastructure and communities)
• Cultural wellbeing plenary session
• Interactive workshops on cultural, economic, environmental and social well-being
• Tours, showcases and dinners.

15. The AGM takes place on the last day of the conference from 9.30am to 12.30pm. The LGNZ constitution permits the Auckland Council to appoint four delegates to represent it at the AGM, with one of the delegates being appointed as presiding delegate.

16. Traditionally the four AGM delegates have been the Mayor, the Chief Executive and two Governing Body members who hold LGNZ roles. Delegates in 2019 were Mayor Phil Goff, Deputy Mayor Bill Cashmore, Councillor Penny Hulse and Local board Chair Pippa Coom.

17. The Governing Body will consider an item on AGM attendance at its meeting on 27 March 2020 which includes the recommendation that Mayor Phil Goff be the presiding delegate and the other three delegates be comprised of either:

   a) two members of the Governing Body who hold a formal representation role with LGNZ and the Chief Executive; or
   b) one member of the Governing Body who holds a formal representation role with LGNZ and the Chief Executive, and a local board member; or
   c) two members of the Governing Body who hold a formal representation role with LGNZ and a local board member.

18. In addition to the official delegates, LGNZ requires prior notice of which local board members plan to attend the AGM. Attendance at the AGM is not compulsory for conference participants.

Pre-conference meetings

19. On Wednesday 15 July 2020, there will be a pre-conference meeting of the National Council as well as a Te Maruata Hui. Elected members that are on these two groups and wish to attend these meetings would need to arrive earlier than other meeting participants.

Tātaritanga me ngā tohutohu

Analysis and advice

Meetings of Auckland/LGNZ (Auckland Zone)

20. Local boards are requested to appoint a lead for the 2019-2022 triennium. The lead’s responsibilities include:

   • attend and represent the local board at meetings of Auckland/LGNZ zone and other LGNZ meetings, as appropriate
   • be the main contact for the local board on all LGNZ matters
   • share information from Auckland/LGNZ and other LGNZ-related meetings attended with the local board.

LGNZ Annual conference and AGM 2020

21. In 2020, with the venue in Waikarekeke, Blenheim and given the cost and overall numbers of elected member attendance, it is recommended that one member per local board attend. Having one attendee per local board means a maximum of 21 Auckland Council local board members would attend the conference.

22. The annual conference and AGM are two separate meeting sessions.
23. Local board members are invited to attend and take part in the conference.

24. For the AGM, member authorities will be represented by officially appointed delegates. Members who are not appointed delegates can attend as observers provided they are included in the AGM registration form. Local board members who wish to attend the AGM as observers must register their intention with the Democracy Services Business Hub team by Friday 17 April 2020 so that their names can be included on the AGM registration form.

25. Local board members who attend the conference and/or AGM are strongly encouraged to report back to their local boards on proceedings at the conference. This ensures members who do not attend can still benefit from this opportunity.

**Tauākī whakaaweawe āhuarangi**

**Climate impact statement**

26. Conferences and events involving multiple participants especially those requiring long distance travel can generate a sizable carbon footprint. This is due to emissions associated with flights, car and taxi travel, hotel and event site emissions.

27. Estimates for emissions associated with travel to Blenheim or travel within Auckland for local meetings have not been calculated at the time of writing this report. Emissions, when known, can be offset through a verified carbon offset programme at a small cost.

28. Other opportunities to reduce emissions include:
   a) reducing the number of delegates to the Blenheim conference as recommended
   b) encouraging participants to opt for public transport options when attending meetings in Auckland
   c) encouraging delegates to provide updates to their local boards, including the option of daily updates from the conference and meetings via the local board facebook pages, so that non-attendance does not disadvantage other members
   d) ensuring elected members are aware of the session recordings that LGNZ will make available after the conference. LGNZ have advised that they don't webcast or live stream any parts of the conference as they try to encourage as many people as possible to attend in person.

**Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera**

**Council group impacts and views**

29. There are no impacts for CCOs or departments of council as the focus is on elected members attendance at meetings including the LGNZ conference.

**Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe**

**Local impacts and local board views**

30. LGNZ advocates for issues that are important to local government. Many of these issues are aligned with local board priorities e.g. climate change. As such, there is interest at local board level in staying across the work of LGNZ and in identifying and harnessing opportunities to progress other advocacy areas that local boards may have.

31. Having a dedicated lead who can attend Auckland meetings on LGNZ matters and who can be part of future discussions about remits and other topics, will enable local boards and their communities to continue to be informed and give considered input to work being led by LGNZ.
32. The LGNZ Annual conference is always of interest to local board members. They provide a unique networking opportunity for local government leaders from around the country and the agenda of these meetings are designed to support local leaders in their roles and responsibilities. This is in line with the purpose of the elected member development programme which is to support elected members as governors and decision-makers.

Tauākī whakaaweawe Māori
Māori impact statement
33. The work of LGNZ is expected to impact positively on Māori. LGNZ advocates on a variety of issues that are important to Māori including Māori housing, various environmental issues and Council-Māori participation/relationship arrangements. In addition, LGNZ provides advice including published guidance to assist local authorities in understanding values, aspirations and interest of Māori.

34. The LGNZ National Council has a sub-committee, Te Maruata, which has the role of promoting increased representation of Māori as elected members of local government, and of enhancing Māori participation in local government processes. It also provides support for councils in building relationships with iwi, hapu and Māori groups. Te Maruata provides Māori input on development of future policies or legislation relating to local government. In the previous term Councillor Alf Filipaina was a member of the sub-committee. Te Maruata will hold a hui on Wednesday 15 July 2020 from 10am to 4.30pm.

Ngā ritenga ā-pūtea
Financial implications
Meetings of Auckland/LGNZ (Auckland Zone)
35. Meetings of Auckland/LGNZ are a new initiative being introduced this triennium following amendments to LGNZ zones. The two meetings for 2020 are scheduled for 13 March 2020 and 11 September 2020 and are not currently budgeted for. Staff will use existing resources and liaise with Kura Kāwana to identify combined opportunities for these meetings dates.

36. Managing attendance numbers by only requiring attendance of leads, with others as optional attendees if they wish, should contribute towards keeping meeting costs down.

