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

Date: Thursday, 18 June 2020  
Time: 2:00pm  
Meeting Room: This meeting will proceed via Skype for Business.  
Venue: Either a recording or written summary will be uploaded on the Auckland Council website

Hibiscus and Bays Local Board
OPEN AGENDA

MEMBERSHIP

Chairperson: Gary Brown  
Deputy Chairperson: Victoria Short  
Members: Andy Dunn, Janet Fitzgerald, JP, Gary Holmes, Julia Parfitt, JP, Alexis Poppelbaum, Leanne Willis

(Quorum 4 members)

Gemma Kaldesic  
Democracy Advisor for Hibiscus and Bays Local Board

12 June 2020

Contact Telephone: 02 152 7397  
Email: gemma.kaldesic@aucklandcouncil.govt.nz  
Website: www.aucklandcouncil.govt.nz

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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</table>
1 **Welcome**

2 **Apologies**

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

3 **Declaration of Interest**

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

4 **Confirmation of Minutes**

   That the Hibiscus and Bays Local Board:
   a) confirm the ordinary minutes of its meeting, held on Thursday 21 May 2020 as a true and correct record.

5 **Leave of Absence**

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

6 **Acknowledgements**

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

7 **Petitions**

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

8 **Deputations**

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

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

9 **Public Forum**

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

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

10 **Extraordinary Business**

   Section 46A(7) of the Local Government Official Information and Meetings Act 1987 (as amended) states:
“An item that is not on the agenda for a meeting may be dealt with at that meeting if-

(a) The local authority by resolution so decides; and

(b) The presiding member explains at the meeting, at a time when it is open to the public,-

(i) The reason why the item is not on the agenda; and

(ii) The reason why the discussion of the item cannot be delayed until a subsequent meeting.”

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

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

(a) That item may be discussed at that meeting if-

(i) That item is a minor matter relating to the general business of the local authority; and

(ii) the presiding member explains at the beginning of the meeting, at a time when it is open to the public, that the item will be discussed at the meeting; but

(b) no resolution, decision or recommendation may be made in respect of that item except to refer that item to a subsequent meeting of the local authority for further discussion.”
Auckland Transport Update Report
File No.: CP2020/07214

Te take mō te pūrongo
Purpose of the report
1. To provide an update on Auckland Transport activities in the Hibiscus and Bays Local Board area and a summary of the Community Safety Fund.

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

Ngā tūtohunga
Recommendation/s
That the Hibiscus and Bays Local Board:
a) receive the Auckland Transport Update June 2020.

Horopaki
Context
3. Auckland Transport (AT) is responsible for all of Auckland’s transport services, excluding state highways. As set out in our Local Board Engagement Plan, we report on a monthly basis to local boards. This monthly reporting commitment acknowledges the important role local boards play within the governance of Auckland Council on behalf of their local communities.
4. This report updates the Hibiscus and Bays Local Board on Auckland Transport projects and operations in the local board area, it includes information on the Local Board Transport Capital Fund (LBTCF) and the Community Safety Fund (CSF), and it provides a public record of the consultations and general information sent to the local board.
5. The LBTCF is a capital budget provided to all local boards by Auckland Council and delivered by Auckland Transport. Local boards can use this fund to deliver transport infrastructure projects that they believe are important but are not part of Auckland Transport’s work programme.
6. The CSF is a capital budget established by Auckland Transport for use by local boards to fund local road safety initiatives. The purpose of this fund is to allow elected members to address long-standing local road safety issues that are not regional priorities and are therefore not being addressed by the Auckland Transport programme.
## Tātaritanga me ngā tohutohu

### Analysis and advice

7. The table below has a general summary of projects and activities of interest to the local board with their current status. Please note that all timings are indicative and are subject to change:

<table>
<thead>
<tr>
<th>Item</th>
<th>Update</th>
</tr>
</thead>
<tbody>
<tr>
<td>301 Beach Road, Campbells Bay - Pedestrian Improvements</td>
<td>Public consultation is underway with feedback to close on 17 June 2020.</td>
</tr>
<tr>
<td>Beach Road, Mairangi Bay – Road safety improvements including pedestrian crossing improvements, speed tables, kerb islands and improved signage.</td>
<td>Construction is complete.</td>
</tr>
<tr>
<td>Central Boulevard and Milner Avenue, Silverdale - Parking Time Restrictions</td>
<td>Following public consultation this project will proceed with changes to the next stage of detailed planning. Delivery will be subject to the outcomes from the Emergency Budget 2020/2021.</td>
</tr>
<tr>
<td>East Coast Road, Mairangi Bay - Electronic Message Sign.</td>
<td>By the time this report is published it is expected that this construction will be complete.</td>
</tr>
<tr>
<td>Glenvar Road and East Coast Road improvements - footpath and intersection upgrades, bus lanes, cycle facility upgrades, and safety measures.</td>
<td>The Single Stage Business Case has been through its final review process and will be finalised in June. The next steps will be subject to the outcomes from the Emergency Budget 2020/2021.</td>
</tr>
<tr>
<td>Hibiscus Coast bus station</td>
<td>Construction work has resumed and is 40% complete, namely the station building, platforms and additional carpark. Programmed completion is likely delayed due to reduced workforce and material supply delays. AT will be able to quantify this with more certainty at Level-1.</td>
</tr>
<tr>
<td>Hibiscus Coast Highway – Footpath Project between Noel Avenue and Puriri Avenue</td>
<td>Currently in external consultation phase.</td>
</tr>
<tr>
<td>Hibiscus Coast Highway – Footpath Project between Silverdale Street and Millwater Parkway/Hibiscus Coast Highway Intersection</td>
<td>The two separate projects (Batch B and Batch C) are being re-designed together by the consultant. Delivery will be subject to the outcomes from the Emergency Budget 2020/2021.</td>
</tr>
<tr>
<td>Hibiscus Coast Highway - Pedestrian island near the Estuary Arts Centre.</td>
<td>Following public consultation this project will proceed with minor changes to the next stage of detailed planning. Delivery will be subject to the outcomes from the Emergency Budget 2020/2021.</td>
</tr>
<tr>
<td>Hibiscus Coast Highway -</td>
<td>The external consultation for this project was closed.</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Auckland Transport Update Report
Signalised crossing in Orewa, existing refuge island upgraded to a signalised toucan crossing for cyclists and pedestrians (Community Safety Fund Project) | out and is in detailed design.
Construction is aimed for the end of this year.
Delivery will be subject to the outcomes from the Emergency Budget 2020/2021.