Annual conference and AGM 2020
37. The normal registration rate for the LGNZ Conference and AGM is $1,410 (early bird) or $1,510 (standard). The total cost for early bird registration for 21 local board members is $29,610, with flights and accommodation additional.

38. Costs of attendance for one member from each local board are to be met from the elected members’ development budget as managed centrally by the Kura Kawana Programme.

Ngā raru tūpono me ngā whakamaurutanga
Risks and mitigations
Meetings of Auckland/LGNZ (Auckland Zone)
39. The inaugural meeting of the Auckland Zone is planned for 13 March 2020. If a local board has not chosen an LGNZ lead by this date, they would need to select a member to attend this meeting as their official representative.

Annual conference and AGM 2020
40. The key risk is of delayed decision-making which can impact costs and registration choices. The sooner the registration for the nominated local board member can be made, the more likely it is that Auckland Council can take advantage of early bird pricing for the conference and flights, all done via bulk booking. Delayed information may also impact registration into preferred conference streams or events.
There is always a level of reputational risk associated with any financial expenditure. Large delegations to conferences can be costly hence the advice that only one per local board attend.

Ngā koringa ā-muri

Next steps

Meetings of Auckland/LGNZ (Auckland Zone)

42. There are two planned meetings for the Auckland Zone in 2020. The inaugural meeting is scheduled for 13 March 2020 and the second meeting is on 11 September 2020.

43. Preparations for the inaugural meeting are being made by staff with guidance from the co-chairs. The agenda will include a report from LGNZ Executive and will also include an update on the Localism project. The agenda will be made available to members closer to the time of the meeting.

Annual conference and AGM 2020

44. Once members are confirmed to attend, the Democracy Services Business Hub team will co-ordinate and book all conference registrations, as well as requests to attend the AGM.

Ngā tāpirihanga

Attachments

There are no attachments for this report.

Ngā kaihaina

Signatories

<table>
<thead>
<tr>
<th>Authors</th>
<th>Shirley Coutts - Principal Advisor, Governance Strategy</th>
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<tbody>
<tr>
<td></td>
<td>Linda Gifford – Programme Manager, Elected Member Development</td>
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<thead>
<tr>
<th>Authorisers</th>
<th>Louise Mason - GM Local Board Services</th>
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<tr>
<td></td>
<td>Lesley Jenkins - Relationship Manager</td>
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Appointment of Local Government New Zealand lead and nominee for Local Government New Zealand Conference 2020
New road name in the Bomar Properties Limited subdivision at 182 West Coast Road, Araparera

File No.: CP2020/00644

Te take mō te pūrongo
Purpose of the report
1. To approve a road name for a new private road in the Bomar Properties Limited subdivision at 182 West Coast Road, Araparera.

Whakarāpopototanga matua
Executive summary
2. Auckland Council has road naming guidelines that set out the requirements and criteria of the council for proposed road names. These requirements and criteria have been applied in this situation to ensure consistency of road naming across the Auckland Region.
3. The applicant, Bomar Properties Limited, has submitted the following names for the right of way serving the Bomar Properties Limited subdivision at 182 West Coast Road, Araparera.

<table>
<thead>
<tr>
<th>Preferred Name</th>
<th>Alternative Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>William James Lane</td>
<td>Bomar Way</td>
</tr>
</tbody>
</table>

Ngā tūtohunga
Recommendation/s
That the Rodney Local Board:
   a) approve the new road name William James Lane for the Bomar Properties Limited subdivision at 182 West Coast Road, Araparera, in accordance with section 319(1)(j) of the Local Government Act 1974 and as referenced in Attachment A and B to the agenda report.

Horopaki
Context
4. The subdivision into five new rural residential lots has been approved and the council reference is SUB60035733.
5. A condition of the subdivision consent was to suggest to council a name for the new right of way.
6. In accordance with the national addressing standard the private road requires a name as it serves more than five lots.

Tātaritanga me ngā tohutohu
Analysis and advice
7. The Auckland Council Road Naming Guidelines allow that where a new road needs to be named as a result of a subdivision or development, the subdivider/developer shall be given the opportunity of suggesting their preferred new road names for the local board’s approval.
8. Auckland Council’s road naming criteria typically require that road names reflect:
   - A historical or ancestral linkage to an area
   - A particular landscape, environment or biodiversity theme or feature
   - An existing (or introduced) thematic identity in the area
   - The use of Māori names is actively encouraged.

9. The applicant has submitted the following names for consideration.

<table>
<thead>
<tr>
<th>Preferred Name</th>
<th>Meaning</th>
</tr>
</thead>
<tbody>
<tr>
<td>William James Lane</td>
<td>Name of applicant’s father who developed the farm</td>
</tr>
<tr>
<td>Alternative Name</td>
<td>Meaning</td>
</tr>
<tr>
<td>Bomar Way</td>
<td>Nickname for the developer’s granddaughter</td>
</tr>
</tbody>
</table>

10. The name ‘William James’ is from the applicant’s father’s name. He lived on the land for a long period of time and developed the farm. He helped establish significant areas of native trees which because of their high environmental value have now been protected.

11. The alternative name “Bomar” is the nickname for the applicant’s granddaughter who has assisted with the environmental protection works on the property.

12. The applicant has contacted local iwi who advise that they support the proposed names and in doing so also acknowledge the efforts of the landowner to enhance and protect the environment.

13. Land Information New Zealand has confirmed that the proposed road names are unique and acceptable.

14. The proposed name is deemed to meet the council’s road naming guidelines and the officer’s recommendation is to approve the applicant’s choice.

**Tauākī whakaaweawe āhuarangi**

**Climate impact statement**

15. The naming of roads has no effect on climate change. Relevant environmental issues have been considered under the provisions of the Resource Management Act 1991 and the associated approved resource consent for the development.

**Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera**

**Council group impacts and views**

16. The decision sought for this report does not trigger the significance policy and is not considered to have any immediate impacts on any council groups.

**Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe**

**Local impacts and local board views**

17. The decision sought for this report does not trigger the significance policy and is not considered to have any immediate impacts on the community

**Tauākī whakaaweawe Māori**

**Māori impact statement**

18. The applicant has contacted local iwi who have advised that they support the proposed names.
Ngā ritenga ā-pūtea
Financial implications
19. The applicant has responsibility for ensuring that appropriate signage will be installed accordingly once approval is obtained for the new road name.

Ngā raru tūpono me ngā whakamaurutanga
Risks and mitigations
20. There are no significant risks to council as road naming is a routine part of the subdivision development process with consultation being a key part of the process.

Ngā koringa ā-muri
Next steps
21. Approved road names are notified to Land Information New Zealand which records them on its New Zealand wide land information database which includes street addresses issued by councils.

Ngā tāpirihanga
Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>182 West Coast Rd Locality Map</td>
<td>55</td>
</tr>
<tr>
<td>B1</td>
<td>182 West Coast Rd Scheme Plan</td>
<td>57</td>
</tr>
</tbody>
</table>

Ngā kaihaina
Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Frank Lovering – Senior Subdivision Advisor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authorisers</td>
<td>Trevor Cullen - Team Leader Subdivision</td>
</tr>
<tr>
<td></td>
<td>Lesley Jenkins - Relationship Manager</td>
</tr>
</tbody>
</table>
New road name in the Bomar Properties Limited subdivision at 182 West Coast Road, Araparera
New road name in the Bomar Properties Limited subdivision at 182 West Coast Road, Araparera
New road name in the Te Arai North Limited subdivision at Te Arai Point Road, Te Arai Point

File No.: CP2020/00454

Te take mō te pūrongo
Purpose of the report
1. To approve a road name for a new private road in the Te Arai North Limited subdivision at Te Arai Point Road, Te Arai Point.

Whakarāpopototanga matua
Executive summary
2. Auckland Council has road naming guidelines that set out the requirements and criteria of the council for proposed road names. These requirements and criteria have been applied in this situation to ensure consistency of road naming across the Auckland Region.
3. The applicant, Te Arai North Limited, has submitted the following name for the right of way serving the Te Arai North Limited subdivision at Te Arai Point Road, Te Arai Point.

<table>
<thead>
<tr>
<th>Preferred Name</th>
<th>Meaning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jemasa Lane</td>
<td>In reference to the developer’s three daughters</td>
</tr>
</tbody>
</table>

Ngā tūtohunga
Recommendation/s
That the Rodney Local Board:

a) approve the new road name Jemasa Lane for the Te Arai North Limited subdivision at Te Arai Point Road, Te Arai Point, in accordance with section 319(1)(j) of the Local Government Act 1974 and as referenced in Attachment A and B to the agenda report.

Horopaki
Context
4. The subdivision into six rural residential lots has been approved and the council reference is CCT90082033.
5. A condition of the subdivision consent was to suggest to council a name for the new right of way.
6. The name ‘Jemasa’ has its origins in the Kayne family (that of Ric Kayne, the developer and owner of the Tara Iti golf course and the Te Arai North development). Jemasa is a reference to the three daughters of the Tara Iti developer Rick Kayne – Jenni, Maggie, and Saree. The name is a combination of the first two letters from each daughter.
7. While a theme of Maori names has been chosen for the Te Arai North and Tara Iti developments to the North off Pacific Road, the Stage 4 development of Lot 41-46 is isolated. For this reason no alternative name has been chosen.
8. The developer has a strong preference for the use of this name and so has requested that no other options be put forward that could be accepted by council without further consultation. Given the minor and private nature of the development, no public consultation has been undertaken and no mana whenua consultation has been undertaken.
Tātaritanga me ngā tohutohu
Analysis and advice

9. The Auckland Council road naming guidelines allow that where a new road needs to be named as a result of a subdivision or development, the subdivider/developer shall be given the opportunity of suggesting their preferred new road names for the Local Board’s approval.

10. Auckland Council’s road naming criteria typically require that road names reflect:
   • A historical or ancestral linkage to an area;
   • A particular landscape, environment or biodiversity theme or feature; or
   • An existing (or introduced) thematic identity in the area.
   • The use of Māori names is actively encouraged.

11. The applicant has submitted the following name for consideration.

<table>
<thead>
<tr>
<th>Preferred Name</th>
<th>Meaning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jemasa Lane</td>
<td>In reference to the developers three daughters</td>
</tr>
</tbody>
</table>

12. Land Information New Zealand has confirmed that the proposed road name is unique and acceptable.

13. The proposed name is deemed to meet the council’s road naming guidelines and the officer’s recommendation is to approve the applicant’s choice.

Tauākī whakaaweawe āhuarangi
Climate impact statement

14. The naming of roads has no effect on climate change. Relevant environmental issues have been considered under the provisions of the Resource Management Act 1991 and the associated approved resource consent for the development.

Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera
Council group impacts and views

15. The decision sought for this report does not trigger the significance policy and is not considered to have any immediate impacts on any council groups.

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

16. The decision sought for this report does not trigger the significance policy and is not considered to have any immediate impacts on the community.

Tauākī whakaaweawe Māori
Māori impact statement

17. The applicant has not contacted local iwi for their comments.

Ngā ritenga ā-pūtea
Financial implications

18. The applicant has responsibility for ensuring that appropriate signage will be installed accordingly once approval is obtained for the new road name.
Ngā raru tūpono me ngā whakamaurutanga
Risks and mitigations
19. There are no significant risks to council as road naming is a routine part of the subdivision development process with consultation being a key part of the process.

Ngā koringa ā-muri
Next steps
20. Approved road names are notified to Land Information New Zealand which records them on its New Zealand wide land information database which includes street addresses issued by councils.

Ngā tāpirihanga
Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Te Arai Point Road Scheme Plan</td>
<td>63</td>
</tr>
<tr>
<td>B</td>
<td>Te Arai Point Road Locality Map</td>
<td>65</td>
</tr>
</tbody>
</table>

Ngā kaihaina
Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Frank Lovering – Senior Subdivision Advisor</th>
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</tbody>
</table>
New road name in the Te Arai North Limited subdivision at Te Arai Point Road, Te Arai Point
New road name in the Te Arai North Limited subdivision at Te Arai Point Road, Te Arai Point
Revocation of resolution number RD/2019/159 relating to a new road name in the Terry Sun subdivision at 296 Amreins Road, Taupaki

File No.: CP2020/00380

Te take mō te pūrongo
Purpose of the report
1. To revoke previous resolution RD/2019/159 and approve a new name for a new private road in the Terry Sun subdivision at 296 Amreins Road, Taupaki.