Laurence Street, Manly – Speed Cushion upgrade to Speed Humps to lower speed in the area | Designs have been completed by the consultants. Construction was planned to take place in the next 4-5 weeks. This will be subject to the outcomes from the Emergency Budget 2020/2021.

Noel Avenue, Orewa - Broken Yellow Lines and Footpath | Public consultation is underway with feedback to close on 9 June 2020.

Orewa Town Centre Safety Improvements | Public consultation is underway with feedback to close on 22 July.

Local Board Transport Capital Fund

8. At its meeting on 19 March 2020 the local board requested that AT provide scopes and rough order costs for projects for potential funding through the LBTCF available for the 2019 – 2022 electoral term.

9. A report confirming the rough order costs and seeking decisions on the individual projects will be reported to a future local board business meeting.

Community Safety Fund Projects Update

10. At its meeting on 19 June 2019, the Hibiscus and Bays Local Board resolved the following priority for projects nominated for construction using AT’s CSF monies (HB/2019/91).

11. Progress on these projects will be subject to the outcomes from the Emergency Budget 2020/2021. The last update to the local board is outlined below for information:

<table>
<thead>
<tr>
<th>Name</th>
<th>Project Description</th>
<th>Update</th>
</tr>
</thead>
<tbody>
<tr>
<td>20 Ramsgate Terrace, Mairangi Bay – conversion of existing raised table to a zebra crossing</td>
<td>Upgrade existing speed table to a raised zebra crossing. Crossing may need to be relocated depending on results of a pedestrian survey.</td>
<td>Initial designs for raised zebra outside 20 Ramsgate Terrace has been completed. Progress on this project is subject to the outcomes from the Emergency Budget 2020/2021.</td>
</tr>
</tbody>
</table>

214 Hibiscus Coast Highway, Orewa – Signalised Crossing for both cyclists and pedestrians linking shared paths across Hibiscus Coast Highway | Signalised crossing for both cyclists and pedestrians linking shared paths across Hibiscus Coast Highway | Public consultation has closed on this project. Detailed design for a signalised crossing on 214 Hibiscus Coast Highway is currently underway. |

Hatfields Beach | New gateway treatment on Hibiscus Coast Highway on either approach to Hatfields | Project team is preparing the consultation documents for new gateway treatment on Hibiscus Coast Highway on either approach to |
Speed Limits Bylaw

12. To make our roads safer and to reduce deaths and serious injuries, the new Speed Limits Bylaw will come into force 30 June 2020 onwards.

13. In the Hibiscus and Bays Local Board area there are two roads that will have new speed limits, please see these outlined in the table below:

<table>
<thead>
<tr>
<th>Road</th>
<th>Section descriptions</th>
<th>Speed limit before 30 June 2020 (km/h)</th>
<th>Speed limit after 30 June 2020 (km/h)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hibiscus Coast Highway</td>
<td>Hatfields Beach between 620m north of Otanerua Road and 450m north of Puriri Avenue</td>
<td>70</td>
<td>60</td>
</tr>
<tr>
<td>Whangaparaoa Road</td>
<td>between 135m north of Roberts Road and 80m northeast of Gulf Harbour Drive</td>
<td>70</td>
<td>60</td>
</tr>
</tbody>
</table>

14. While the new speed limits will be live on 30th June 2020 the work of installing the new signage will be taking place across Auckland from now, with the new signs being unveiled on the 30th June.

June Off-Peak Fare offer

15. During June 2020 Auckland Transport is introducing a special 30 per cent off fare offer on buses and trains during off-peak periods.

16. This means that people tagging on with their AT HOP cards after 9am and before 3pm will receive 30 per cent off the normal adult AT HOP fare. The same applies for travel after 6pm until the end of service. Students travelling with Tertiary Concessions will receive an additional 10 per cent off their normal 20 per cent concession.

17. This special offer is for June 2020 only and doesn’t apply on ferries or on Skybus services.

Traffic Control Committee Decisions

18. AT’s resolution and approval process ensures the most appropriate controls and restrictions are put in place and can be legally enforced. The decisions made by AT’s Traffic Control Committee in the Hibiscus and Bays Local Board during May 2020 is as follows:

<table>
<thead>
<tr>
<th>Street Name</th>
<th>Report Type</th>
<th>Nature of Restriction</th>
<th>Decision</th>
</tr>
</thead>
<tbody>
<tr>
<td>Braemar Road / Garadice Road, Rothesay Bay</td>
<td>Permanent Traffic and Parking changes</td>
<td>No Stopping At All Times / Shoulder Marking / Give-Way Control</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>Ta Moko Drive / Whale Bay Rise / Parkview Drive / Whakairo Crescent, Gulf</td>
<td>Permanent Traffic and Parking changes</td>
<td>No Stopping At All Times / Traffic Island / Footpath / Give-Way Control</td>
<td>Approved in Principle</td>
</tr>
</tbody>
</table>
**Tauākī whakaaweawe āhuarangi**

**Climate impact statement**

19. 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.

20. 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.

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

**Council group impacts and views**

21. The impact of information (or decisions) in this report is confined to AT and 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**

22. Auckland Transport regularly corresponds with the local board on matters of interest in their area. This is for the local boards information and to provide an opportunity for the local board to provide feedback.

**Information items sent to the board:**

23. Please see below for a summary of items sent to the local board for their information or feedback:

<table>
<thead>
<tr>
<th>Item</th>
<th>Date sent to Board</th>
</tr>
</thead>
<tbody>
<tr>
<td>Update: East Coast Road, Mairangi Bay - Electronic Message Sign</td>
<td>18/05/20</td>
</tr>
<tr>
<td>FYI: Alert Level 2 - Whangaparaoa Primary</td>
<td>18/05/20</td>
</tr>
<tr>
<td>Update: Speed Bylaw</td>
<td>19/05/20</td>
</tr>
<tr>
<td>FYI: Noel Avenue, Stanmore Bay - Broken Yellow Lines and Footpath</td>
<td>20/05/20</td>
</tr>
<tr>
<td>Outcome: Hibiscus Coast Highway - Pedestrian Improvements</td>
<td>22/05/20</td>
</tr>
<tr>
<td>Outcome: Central Boulevard and Milner Avenue, Silverdale - Parking</td>
<td>25/05/20</td>
</tr>
<tr>
<td>Time Restrictions</td>
<td></td>
</tr>
<tr>
<td>FYI: June Off-Peak Fare offer</td>
<td>29/05/20</td>
</tr>
<tr>
<td>FYI: Supporting Growth Update for North Area - Hibiscus and Bays</td>
<td>29/05/20</td>
</tr>
<tr>
<td>FYI: 301 Beach Road, Campbells Bay - Pedestrian Improvements</td>
<td>2/06/20</td>
</tr>
</tbody>
</table>
Item 11

Hibiscus and Bays Local Board
18 June 2020

Tauākī whakaaweawe Māori

Māori impact statement

24. 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

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

Ngā raru tūpono me ngā whakamaurutanga

Risks and mitigations

26. Auckland Council is currently consulting on its Emergency Budget 2020/2021. Until this review and a new budget is adopted in July, AT will not be able to report with certainty on our programme.

27. However, under both proposed revisions to the budget AT’s capital and operating budgets will be reduced. Therefore, we can expect that some projects we had planned for 2020/2021 may not be able to be delivered and we expect this will be disappointing to communities that we had already engaged with.

28. Both the Community Safety Fund and the Local Board Transport Capital Fund may be impacted by these budget reductions. The only way to mitigate this risk is to clearly communicate the board’s priorities so staff supporting it may plan and to make the best use of any available funds.

Ngā koringa ā-muri

Next steps

29. Auckland Transport will provide another update report to the local board next month.

Ngā tāpirihanga

Attachments

There are no attachments for this report.

Ngā kaihaina

Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Ben Halliwell - Elected Member Relationship Manager</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authorisers</td>
<td>Jonathan Anyon, Manager – Elected Member Relationship Unit</td>
</tr>
<tr>
<td></td>
<td>Lesley Jenkins - Relationship Manager - Hibiscus and Bays Local Board</td>
</tr>
</tbody>
</table>
Te take mō te pūrongo
Purpose of the report
1. To approve the draft Hibiscus and Bays Local Board Plan 2020 and statement of proposal for public consultation.

Whakarāpopototanga matua
Executive summary
2. The Local Government (Auckland Council) Act 2009 requires that each local board complete a local board plan for adoption by 31 October of the year following election and uses the special consultative procedure (SCP) to engage with their communities.

3. The consultation period for the special consultative procedure will take place from 13 July to 13 August 2020.

4. The draft Hibiscus and Bays Local Board Plan 2020 has been developed using feedback obtained before COVID-19. There is a risk in approving the draft Hibiscus and Bays Local Board Plan 2020 for public consultation while the full social and economic effects of COVID-19 on the community are not yet determined.

5. The consultation process will seek the views and aspirations of the public to inform the final plan.

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

a) adopt the draft Hibiscus and Bays Local Board Plan 2020 (Attachment A) and the statement of proposal (Attachment B) for public consultation using the special consultative procedure.

b) delegate authority to the Chairperson of the Hibiscus and Bays Local Board to approve final changes to the draft Hibiscus and Bays Local Board Plan 2020 and statement of proposal.

c) delegate authority to the Chairperson to approve the type of engagement events to take place, the number of events and the dates of the engagement events.

d) delegate to the following elected members and staff the power and responsibility to hear from the public through ‘spoken’ (or New Zealand sign language) interaction, at the council’s public engagement events, during the consultation period for the local board plan:
   • local board members and chairperson
   • General Manager Local Board Services, Local Board Relationship Manager, Local Board Senior Advisor, Local Board Advisor, Local Board Engagement Advisor
   • any additional staff approved by the General Manager Local Board Services or the Group Chief Financial Officer.

e) agree to hold an additional business meeting of the local board on 5 November 2020
to adopt the Hibiscus and Bays Local Board Plan 2020.

Horopaki

Context

6. The Local Government (Auckland Council) Act 2009 states that each local board must:
   • adopt their local board plan by 31 October of the year following an election
   • use the special consultative procedure (SCP) to engage with their communities.

7. Local board plans are strategic documents developed every three years. They set a direction for local boards and reflect community priorities and preferences. They provide a guide for local board activity, funding and investment decisions. They also influence local board input into regional strategies and plans, including annual budgets.

8. The plans inform the development of the council’s 10-year budget. They also form the basis for development of the annual local board agreement for the following three financial years and subsequent work programmes.

Timeframes

9. The consultation period for the local board plans was due to be held in June and July 2020. The implementation of COVID-19 alert levels 3 and 4 required a change in the direction of the draft plans to ensure they responded to the effects of COVID-19. Restrictions on public gatherings also required a shift in planning how engagement events could occur. Planning for these took time, which has forced the consultation period to be moved to July and August 2020.

10. Section 83 of the Local Government Act 2002 (the Act) requires the consultation period to be a minimum of one month. The COVID-19 Response (Further Management Measures) Legislation Act 2020, which came into force on 16 May 2020, permits a council to modify its SCP and conduct a shorter period of consultation than one month (but no less than 7 days).

11. The threshold for a council being able to modify its consultation period under this Act is high. According to the Act, a council can only take a modified approach to “the extent that it is satisfied to do is necessary or desirable to support measures taken to contain or mitigate the outbreak of COVID-19 or its effects, including, without limitation, by addressing the impacts and consequences of the outbreak for any aspect of the well-being of the community”.

12. While it may be possible to shorten the consultation period, it is important that the community is given a reasonable time of one month to provide feedback on the draft plan in which to indicate their priorities and aspirations.

13. Whilst every effort will be made to adopt the Hibiscus and Bays Local Board Plan 2020 in October 2020, the unavoidable change to the dates of the consultation period may require a small extension of time. This is to ensure the local board has sufficient time to consider the submissions received.

14. It is recommended that provision be made for an extraordinary meeting to adopt the final plan during the weeks of 26 October to 13 November 2020, should it be required. Adoption of the final plan will be no later than 30 November.
Tātaritanga me ngā tohutohu
Analysis and advice

15. The draft Hibiscus and Bays Local Board Plan 2020 (Attachment A) has been developed by considering:
   • previous community engagement, including engagement on the 2017 Local Board Plan, 2018-2028 Long-term Plan and prior annual plans
   • the uncertainty of the impact of COVID-19 on Auckland Council’s budget and service levels
   • subject matter expert advice from council and other council organisations
   • the following research and resources including;
     Environmental Investment Snapshot
     Community Investment Snapshot
     2018 Census
     Hibiscus and Bays Town Centre Plans
     I Am Auckland – the Children and Young People’s Strategic Action Plan
     Infometrics (2019) Hibiscus and Bays Annual Economic Overview
     Hibiscus and Bays Area Plan
     Hibiscus and Bays Greenways (Local Paths) Plan
     Town centre plans for Silverdale, Ōrewa, Whangaparāoa and Browns Bay
     East Coast Bays Needs Assessment
     Hibiscus Coast Needs Assessment
     Hibiscus and Bays Biodiversity and Pest Free Plan
     Mairangi Bay Reserves Management Plan
     Mairangi Bay Reserves Development Plan
     Penlink Business Case
     Strategic Parks Services Assessment
     Ōrewa Beach Esplanade Enhancement Programme
     Deep Creek Restoration Project
     Ōrewa Estuary Restoration Plan
     Auckland Plan – Hibiscus and Bays Strategic Context

16. Due to COVID-19 engagement with Mana Whenua and Mataawaka were cancelled however there is a commitment to engage with these groups during the upcoming SCP.