Whakarāpopototanga matua
Executive summary
2. A report was submitted to the local board at the December meeting and the new road name ‘Silk Place’ was approved under resolution number RD/2019/159
3. The report stated that no iwi response was received, this has now been found to be incorrect and that three names were in fact suggested by iwi, two of which are now included in this report.
4. The applicant has also recently discovered some history about the site so would now like to seek local board approval for one of two suggested names related to this history rather than that which was approved.

Ngā tūtohunga
Recommendation/s
That the Rodney Local Board:

a) revoke Resolution number RD/2019/159 pertaining to item 17: New road name in the Terry Sun subdivision at 296 Amreins road, Taupaki from the 11 December 2019 meeting:

approve the new road name Silk Place for the Terry Sun subdivision at 296 Amreins Road, Taupaki, in accordance with section 319(1)(j) of the Local Government Act 1974 and as referenced in Attachment A and B to the agenda report.

and replace with

b) approve the new road name ‘Steamwell Close’ for the Terry Sun subdivision at 296 Amreins Road, Taupaki, in accordance with section 319(1)(j) of the Local Government Act 1974 and as referenced in Attachment A and B to the agenda report.

Horopaki
Context
5. The subdivision into seven rural residential lots has been approved and the council reference is BUN60330462.
6. A condition of the subdivision consent was to suggest to council a name for the new right of way.
7. The report submitted to the December meeting, stated that there was no iwi response given when they were asked to comment on the proposed road names submitted by the applicant. It has come to light however, that in response iwi did in fact ask that the names ‘Rongomau’, ‘Houkura’ and ‘Whawhau’ be considered for use, as these were names significant to the history of the area. These names were not supplied to the local board by the application in time for the December report.

8. Since the approval of ‘Silk Place’ the applicant in discussion with a neighbour who has owned their land for a long time, has discovered some history which has generated some further potential alternative names. The new names, ‘Steamwell’ and ‘Everwell’, relate to the old well built by hand in 1910 and still on the site, which was used to supply water to the steam trains which ran as far as the Taupaki Train Station. These names were also sent to iwi for comment but no reply has been recorded.

Tātaritanga me ngā tohutohu
Analysis and advice

9. The Auckland Council Road Naming Guidelines allow that where a new road needs to be named as a result of a subdivision or development, the subdivider/developer shall be given the opportunity of suggesting their preferred new road names for the local board’s approval.

10. Auckland Council’s road naming criteria typically require that road names reflect:

- A historical or ancestral linkage to an area;
- A particular landscape, environment or biodiversity theme or feature; or
- An existing (or introduced) thematic identity in the area.
- The use of Māori names is actively encouraged.

11. The applicant has therefore submitted the following new names for consideration, along with two of the original suggestions provided by iwi. The third name ‘Whawhau’ was rejected by LINZ because of duplication elsewhere in the region.

<table>
<thead>
<tr>
<th>Preferred Name</th>
<th>Meaning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Steamwell Close</td>
<td>Refers to the 110 year old well found on site which was used to supply water to the steam trains that went as far as the Taupaki Train Station.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Alternative Names</th>
<th>Meaning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Everwell Court</td>
<td>Refers to the 110 year old well found on site which was used to supply water to the steam trains that went as far as the Taupaki Train Station.</td>
</tr>
<tr>
<td>Rongomau Place</td>
<td>Peace, peace settlement, agreement.</td>
</tr>
<tr>
<td>Houkura Place</td>
<td>Intact, peaceful, undisturbed.</td>
</tr>
</tbody>
</table>

12. Land Information New Zealand has confirmed that all the proposed road names are unique and acceptable.

13. The proposed names are deemed to meet the council’s road naming guidelines and the officer’s recommendation is to approve the applicant’s choice.

 Tauākī whakaaweawe āhuarangi
Climate impact statement

14. The naming of roads has no effect on climate change. Relevant environmental issues have been considered under the provisions of the Resource Management Act 1991 and the associated approved resource consent for the development.
Ngā whakaawaeawe me ngā tirohanga a te rōpū Kaunihera
Council group impacts and views
15. The decision sought for this report does not trigger the significance policy and is not considered to have any immediate impacts on any council groups.

Ngā whakaawaeawe ā-rohe me ngā tirohanga a te poari ā-rohe
Local impacts and local board views
16. The decision sought for this report does not trigger the significance policy and is not considered to have any immediate impacts on the community.

Tauākī whakaawaeawe Māori
Māori impact statement
17. The applicant had originally contacted to Ngati Whatua O Kaipara, who at that time provided three names for consideration. The feedback received from Ngati Whatua O Kaipara, can be found in Attachment C to the agenda report. This is new information that was originally missed from the December 2019 report.

Ngā ritenga ā-pūtea
Financial implications
18. The applicant has responsibility for ensuring that appropriate signage will be installed accordingly once approval is obtained for the new road name.

Ngā raru tūpono me ngā whakamaurutanga
Risks and mitigations
19. There are no significant risks to council as road naming is a routine part of the subdivision development process with consultation being a key part of the process.

Ngā koringa ā-muri
Next steps
20. Approved road names are notified to Land Information New Zealand which records them on its New Zealand wide land information database which includes street addresses issued by councils.

Ngā tāpirihanga
Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
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</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>296 Amreins Road, Scheme Plan</td>
<td>71</td>
</tr>
<tr>
<td>B</td>
<td>296 Amreins Road Locality Map</td>
<td>73</td>
</tr>
<tr>
<td>C</td>
<td>296 Amreins Road Iwi Response</td>
<td>75</td>
</tr>
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</table>

Ngā kaihaina
Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Frank Lovering – Senior Subdivision Advisor</th>
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<tbody>
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</tr>
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<td></td>
<td>Lesley Jenkins - Relationship Manager</td>
</tr>
</tbody>
</table>
Revocation of resolution number RD/2019/159 relating to a new road name in the Terry Sun subdivision at 296 Amreins Road, Taupaki
Revocation of resolution number RD/2019/159 relating to a new road name in the Terry Sun subdivision at 296 Amreins Road, Taupaki
RE: Private Road Name Approval

Brendon Smith <brendon@pclsurvey.co.nz>
To: Tetaritaioa

Photo 4-06-19, 10 18 34 AM.jpg
Well Location.JPG
9 MB
82 KB

Regarding the name proposal for this area, Nga Maunga Whakahii o Kaipara would like the following consideration;

Taupaki meaning - “The Binding Peace”

This korero derives from a few major pakanga (battles) the first being Te Raupatu tihore in which Ngati Whatua sought utu (revenge)

For previous killings by the people of Kawerau. Another battle between Ngati Whatua and Waiwhetu was fought in the Waitakere ranges,

Ngati Whatua won this battle and returned to South Kaipara. Although closely related the Kawerau people did not take part in this battle.

The Kawerau people settled near the cliffs north of Te Henga beach hence the name Te Taupaki “The binding peace”. There was a peace settlement between Makis great gradson Te Au o Te Whanua and Ngati Whatua Chief Poutapuaka hence the mis located name Taupaki (there is no Te in the name Taupaki).

Below are a couple of names that have significance to the area.

Rongomau - Peace, peace settlement, agreement
Houkura - Intact, Peaceful, undisturbed
Whawhau – Peaceful, Make piece

Nga mihi

Pani Gleeson
Kaaraah Taiao
NGĀTI WHĀTUĀ O KAIPARA

KAIPARA

P: 09420 8410 (extn 4503)
M: 027 614 5286
E: tetaritaioa@kaiparamoana.com

Nga Maunga Whakahii o Kaipara Development Trust
16 Commercial Road, PO Box 41
Te Arawa – Helensville 0840
Auckland
Te take mō te pūrongo
Purpose of the report
1. Attached are the Rodney Local Board workshop records for 5 February and 12 February 2020.

Ngā tūtohunga
Recommendation/s
That the Rodney Local Board:
a) note the workshop records for 5 February and 12 February 2020.

Ngā tāpirihanga
Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Workshop record 5 February 2020</td>
<td>79</td>
</tr>
<tr>
<td>B</td>
<td>Workshop record 12 February</td>
<td>81</td>
</tr>
</tbody>
</table>

Ngā kaihaina
Signatories

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Author</td>
<td>Robyn Joynes - Democracy Advisor - Rodney</td>
</tr>
<tr>
<td>Authoriser</td>
<td>Lesley Jenkins - Relationship Manager</td>
</tr>
</tbody>
</table>
Rodney Local Board Workshop Record

Workshop record of the Rodney Local Board held on Wednesday 5 February 2020, commencing at 2.00pm.

PRESENT
Chairperson: Phelan Pirrie
Members: Brent Bailey
          Danielle Hancock
          Tim Holdgate
          Louise Johnston
          Vicki Kenny
          Colin Smith
Apologies: Beth Houlbrooke
Absent: Steven Garner
Also in attendance: Lesley Jenkins (Relationship Manager), Matthew Kerr (Senior Local Board Advisor), Justin Kary (Local Board Advisor) Robyn Joynes (Democracy Advisor).

<table>
<thead>
<tr>
<th>Workshop Item</th>
<th>Governance role</th>
<th>Summary of Discussions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chairperson’s welcome and</td>
<td></td>
<td>The Chairperson opened the workshop and noted the apologies.</td>
</tr>
<tr>
<td>apologies</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Administrative Matters</td>
<td>Local initiatives and specific decisions</td>
<td>The relationship manager discussed administrative matters and sought feedback from local board members.</td>
</tr>
<tr>
<td>Panuku Introduction</td>
<td>Keeping informed</td>
<td>Mr Palmer was in attendance to provide an overview of Panuku, its role, activities and how it operates.</td>
</tr>
<tr>
<td>Helga Sonier (Head of</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engagement)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rory Palmer (Senior</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engagement Advisor)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rural Halls Review</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kate Holst (Manager</td>
<td>Input into regional decision-making, policies, plans and strategies</td>
<td>Ms Holst, Ms Janman, Ms Heaven and Ms Steward were in attendance to provide an update on the Rural Halls Review findings.</td>
</tr>
<tr>
<td>Community-leed Places)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Echo Janman (Community</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Places Manager)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jo Heaven</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Workshop Item</td>
<td>Governance role</td>
<td>Summary of Discussions</td>
</tr>
<tr>
<td>---------------</td>
<td>----------------</td>
<td>-----------------------</td>
</tr>
<tr>
<td>(Rural Halls Advisor) Gillian Stewart (Co-Creationz)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Local Parks Management Plan</strong> Sport and Recreation Needs Assessment</td>
<td>Input into regional decision-making, policies, plans and strategies</td>
<td>Ms Burt and Ms Le Heron were in attendance for this item to provide an update on key milestones for projects Service, Strategy and Integration are currently undertaking in Rodney.</td>
</tr>
<tr>
<td>Shyrei Burt (Service and Asset Planning Specialist) Kiri Le Heron (Service and Asset Planner)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The workshop concluded at 5.00pm.
Rodney Local Board Workshop Record

Workshop record of the Rodney Local Board held at 50 Centreway Road on Wednesday 12 February 2020, commencing at 2.00pm.

**PRESENT**

**Chairperson:** Phelan Pirrie  
**Members:** Brent Bailey, Steven Garner (from 2.10pm), Danielle Hancock, Tim Holdgate, Beth Houlbrooke, Louise Johnston, Vicki Kenny

**Apologies:** Colin Smith

**Also in attendance:** Lesley Jenkins (Relationship Manager), Justin Kary (Local Board Advisor) Robyn Joynes (Democracy Advisor)

<table>
<thead>
<tr>
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<th>Summary of Discussions</th>
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<td></td>
<td></td>
</tr>
<tr>
<td>Lesley Jenkins (Relationship Manager)</td>
<td>Local initiatives and specific decisions</td>
<td>The relationship manager discussed administrative matters and sought feedback from local board members.</td>
</tr>
<tr>
<td>Community Facilities update</td>
<td>Provide direction on approach</td>
<td>Representatives from the Community Facilities team were in attendance to discuss a range of items in regard to Community Facilities. Items discussed included:</td>
</tr>
<tr>
<td>Oliver Kunzendorff (Area Manager Project Delivery)</td>
<td></td>
<td>• Project Delivery/work programme update</td>
</tr>
<tr>
<td>Sandra May (Senior Renewals Coordinator)</td>
<td></td>
<td>• Cabeleigh Pond Drive playground concept design</td>
</tr>
<tr>
<td>John Cranfield (Area Manager Operational Management &amp; Maintenance)</td>
<td></td>
<td>• Point Wells Reserve update</td>
</tr>
<tr>
<td>Karen Walby (Senior Lease Specialist)</td>
<td></td>
<td>• Community leasing work programme</td>
</tr>
</tbody>
</table>

The workshop concluded at 3.30pm.
Deputations and public forum update

File No.: CP2020/00046

Te take mō te pūrongo

Purpose of the report

1. As part of its business meetings Rodney Local Board has a period of time set aside for deputations/presentations and public forum during which time members of the public can address the local board on matters within its delegated authority.