17. Targeted consultation was also undertaken in January to April 2020 through various activities with local community groups.

18. The draft Hibiscus and Bays Local Board Plan 2020 has been developed while the impacts of COVID-19 are not yet fully determined. It is possible that some of the aspirations and desires may need to change as a result.
Key features

19. Key features of the draft Hibiscus and Bays Local Board Plan 2020 includes:

- A strategic document that encompasses the priority outcomes and key initiative of the local board to guide local board decision making that best support Hibiscus and Bays communities.

- Five outcomes, which summarise what the local board has identified as priorities of the Hibiscus and Bays communities. These outcomes are:
  1. A connected community / He hapori honohono
  2. A strong local economy / He ohaoha ā-rohe kaha
  3. A protected and enhanced environment / He taiao kei te tiakina, kei te
  4. Open spaces to enjoy / He wāhi mārakerake hei pārekareka
  5. Transport choices / Ngā kōwhiringa ikiiki

- Each of these five outcomes includes a description of the key issues, the related opportunities and challenges, and the initiatives that the local board proposes to take in order to achieve this outcome.

- Three key themes have also been woven into the outcomes, including sustainability, Māori aspirations, and climate change, as identified aspirations of the local communities and to align with the Auckland Plan.

Statement of proposal

20. The use of the SCP requires the local board to approve an accompanying statement of proposal (Attachment B). This document provides financial context and an outline of how the public can provide input through the SCP.

Engagement plan for the SCP

21. The consultation period will run from 13 July to 13 August 2020.

22. The engagement approach focuses on engagement through digital and online platforms.

23. The COVID-19 alert system has certain restrictions on public gatherings, which has varying implications for consultation under the SCP. Due to the uncertainty of knowing which COVID-19 alert level Aucklanders will be under at the time of the consultation period, it is not possible to confirm all the details of engagement events as part of the engagement plan.

Consultation documentation and translations

24. To support Aucklanders to be able to provide feedback in a way that suits them, information will be provided online and in hard copy.

25. Hard copies and feedback forms will be available at libraries, service centres and local board offices subject to being open, or on request by calling 09 301 0101.

26. The draft local board plan will be available to view online at www.akhaveyoursay.nz.

27. To enable a wide reach across the diverse communities, the feedback form and sections of the draft plan will be translated into simple Chinese. The sections to be translated are the outcomes with a brief description, the objectives and initiatives.

Methods for obtaining feedback

28. Feedback will be gathered through the events described below. These may be subject to change depending on the rules and requirements around COVID-19 alert levels:

- Have Your Say face-to-face engagement events (spoken interaction)
- online submission via www.akhaveyoursay.nz
- written submissions, for example pro formas and letters received by post or email
Processing feedback

29. Feedback will be analysed and collated for local board members to consider prior to making decisions on the final local board plan.

![Feedback process diagram]

Tauākī whakaaweawe āhuarangi

Climate impact statement

30. The draft Hibiscus and Bays Local Board Plan 2020 reflects the impacts of predicted climate change. It considers such impacts as increasing temperatures, rising sea levels and changing rainfall patterns on the local board area.

31. Specific initiatives are outlined under each outcome. These include:

- Support the development of coastal management plans to assess the implications of climate change and provide plans, practices and mitigation options
- Consider impacts of climate change and use of sustainable practices when upgrading assets in coastal areas
- Support businesses, groups, and event organisers to produce safe and sustainable events and activities that focus on producing local benefits, cater for local participation and increase visitors to the area
- Continue to support community restoration groups and sustainable education initiatives that protect and enhance our natural assets
- Support residents to live more sustainably through local community-led programmes
- Continue to encourage and support businesses, schools, and events to develop sustainable practices
- Advocate to the Governing Body to utilise the waste levy to improve sustainable waste management services for public spaces, residents, businesses and events
- Consider impacts of climate change and use of sustainable practices when upgrading assets in coastal areas

32. The impact on the climate from the process of engagement has been considered. Digital feedback will be encouraged where possible, and printing of hard copies will be limited. The ability to provide feedback from any location reduces the need to travel to a specific location.
Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera
Council group impacts and views

33. The approval of the Hibiscus and Bays draft local board plan 2020 for public consultation will provide the local board with feedback on the communities’ aspirations on the direction the local board intends to take. Planning and operational areas of the council have taken part in the development and review of the draft plans.

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

34. The local board’s views have informed the development of the draft Hibiscus and Bays Local Board Plan 2020 through a series of workshops from November 2019 to May 2020.

Tauākī whakaaweawe Māori
Māori impact statement

35. In January 2020, a letter was sent to all iwi authorities inviting participation in local board discussions to ensure key messages were captured early in the planning process.

36. The local board has also considered existing feedback on several matters from Mana Whenua and Mataawaka.

37. Aspirations and priorities include:
   • We have a strong relationship with Māori and embrace our Māori identity, heritage, and culture
   • Strengthen relationships with local iwi to increase engagement and participation in matters of local decision making
   • Increase the exposure of Te Reo Māori in our local board area through naming and signage opportunities
   • Support mana whenua to tell stories of Māori cultural heritage and knowledge throughout our parks and open spaces network
   • Partner with Māori to understand areas of environmental significance and create opportunities for collaboration between iwi and environmental groups on projects of mutual interest

38. These views have been incorporated into the draft Hibiscus and Bays Local Board Plan 2020.

Ngā ritenga ā-pūtea
Financial implications

39. Budget to implement initiatives and projects is confirmed through the annual plan budgeting process. The local board plans inform this process.

40. The total engagement budget is $12,000 per local board, which is provided for in the Local Board Services group budget.
Risks and mitigations

41. There is a risk in approving the draft Hibiscus and Bays Local Board Plan 2020 for public consultation while the full social and economic effects of COVID-19 on the community are not yet determined. The consultation process will seek the views and aspirations of the public to inform the final plan.

Next steps

42. Following approval, the draft Hibiscus and Bays Local Board Plan 2020 and statement of proposal will be available for public consultation from 13 July to 13 August 2020.

43. Details of specific engagement events will be finalised as part of this process.

Attachments

There are no attachments for this report.

Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Saskia Coley – Local Board Advisor for Hibiscus and Bays Local Board</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authorisers</td>
<td>Louise Mason – General Manager - Local Board Services</td>
</tr>
<tr>
<td></td>
<td>Lesley Jenkins - Relationship Manager – Hibiscus and Bays Local Board</td>
</tr>
</tbody>
</table>
Panuku and Auckland Transport integrated asset redevelopment programme

File No.: CP2020/03481

Te take mō te pūrongo
Purpose of the report

1. To seek support from the Hibiscus and Bays Local Board for the proposed Panuku Development Auckland and Auckland Transport Park and Ride Integrated Development strategy, and its endorsement to utilise the Silverdale Park and Ride, located at 1 Hibiscus Coast Highway, Silverdale for integrated transport orientated redevelopment.

Whakarāpopototanga matua
Executive summary

2. An Auckland Plan transformational shift is to ‘radically improve the quality of urban living’. A key aspect of this is improving the quality of urban living by delivering high-quality integrated development. Panuku Development Auckland and Auckland Transport have the ability to partner and collaborate to deliver transport infrastructure that is integrated with high-quality development on properties in the AT fixed asset register.

3. Several credible development companies have enquired with Panuku Development Auckland and Auckland Transport about the prospect of partnering to progress opportunities. Potentially significant opportunities have remained untapped to date. Panuku Development Auckland and Auckland Transport have worked together to scope the opportunities which exist in the AT managed portfolio and develop a framework to progress the opportunities. Our proposed strategy seeks to integrate transport service requirements at designated council owned park and ride sites with mixed use development.

4. The Panuku and AT Park and Ride Integrated Development strategy seeks to achieve increased public transport patronage and strong urban regeneration and urban design outcomes at selected park and ride sites. It also seeks to increase density and intensification around transport nodes and provide the Auckland region with additional housing supply and a range of housing typologies.

5. The net proceeds generated from the redevelopment of selected park and rides sites are intended to be optimised and reinvested back into regional transport priorities, in line with the existing service property optimisation policy for Auckland Council’s service property assets. Service property optimisation previously applied to Auckland Council’s community assets; not properties on the AT fixed asset register. The Finance and Performance Committee resolved the extension of the Optimisation of Service Property approach to Auckland Transport managed assets in March 2018 to enable reinvestment of net proceeds from AT managed assets into transport priorities arising from the commercial development of service property undertaken in partnership with Panuku as part of an urban development project where airspace is being sold above a transport service site.

6. Ten sites have been selected as the first batch of opportunities to progress for redevelopment. Subject to the Finance and Performance Committee approving the Panuku and AT Park and Ride Integrated Development strategy, the functional and commercial requirements for the transport component and the potential development envelope for each site will be confirmed and necessary due diligence and planning assessments will be completed. This will inform the site-specific design and development briefs which will be taken to the market. Panuku Development Auckland and Auckland Transport will form a joint
panel to review tender proposals received and select the preferred development partner. Final terms and conditions of the disposal of any component of the site to enable development will be approved under the appropriate delegations.

Ngā tūtohunga

Recommendation/s

That the Hibiscus and Bays Local Board:

a) support the Panuku Development Auckland and Auckland Transport Park and Ride Integrated Development strategy

b) support in principle the Silverdale Park and Ride, located at 1 Hibiscus Coast Highway, Silverdale being utilised as part of an integrated transport orientated development

c) note that specified current and future transport operations at the Silverdale Park and Ride, located at 1 Hibiscus Coast Highway, Silverdale will remain in council ownership and continue to be maintained and controlled by Auckland Transport.

Horopaki

Context

7. An Auckland Plan transformational shift is to ‘radically improve the quality of urban living’. A key aspect of this is improving the quality of urban living by delivering high-quality integrated development. The Auckland Plan states:

“Integrating land use and transport is particularly important for rapid transit. Unlocking growth around rapid transport corridors and stations is essential to address Auckland’s housing and transport challenges. It will also maximise the benefits from the large investment required to build and operate rapid transport.”

8. Auckland Transport (AT) and Panuku Development Auckland (Panuku) have complimentary roles to play in this area, with many properties in the AT fixed asset register presenting opportunities to deliver transport infrastructure that is integrated with high-quality development.

9. Potentially significant opportunities have remained untapped to date. Several credible development companies have enquired with AT and Panuku about the prospect of partnering to progress opportunities.

10. The Park and Ride Integrated Development strategy is a joint initiative between Panuku and AT and provides a framework for facilitating such opportunities. It seeks to utilise Panuku’s mandate and delegation to progress development opportunities, while AT will ensure the necessary transport requirements are achieved on a site by site basis.

11. As part of the Park and Ride Integrated Development strategy, net proceeds generated from the redevelopment of selected park and rides facilities will be reinvested back into regional transport priorities. This is in accordance with the service property optimisation framework, which is a policy tool that aims to deliver improved community outcomes with no impact on rates. It previously only applied to Auckland Council’s community assets; not properties on the AT fixed asset register. On 20 March 2018, the Finance and Performance Committee resolved (resolution number FIN/2018/40):

“the extension of the Optimisation of Service Property approach to Auckland Transport noting that this will enable reinvestment of net proceeds by Auckland Transport in transport priorities arising from the commercial development of service property undertaken in
partnership with Panuku as part of an urban development project where airspace is being sold above a transport service site”.

Tātaritanga me ngā tohutohu

Analysis and advice

Background

12. The Park and Ride Integrated Development strategy seeks to allow existing single use Park and Ride sites to be integrated with mixed use development. As a starting point, the land development potential in existing single use transport service assets across the regional transport network was identified. Sites were assessed to ascertain if any development potential can be realised (i.e. some part of the asset such as the airspace above the transport component of the site is sold to enable redevelopment). Sites with latent development potential can be optimised; unlocking the value to provide funding for reinvestment back into the transport network, providing improved access, service delivery and a mixture of additional uses.

13. AT and Panuku have been working together to scope the opportunities. The focus is on current Park and Ride sites, with the potential to sell the airspace above each site or another disposal component based on the development strategy, while retaining the underlying transport asset in council ownership. Prospective opportunities have been identified and assessed by utilising current and past investigations undertaken by both AT and Panuku.

14. Eight Auckland Council owned and AT managed Park and Ride sites, one asset held by the New Zealand Transport Agency (NZTA) and one asset jointly owned by both NZTA and Auckland Council have been selected as the first batch of opportunities to progress. The sites which has been identified and reviewed in the Hibiscus & Bays Local Board area is the Silverdale Park and Ride, located at 1 Hibiscus Coast Highway, Silverdale. A full schedule of the sites across the region proposed for the Panuku and AT Park and Ride Integrated Development strategy is contained in Attachment A to this report.