Whakarāpopototanga matua

Executive summary

2. Under Standing Orders there is provision for deputations/presentations to the local board. Applications for deputations/presentations must be in writing setting forth the subject and be received by the relationship manager at least seven working days before the meeting concerned, and subsequently have been approved by the chairperson. Unless the meeting determines otherwise in any particular case, a limit of ten minutes is placed on the speaker making the presentation.

3. Standing Orders allows three minutes for speakers in public forum.

4. Requests, matters arising and actions from the deputations/presentations and public forum are recorded and updated accordingly. The Rodney Local Board deputations/presentations and public forum update is attached as attachment A to the agenda report.

Ngā tūtohunga

Recommendation/s

That the Rodney Local Board:

a) note the deputation and public forum update for 11 December 2019.

Ngā tāpirihanga

Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
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</thead>
<tbody>
<tr>
<td>A4</td>
<td>Deputation and public forum update</td>
<td>85</td>
</tr>
</tbody>
</table>

Ngā kaihaina

Signatories

Author | Robyn Joynes - Democracy Advisor - Rodney
Authoriser | Lesley Jenkins - Relationship Manager
## Rodney Local Board

**Outcomes of deputations/presentations and public forum**

### 11 December 2019

<table>
<thead>
<tr>
<th>Presenter(s)</th>
<th>Purpose/Issue</th>
<th>Outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>John Collins and Martin Evans</td>
<td>To provide an overview of the organisation’s activities</td>
<td>The local board thanked Mr Collins and Mr Evans for their presentation. They were very impressed with the commitment the organisation has to the protection and enjoyment of the waterways of the Glen Eden and Matakanaka Rivers, and the Sandspit estuary. The local board were also interested to hear about future plans for the establishment of a trail from Sandspit to Matakanaka and the promotion of waterway recreational facilities. The local board wished the Friends of Matakanaka well with any applications for funding to support their initiatives.</td>
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<tr>
<td>Friends of Awa Matakana</td>
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<tr>
<td>Colin Binsted and Dave MacLeod</td>
<td>To provide an update on the establishment of a living classroom</td>
<td>The local board thanked Mr Binsted and Mr Macleod for their presentation. They were very impressed with the progress made to get this project underway. They were also happy to hear of the assistance received from the community, council staff and local iwi to support this fantastic initiative and advised they would support any application made for any future funding.</td>
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<tr>
<td>Mahurangi College</td>
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<tr>
<td>Mark Macky and Murray Chapman</td>
<td>To provide an update on the establishment of the One Warkworth Business Association</td>
<td>The local board thanked Mr Macky and Mr Chapman for their presentation. They appreciated hearing of the work that has gone into the preparation for the establishment of this business association and wished them well for the upcoming ballot.</td>
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<tr>
<td>One Warkworth Business Association</td>
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<tr>
<td>Russell Cullen</td>
<td>To provide an overview of Pestfree Warkworth’s activities</td>
<td>The local board thanked Mr Cullen for his presentation. They commended Mr Russell on his energy and commitment to making Warkworth pest free. The local board also noted the personal financial commitment to this initiative and encouraged Mr Russell to seek funding from Auckland Council regional funding sources. The Pestfree Warkworth presentation has also been forwarded to the Auckland Council Senior Conservation Advisor.</td>
</tr>
<tr>
<td>Pestfree Warkworth</td>
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Rodney Ward Councillor update

File No.: CP2020/00061

Te take mō te pūrongo
Purpose of the report

1. The Rodney Local Board allocates a period of time for the Ward Councillor, Greg Sayers, to update them on the activities of the Governing Body.

Ngā tūtohunga
Recommendation/s

That the Rodney Local Board:

a) thank Cr Sayers for his update on the activities of the Governing Body.

Ngā tāpirihanga
Attachments

<table>
<thead>
<tr>
<th>No.</th>
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<tbody>
<tr>
<td>A4</td>
<td>Ward Councillor update</td>
<td>89</td>
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</table>

Ngā kaihaina
Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Robyn Joynes - Democracy Advisor - Rodney</th>
</tr>
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<tbody>
<tr>
<td>Authoriser</td>
<td>Lesley Jenkins - Relationship Manager</td>
</tr>
</tbody>
</table>
Cr Greg Sayers: Accountability Report  
Jan/Feb 2020

This is a voluntary report initiated monthly by the Councillor to keep the Rodney Local Board, its staff and the residents and ratepayers of Rodney updated on activities and duties he has participated in. It is a summary of highlights only.

1. Committee Meetings

Meeting Recess 1–31 January

Planning Committee  
(Tuesday 4 February) decision making
Public Input Business North Harbour presentation.

Finance and Performance Committee (Extraordinary meeting) - Annual Budget 2020/2021  
(Wednesday 12 February)  

Parks, Arts, Community and Events Committee  
(Thursday 13 February) decision making
Marae infrastructure Programme funding guidelines.

Formation of a political advisory group for the Citizens Advice Bureaux Service Framework with committee and local board members.

Rural Advisory Panel Meeting  
(Friday 14 February)  

2. Other meetings/events of interest:

Snells Beach visit to Boat House Bay development  
(Wednesday 8 January)  
Snells Beach R&R’s requested a site visit by Auckland Council officers to assess compliance issue concerns around the Boathouse Bay housing development not matching consented plans, particularly with regard to sand dune contouring. Cr Sayers and member Houlbrouke also attended. Compliance Manager is investigating.

Tawharanui Regional Park visit  
(Thursday 16 January)  
Toured with Mayor Goff to examine success of this Regional Park to date.

Off-set Planting Initiative – Mahurangi Trust and Planning division  
(Tuesday 21 January)  
Facilitated meeting with this Trust and Auckland Council senior planners and policy team to initiate discussions around offset planting opportunities for Mahurangi School. Member Holdgate also in attendance.

Rodney Local Board Tour of North West Auckland - Dairy Flat, Kumeu, Helensville  
(Wednesday 29 January)  
Participated in this tour. Deputy Mayor Cashmore also attended.
Rodney Local Board Tour - North Auckland (Waipera - Wellsford)
(Monday 3 February)
Participated in this tour looking at projects, potential and issues.

Hill Street Intersection Update
(Tuesday 4 February)
Update on Hill Street intersection advancements by Auckland Transport via PowerPoint presentation. Rodney Local Board also received the same presentation.

New Maturangi Parkland Visit
(Tuesday 11 February)
Toured with Mayor Goff and Cts Filipaina, Fletcher, to examine success of this Regional Park to date. Accompanied by member Houlbrooke.

3. Ratepayer meetings attended:

Omaha Beach Community AGM
(Sunday 12 January)
Attended with member Houlbrooke.

Kawau Island AGM
(Sunday 26 January)
Attended with members Houlbrooke, Smith and Holdgate.

4. Constituent Queries:

Uneven road surface Matakana, Building consent issue Centennial Park Wellsford, Maintenance issue Kaipara Hills Road, Compliance issue 150 Glenmore Road, Food waste collection, large potholes Hana - Rangiwhapapa lane, Hamilton Road dust on gravel road, Public safety hazards - Algies Bay Beach, Safety issues - Gervin Road, Sealing Wright Road Matakana, Sealing Muriwai Valley Road - complaint re dust, Scott Homestead dangerous ridge road slip, Sealing of Matakana carpark, Clearing of weeds from drain Sandspit Road, Broken glass window at Bus shelter - Snells Beach, Budget for Warkworth Park and Ride.

Greg Sayers
Auckland Councillor
Rodney ward
Governance forward work calendar

File No.: CP2020/00047

Te take mō te pūrongo
Purpose of the report
1. To present the Rodney Local Board with a governance forward work calendar.

Whakarāpopototanga matua
Executive summary
1. This report contains the governance forward work calendar, a schedule of items that will come before the Rodney Local Board at business meetings and workshops over the coming months until the end of the electoral term. The governance forward work calendar for the local board is included in Attachment A to the agenda report.

2. 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 and when
   - clarifying the rationale for reports.

3. The calendar will be updated every month. Each update will be reported back to business meetings and distributed to relevant council staff. 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 Rodney Local Board:

a) note the governance forward work calendar as at February 2020.

Ngā tāpirihanga
Attachments

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<thead>
<tr>
<th>No.</th>
<th>Title</th>
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<tbody>
<tr>
<td>A</td>
<td>Governance forward work calendar</td>
<td>93</td>
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Ngā kaihaina
Signatories

<table>
<thead>
<tr>
<th>Author</th>
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<tbody>
<tr>
<td>Authoriser</td>
<td>Lesley Jenkins - Relationship Manager</td>
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<tr>
<td>Meeting (workshop or business meeting)</td>
<td>Month</td>
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<tr>
<td>Workshop</td>
<td>Feb/Mar</td>
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<td>Workshop</td>
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<td>Workshop</td>
<td>Feb/Apr</td>
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<td>Workshop</td>
<td>March</td>
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<td>Workshop</td>
<td>March</td>
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<td>Business meeting</td>
<td>March</td>
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<td>Business meeting</td>
<td>tbc</td>
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<tr>
<td>Business meeting</td>
<td>March/April</td>
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<tr>
<td>Workshop</td>
<td>April</td>
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<tr>
<td>Business meeting</td>
<td>April</td>
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<td>Workshop</td>
<td>April</td>
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<tr>
<td>Business meeting</td>
<td>April</td>
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<tr>
<td>Business meeting</td>
<td>early May</td>
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<tr>
<td>Workshop</td>
<td>May</td>
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<tr>
<td>Workshop</td>
<td>May / June</td>
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<tr>
<td>Workshop</td>
<td>May / June</td>
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Exclusion of the Public: Local Government Official Information and Meetings Act 1987

That the Rodney Local Board

a) exclude the public from the following part(s) of the proceedings of this meeting.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution follows.

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public, as follows:

### C1 Woodhill Sands Trust - Guarantee (Loan Reset Request)

<table>
<thead>
<tr>
<th>Reason for passing this resolution in relation to each matter</th>
<th>Particular interest(s) protected (where applicable)</th>
<th>Ground(s) under section 48(1) for the passing of this resolution</th>
</tr>
</thead>
</table>
| The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7. | s7(2)(b)(ii) - The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.  
   s7(2)(j) - The withholding of the information is necessary to prevent the disclosure or use of official information for improper gain or improper advantage.  
   In particular, the report contains information on the background to an on-going dispute and negotiations with objectors to the Trust's outstanding application for a new resource consent in respect of the site it owns and occupies. | s48(1)(a)  
   The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7. |
| Item 8.1 | Attachment A | PowerPoint presentation | Page 99 |
Update to the Rodney Local Board February 2020

Helensville-Waimauku Family Budgeting Service Incorporated and Helensville Foodbank
Helensville-Waimauku Family Budgeting Service has a community lease with council for a portion of the space in the basement of the Helensville War Memorial Hall. The lease commenced 15 September 2015 for one term of five years and provides for a right of renewal for five years from 15 September 2020 effecting final expiry 14 September 2025.

The community lease provides for a management agreement with Helensville Foodbank.
Community lease details

The leased space is 92.4 square meters (the area outlined in red).

The rental is $1.00 per annum if demanded.

The annual subsidised operational fee is calculated on 92.4 square metres $25.00 which is **$2,310.00 per annum**.

The operational fee covers the cost of shared utilities (power, water, etc) insurance and maintenance.
We have three financial mentors, two of whom are Maori mentors, two paid staff, and about 25 volunteers who help run committees, provide IT support, buy food, collect food, make jam, make up parcels and listen to our downloads.

The Budgeting Service is open 5 days a week Monday to Friday 8am to 1pm and Foodbank is open Monday, Wednesday and Friday 9am to 12pm.

Emergency parcels can be arranged out of hours.
The Budgeting Service and Foodbank working together

Most people who come to us are people who, due to emergencies in their life, need a helping hand.

How do these people survive? By working with the Budget Service to try and reduce their debt.

The Foodbank fully supports about 80% of all budget clients with food parcels.