Objectives

15. The objectives of the Panuku and AT Park and Ride Integrated Development strategy are:
   - increased public transport patronage, active modes and safe access
   - strong urban regeneration and urban design outcomes
   - increasing density and intensification around transport nodes
   - increasing housing supply and delivery of a range of housing typologies as a priority
   - the ability to partner with developers capable of delivery
   - the release of capital / latent value from park and ride sites
   - future proofing for imminent strategic transport requirements

Anticipated programme of works

16. It is anticipated that completion of the full programme of works will take a number of years.

17. Subject to the Finance and Performance Committee approving the Park and Ride Integrated Development strategy, AT will confirm the functional and commercial requirements for the transport component and the potential development envelope for each site. Panuku will undertake all necessary due diligence to understand all relevant legal, technical and historical information and council’s statutory obligations in respect of each site. Panuku will also complete a planning assessment of each site. The collated information will inform the site specific Design and Development Briefs which will be taken to the market.

18. Final terms and conditions of the disposal of any component of the site to enable development will be approved under the appropriate delegations. Elected members and key
stakeholders will be made aware of the appointment of the development partner for each site, the agreed transport requirements and development outcomes and the timeline for delivery.

**Tauākī whakaaweawe āhuarangi**

**Climate impact statement**

19. The Panuku and AT Park and Ride Integrated Development strategy seeks to integrate transport service requirements at designated council owned park and ride sites with mixed use development. This strategy is intended to help address some of the issues the Auckland region faces due to climate change by:
   - creating density in and around transport nodes
   - helping to create walkable communities
   - increasing public transport accessibility
   - providing communities with more options to be less reliant on traditional forms of transport such as cars
   - reducing transport related emissions

20. Subject to Finance and Performance Committee approval, analysis will be undertaken on a site by site basis of the climate change impact, with potential risks such as if the site is in flood plains and the potential for coastal inundation considered and mitigation strategies formed if necessary.

21. We recognise that any form of construction and development can increase emissions. Emissions associated with any potential redevelopment could be reduced through development standards agreed through a future development agreement. Panuku has a policy that all residential developments are rated a minimum of Homestar six and also includes requirements to reduce carbon emissions in commercial developments.

22. The long-term benefits of there being a reduced reliance on private motor vehicles is also anticipated to offset construction related emissions by the creation of density in and around transport nodes. This will contribute to helping to create walkable communities, improving access to public transport and reducing transport related emissions.

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

**Council group impacts and views**

23. An Auckland Plan transformational shift is to ‘radically improve the quality of urban living’. A key aspect of this is improving the quality of urban living by delivering high-quality integrated development. AT and Panuku have worked together in the development of the Panuku and AT Integrated Development strategy.

24. Should this strategy be approved by the Finance and Performance Committee, engagement will take place with the council group on a site by site basis to identify any potential issues and any opportunities for collaboration and input from other parts of the council group.

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

**Local impacts and local board views**

25. A workshop was held with the previous Hibiscus and Bays Local Board on 25 July 2019 regarding this proposal. The feedback received was supportive with the local board raising the following points:
   - support for the Panuku and AT integrated asset redevelopment programme benefiting all public transport users
• desire to see the Park and Ride service in the Hibiscus and Bays Local Board area being expanded and remaining free of charge
• transitional arrangements which provide some form of parking occurring during any potential future development
• interest in other transport sites being considered
• that future work is undertaken to improve the bus network and feeder services within the Hibiscus coast area
• that consideration is given to incorporating civil defence functions and a helipad within any potential future development.

26. This feedback has been noted.

27. Panuku and AT also provided an update to the local board by way of an information memorandum in March 2020.

28. Subject to Finance and Performance Committee approval, Panuku will engage further with the Hibiscus & Bays Local Board on the Silverdale Park and Ride, located at 1 Hibiscus Coast Highway, Silverdale regarding any development and design outcomes to be achieved for viable transport orientated development opportunities.

Tauākī whakaaweawe Māori

Māori impact statement

29. The importance of effective communication and engagement with Māori on the subject of land is understood. As a first step, AT and Panuku are jointly attending four hui with mana whenua to discuss the proposed Park and Ride Integrated Development strategy. The purpose of attending the hui is to engage early with mana whenua so that they are informed about the proposed strategy.

30. At the hui we will also seek feedback on our proposed framework for working with mana whenua on site specific opportunities, should the Park and Ride Integrated Development strategy be approved. Our proposed approach is to firstly undertake full due diligence of the property titles and acquisition history, so that we are aware of any historical issues of significance for mana whenua for any of the sites. Following this, we propose contacting each mana whenua group independently and requesting feedback on the specific proposal.

31. This engagement will seek to understand any potential issues of cultural significance the group would like to formally express and any preferred outcomes that the group would like considered. We will also invite mana whenua to express potential commercial interest in the subject properties. We will also seek input into, and collaboration on, any related public realm design.

32. Our proposed approach is subject to change based on the feedback we receive from mana whenua on our proposed framework for working with them on the Park and Ride Integrated Development sites.

Ngā ritenga ā-pūtea

Financial implications

33. Service property optimisation is a tool that aims to deliver improved community outcomes with no impact on rates. It involves the sale or redevelopment of under-performing service property, with proceeds reinvested into eligible projects. It previously only applied to Auckland Council’s community assets not properties on the AT fixed asset register. On 20 March 2018, the Finance and Performance Committee resolved the extension of the Optimisation of Service Property approach to Auckland Transport assets. This enables the net proceeds from the redevelopment of the selected park and ride sites to be reinvested into regional transport priorities.
34. The delivery of the Park and Ride Integrated Development strategy will provide an additional funding stream for reinvesting into regional transport priorities which is not derived from rates.

Ngā raru tūpono me ngā whakamaurutanga

Risks and mitigations

35. There may be insufficient appetite from the development community for new development opportunities, particularly given the potential post COVID-19 impacts on the property market. There may also be an oversupply of development sites on the market. The Panuku and AT Park and Ride Integrated Development strategy enables the marketing of sites to be sequenced to mitigate any potential downturn in the property market or lack of demand.

36. Given the interest AT and Panuku have received from credible development companies which have enquired about the prospect of partnering to progress opportunities, a delay in taking these sites to the market may erode private sector interest. Should the Panuku and AT Park and Ride Integrated Development strategy be approved by the Finance and Performance Committee, the development community will be kept appraised about progress. Feedback received and property market expertise will be utilized in forming the sequencing of these sites to the market.

37. There are risks associated with undertaking any form of development in and around transport functions. These will need to be carefully managed, with current and future transport requirements and operations continuing to be maintained and controlled by Auckland Transport.

Ngā koringa ā-muri

Next steps

38. The Panuku and AT Park and Ride Integrated Development strategy will be recommended to the Finance and Performance Committee in July 2020.

39. Subject to Finance and Performance Committee approval of the strategy, site specific due diligence will be undertaken on each site. AT will confirm the functional requirements for the transport component. Further due diligence and planning assessments will be undertaken which will inform the site specific design and development briefs that will be taken to the market.

40. Final terms and conditions of the disposal of any component of the site to enable development will be approved under the appropriate delegations.

Ngā tāpirihanga

Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
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</thead>
<tbody>
<tr>
<td>A1</td>
<td>Schedule of sites</td>
<td>29</td>
</tr>
</tbody>
</table>

Ngā kaihaina

Signatories

<table>
<thead>
<tr>
<th>Authors</th>
<th>Letitia Edwards - Head of Strategic Asset Optimisation (Acting)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authorisers</td>
<td>Marian Webb – General Manager – Assets and Delivery (Acting) Panuku Development Auckland</td>
</tr>
</tbody>
</table>

Kevin Jones – Manager Strategic Projects (North and West) Auckland Transport
| Chris Morgan – Group Manager – Strategic Projects – Auckland Transport |
| Lesley Jenkins - Relationship Manager - Hibiscus and Bays Local Board |
## Schedule of sites

<table>
<thead>
<tr>
<th>Key</th>
<th>Location</th>
<th>Local Board</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Ōrākei Train Station Park and Ride 240 Orakei Road, Orakei</td>
<td>Ōrākei</td>
</tr>
<tr>
<td>2</td>
<td>Manurewa Station Park and Ride 33 Station Road, Manurewa</td>
<td>Manurewa</td>
</tr>
<tr>
<td>3</td>
<td>Selwyn Road car park 8 Selwyn Road, Manurewa</td>
<td>Manurewa</td>
</tr>
<tr>
<td>4</td>
<td>Homai Station Park and Ride 2R Dalgety Drive, Manukau</td>
<td>Manurewa</td>
</tr>
<tr>
<td>5</td>
<td>Sturges Train Station Park and Ride 76 Swanson Road, Henderson</td>
<td>Henderson Massey</td>
</tr>
<tr>
<td>6</td>
<td>Papakura Train Station Park and Ride 18-22 Railway Street West, Papakura</td>
<td>Papakura</td>
</tr>
<tr>
<td>7</td>
<td>Constellation Park and Ride 62 Parkway Drive, Rosedale</td>
<td>Upper Harbour</td>
</tr>
<tr>
<td>8</td>
<td>Albany Park and Ride 125 McClymonts Road (250 Oteha Valley Road)</td>
<td>Upper Harbour</td>
</tr>
<tr>
<td>9</td>
<td>Silverdale Park and Ride 1 Hibiscus Coast Highway</td>
<td>Hibiscus &amp; Bays</td>
</tr>
<tr>
<td>10</td>
<td>Adjacent to 20-26 Symonds Street</td>
<td>Waitemata</td>
</tr>
</tbody>
</table>

![Map showing the locations of the sites](image)
Addition to the 2019-2020 Hibiscus and Bays Local Board meeting schedule

File No.: CP2020/07766

Te take mō te pūrongo
Purpose of the report
1. To seek approval for meeting dates to be added to the 2019-2022 Hibiscus and Bays Local Board meeting schedule in order to provide for local board consideration to the Emergency Budget 2020/2021.

Whakarāpopototanga matua
Executive summary
2. Due to the consequences of the COVID-19 pandemic, Auckland Council is consulting Aucklanders on further matters for the Emergency Budget 2020/2021. This significantly changes the process set out for the Annual Plan 2020/2021.

3. The local board is being asked to approve two meeting dates as an addition to the Hibiscus and Bays Local Board meeting schedule to provide feedback on the Emergency Budget 2020/2021 consultation and provide input to the Governing Body. This will enable the modified Emergency Budget 2020/2021 timeframes to be met.

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

a) approve the addition of two meeting dates to the 2019-2022 Hibiscus and Bays Local Board meeting schedule to accommodate the Emergency Budget 2020/2021 timeframes as follows:

i) Thursday 9 July 2020, 12.30pm, local board office, 2 Glen Road, Browns Bay

ii) Thursday 23 July 2020, 12.30pm, local board office, 2 Glen Road, Browns Bay.

Horopaki
Context
4. The Local Government Act 2002 (LGA) and the Local Government Official Information and Meetings Act 1987 (LGOIMA) have requirements regarding local board meeting schedules.

5. In summary, adopting a meeting schedule helps meet the requirements of:

   • clause 19, Schedule 7 of the LGA on general provisions for meetings, which requires the chief executive to give notice in writing to each local board member of the time and place of meetings. Such notification may be provided by the adoption of a schedule of business meetings.

   • sections 46, 46(A) and 47 in Part 7 of the LGOIMA, which requires that meetings are publicly notified, agendas and reports are available at least two working days before a meeting and that local board meetings are open to the public.

6. The Hibiscus and Bays Local Board adopted its 2019-2020 business meeting schedule at its 21 November 2019 meeting.
7. Due to the consequences of the COVID-19 pandemic, Auckland Council is consulting Aucklanders on further matters for the Emergency Budget 2020/2021. This significantly changes the process set out for the Annual Plan 2020/2021.

8. To allow local boards to receive feedback from Aucklanders in their local board area on the proposed Emergency Budget, and to provide input to the Governing Body, it is recommended that an additional or extraordinary business meeting be held between 6 to 10 July 2020.

9. To ensure the Emergency Budget can be adopted by the Governing Body on 30 July it is recommended that an additional or extraordinary business meeting be held between 20 to 24 July 2020 to adopt the Hibiscus and Bays Local Board Agreement.

Tātaritanga me ngā tohutohu
Analysis and advice

10. The local board has two choices:
   i) add the meeting as an addition to the meeting schedule
   or
   ii) add the meeting as an extraordinary meeting.

11. For option one, statutory requirements allow enough time for these meetings to be scheduled as additions to the meeting schedule and other topics may be considered as per any other ordinary meeting. However, there is a risk that if the Annual Budget 2020/2021 timeframes change again, or the information is not ready for the meeting, there would need to be an additional extraordinary meeting scheduled anyway.

12. For option two, only the specific topic Emergency Budget 2020/2021 may be considered for which the meeting is being held. No other policies or plans could be considered at this meeting.