We meet client needs by finding new housing (Housing New Zealand or lower rental properties).

We approach Iwi for funding and refer clients to other services where needed: Te Haa Oranga for health services, Woman’s Centre for counselling. We will also support people at New Zealand Courts, Housing Tribunal, WINZ and IRD if needed.
Helensville Waimauku Family Budgeting Service is one of three agencies in the Northwest Auckland BFC collective.

We partner with Ministry of Social Development and have recently achieved Level 4 Social Services Accreditation.

Quote taken from MSD monitoring visit report summary dated 18 April 2019:

“The Helensville Waimauku Family Budgeting Service appears to be well networked in the local area and providing a much-needed service to a client base with diverse and sometimes complex needs.”
Budget Statistics
30 June 2018 – 1 July 2019

Saw 167 clients whom had 361 children
Lived in (Zone 1) 19 Kumeu/Waimauku
(Zone 2) 60 Helensville/Parakai
(Zone 3) 21 Kaukapakapa
Gender Male 38 Female 62
Income under 30 16%
30-50 44%
Over 50 40%
Ethnicity Maori 63%
European 32%
Other 5%
Foodbank 80% of Budget Service clients are using the Foodbank service
Trends 40% number of working people using Budget Service
20% utilizing service to avoid further financial problems
77% clients who have reduced their debt
92% client feedback stating they were satisfied with the service
90% clients that achieved their financial goals
Food Bank Statistics
30 June 2018 – 1 July 2019

<table>
<thead>
<tr>
<th>Parcels given: 245 parcels which fed 568 people</th>
</tr>
</thead>
<tbody>
<tr>
<td>Living in (Zone 1) 5% Kumeu/Waimauku</td>
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<tr>
<td>(Zone 2) 60% Helensville/Parakai</td>
</tr>
<tr>
<td>(Zone 3) 35% Kaukapakapa</td>
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<tr>
<td>Ethnicity Maori 72%</td>
</tr>
<tr>
<td>European 25%</td>
</tr>
<tr>
<td>Other 1%</td>
</tr>
<tr>
<td>Adults 48% of clients</td>
</tr>
<tr>
<td>Children 52% of clients</td>
</tr>
<tr>
<td>Trends Change of clients needing assistance:</td>
</tr>
<tr>
<td>Rodney Mental Health</td>
</tr>
<tr>
<td>Waitemata Mental Crisis Team</td>
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<tr>
<td>Parent Aid</td>
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<tr>
<td>Single people on benefits</td>
</tr>
<tr>
<td>People between jobs</td>
</tr>
<tr>
<td>WINZ is not working quickly enough</td>
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</tbody>
</table>
Good (and not-so-good) stories – “a woman with two dependent children”

A woman with two children came to visit the budget service with a large visa card debt over a joint account with her ex partner. The woman had cancelled the card, budget service contacted the ex partner who agreed to pay the debts that were his, i.e. Mitre 10. The woman was left with approximately a third of the debt to pay, i.e. Farmers Card. The ex partner paid his debt directly from his wages as did the woman.

Budget service supported the family by writing letters, communicating with the ex partner, talking to the banks, other creditors, secured free legal advice and assisted the woman to set up a ‘Bill Blaster’ account with her bank.

As a result of budget service’s assistance, the woman’s health as improved tremendously, she is less medicated and is back in part-time employment while undertaking part-time study. These are all very beneficial changes, the latter particularly as the woman had left school without any formal qualifications.
A family with five children was referred to budget service by Te Ha Oranga.

The father owed the IRD $10,000 for an old GST bill because his business had failed. The father tried unsuccessfully to convince the IRD to wipe the debt. The IRD added penalties.

A couple of years passed after which the IRD started to take the debt from the father’s Work and Income Benefit at $20 per week. Once the father returned to paid work, the IRD increased this to $100 per week. This had the impact that the father was unable to meet his debts and was relying on the local foodbank to live.

Budget service, after constructing a budget discovered that there was a number of other issues. The children were not attending school due to not having uniforms and truancy officers were involved. Budget service approached local services and charities which funded most of the cost for the uniforms. The children returned to school.
Budget service and the father attended a meeting at the IRD at which time budget service staff explained the issues. Within two weeks the IRD had wiped the GST debt.

The mother, who, for her health had scheduled hospital appointments was missing these appointments due to a lack of public transport. Budget service contacted a local service who provided transport to hospital and free health checks for her. This change had the beneficial effect of the father no longer needing to take time off work to take the mother to her appointments. Te Ha Oranga helped the mother quit smoking with patches.

The positive outcomes of the above meant that the family no longer needed food parcels, they could live on the father’s income and the money the mother would have spent on smoking was being put into their savings account.

Good (and not-so-good) stories – “a family with five dependent children” cont.
Good (and not-so-good) stories — “a case study”

A female client with a debt of $42,000 attended an appointment with budget service. The woman’s husband also had a debt in the amount of $18,000. Some but not all of this debt was secured.
Good (and not-so-good) stories – “a case study” cont.

Budget service is guiding the couple through the NAP procedure. All of their debt was from finance companies, i.e.

<table>
<thead>
<tr>
<th>Finance Now</th>
<th>Future Finance</th>
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<tbody>
<tr>
<td>Pretty Penny Loans</td>
<td>Moola</td>
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<tr>
<td>Cash Converters</td>
<td>Foratumn (Australian)</td>
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<tr>
<td>Pay Day Loans</td>
<td>Gem Finance</td>
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<tr>
<td>UDC Finance</td>
<td>Q Card</td>
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<tr>
<td>DTR</td>
<td>Save My Bacon</td>
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</tbody>
</table>

Debt Success

Most of the debt was collected during the past three to four years with none of it any older.
Good (and not-so-good) stories – “a case study” cont.

None of the lending institutions or credit companies had checked anything about the couple’s credit rating. Should the lending institutions or credit companies have undertaken checks, they would have had to refuse the couple’s loan applications. It is illegal for lending institutions and credit companies not to undertake a credit check relating to applications.

Budget service is now dealing with the Commerce Commission on the matter.
Future plans

Helensville-Waimauku Family Budgeting Service Incorporated has MSD funding, subject to numbers, for the next two years.

Helensville Foodbank is constantly looking for funding.
Thank you Rodney Local Board

Any questions?