Tauākī whakaaweawe āhuarangi
Climate impact statement

13. This decision is procedural in nature and any climate impacts will be negligible. The decision is unlikely to result in any identifiable changes to greenhouse gas emissions. The effects of climate change will not impact the decision’s implementation.

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

14. There is no specific impact for the council group from this report.

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

15. This report requests the local board’s decision to schedule an additional meeting and consider whether to approve it as an extraordinary meeting or an addition to the meeting schedule.

Tauākī whakaaweawe Māori
Māori impact statement

16. There is no specific impact for Māori arising from this report. Local boards work with Māori on projects and initiatives of shared interest.
Ngā ritenga ā-pūtea
Financial implications
17. There are no financial implications in relation to this report apart from the standard costs associated with servicing a business meeting.

Ngā raru tūpono me ngā whakamaurutanga
Risks and mitigations
18. If the local board does not include additional business meetings to their schedule this will cause a delay to the Emergency Budget 2020/2021 process. This would result in the input of the Hibiscus and Bays Local Board not being able to be presented to the Governing Body for their consideration feedback in the Emergency Budget and stop the Governing Body from being able to adopt the Emergency Budget by 31 July 2020.

Ngā koringa ā-muri
Next steps
19. Implement the processes associated with preparing for business meetings.

Ngā tāpirihanga
Attachments
There are no attachments for this report.

Ngā kaihaina
Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Gemma Kaldesic - Democracy Advisor for Hibiscus and Bays Local Board</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authorisers</td>
<td>Louise Mason – General Manager Local Board Services</td>
</tr>
<tr>
<td></td>
<td>Lesley Jenkins - Relationship Manager - Hibiscus and Bays Local Board</td>
</tr>
</tbody>
</table>
Hibiscus and Bays Local Board workshop records

File No.: CP2020/07337

Te take mō te pūrongo
Purpose of the report
1. Attached are the Hibiscus and Bays Local Board workshop records for 14 and 28 May 2020.

Ngā tūtohunga
Recommendation/s
That the Hibiscus and Bays Local Board:
a) note the workshop records for 14 and 28 May 2020

Ngā tāpirihanga
Attachments

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<tr>
<th>No.</th>
<th>Title</th>
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<tr>
<td>A</td>
<td>Workshop Record 14 May 2020</td>
<td>37</td>
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<td>B</td>
<td>Workshop Record 28 May 2020</td>
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Ngā kaihaina
Signatories

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

Workshop record of the Hibiscus and Bays Local Board meeting held via Skype for Business, Thursday, 14 May 2020 commencing at 09:30am

PRESENT
Chairperson: Gary Brown
Members: Andy Dunn
          Janet Fitzgerald
          Gary Holmes
          Julia Parfitt
          Alexis Poppelbaum
          Victoria Short
          Leanne Willis

Apologies:
Also present: Lesley Jenkins (Relationship Manager), Matthew Kerr (Local Board Senior Advisor), Saskia Coley (Local Board Advisor)
             Gemma Kaldesic (Democracy Advisor)

<table>
<thead>
<tr>
<th>Workshop Item</th>
<th>Governance role</th>
<th>Summary of Discussions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Board Agreement 2020/2021 Review of consultation feedback</td>
<td>Keeping informed</td>
<td>An opportunity for members to discuss this topic in depth</td>
</tr>
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</table>

The workshop concluded at 10:28am
Hibiscus and Bays Local Board Workshop Record

Workshop record of the Hibiscus and Bays Local Board meeting held via Skype for Business, Thursday, 28 May 2020 commencing at 09:30am

PRESENT
Chairperson: Gary Brown
Members: Andy Dunn
          Gary Holmes
          Julia Parfitt
          Alexis Poppelbaum
          Victoria Short
          Leanne Willis

Apologies: Janet Fitzgerald
Also present: Lesley Jenkins (Relationship Manager), Matthew Karr (Local Board Senior Advisor), Saskia Coley (Local Board Advisor)
            Gemma Kaldesic (Democracy Advisor)

<table>
<thead>
<tr>
<th>Workshop Item</th>
<th>Governance role</th>
<th>Summary of Discussions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phased reopening of local community facilities</td>
<td>Keeping informed</td>
<td>Claudia Wyss (Director Customer &amp; Community Services) was in attendance to discuss this item</td>
</tr>
<tr>
<td>Additional review of the draft plan and preparation of specialist consultative procedure (SCP) LBP</td>
<td>Setting direction / priorities / budget</td>
<td>Staff and members discussed the draft plan and preparation of the Specialist Consultative Procedure</td>
</tr>
</tbody>
</table>

The workshop concluded at 12:06pm
Te take mō te pūrongo
Purpose of the report
1. To present to the Hibiscus and Bays 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 Hibiscus and Bays 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
   • clarifying the rationale for reports.
3. The calendar will be updated every month. Each update will be reported back to business meetings. It is recognised that at times items will arise that are not programmed. Local board members are welcome to discuss changes to the calendar.

Ngā tūtohunga
Recommendation/s
That the Hibiscus and Bays Local Board:
a) receive the governance forward work calendar for June 2020.

Ngā tāpirihanga
Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Governance Forward Work Calendar June 2020</td>
<td>43</td>
</tr>
</tbody>
</table>

Ngā kaihaina
Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Gemma Kaldesic - Democracy Advisor for Hibiscus and Bays Local Board</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authoriser</td>
<td>Lesley Jenkins - Relationship Manager - Hibiscus and Bays Local Board</td>
</tr>
</tbody>
</table>
## Governance Forward Work Programme June 2020

<table>
<thead>
<tr>
<th>Month</th>
<th>Topic</th>
<th>Governance Role</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>25 June</td>
<td>Annual planning (LBWP) workshop 5 work programmes prioritisation, gaps and alert level advice</td>
<td>Setting direction / priorities / budget</td>
<td>Define board position and feedback</td>
</tr>
<tr>
<td>9 July</td>
<td>Annual planning (LBA) workshop 6 consideration of Emergency Budget consultation feedback</td>
<td>Setting direction / priorities / budget</td>
<td>Define board position and feedback</td>
</tr>
<tr>
<td>23 July</td>
<td>Annual planning (LBA) workshop 7 discuss final local board agreements</td>
<td>Setting direction / priorities / budget</td>
<td>Define board position and feedback</td>
</tr>
<tr>
<td>23 July</td>
<td>Annual planning (LBWP) workshop 8 finalise work programmes</td>
<td>Setting direction / priorities / budget</td>
<td>Define board position and feedback</td>
</tr>
</tbody>
</table>