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

**Date:** Thursday, 16 July 2020  
**Time:** 6:00pm  
**Meeting Room:** Manurewa Local Board Office  
**Venue:** 7 Hill Road  
Manurewa

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**Manurewa Local Board**  
**OPEN AGENDA**

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**MEMBERSHIP**

<table>
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<tr>
<th>Role</th>
<th>Name</th>
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<tbody>
<tr>
<td>Chairperson</td>
<td>Joseph Allan</td>
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<tr>
<td>Deputy Chairperson</td>
<td>Melissa Atama</td>
</tr>
<tr>
<td>Members</td>
<td>Anne Candy</td>
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<td></td>
<td>Tabetha Gorrie</td>
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<td></td>
<td>Rangi McLean</td>
</tr>
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<td></td>
<td>Glenn Murphy</td>
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<td></td>
<td>Ken Penney</td>
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<td>Dave Pizzini</td>
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(Quorum 4 members)

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**Rohin Patel**  
Democracy Advisor - Manurewa

13 July 2020

Contact Telephone: 021 914 618  
Email: rohin.patel@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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1 Welcome

A board member will lead the meeting in prayer.

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 Manurewa Local Board:

a) confirm the ordinary minutes of its meeting, held on Thursday, 9 July 2020, as true and correct.

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 Manurewa 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.”
Governing Body Members' Update

File No.: CP2020/06007

Te take mō te pūrongo
Purpose of the report
1. To provide an opportunity for the local ward area Governing Body Members to update the local board on Governing Body issues they have been involved with since the previous local board meeting.

Whakarāpopototanga matua
Executive summary
2. Standing Orders 5.1.1 and 5.1.2 provides for Governing Body Members to update their local board counterparts on regional matters of interest to the local board.

Ngā tūtohunga
Recommendation/s
That the Manurewa Local Board:
  a) receive verbal updates from Councillors Angela Dalton and Daniel Newman.

Ngā tāpirihanga
Attachments
There are no attachments for this report.

Ngā kaihaina
Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Rohin Patel - Democracy Advisor - Manurewa</th>
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<tbody>
<tr>
<td>Authoriser</td>
<td>Manoj Ragupathy - Relationship Manager Manurewa &amp; Papakura</td>
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</tbody>
</table>
Members' Update

File No.: CP2020/06008

Te take mō te pūrongo
Purpose of the report
1. To provide an opportunity for members to update the Manurewa Local Board on matters they have been involved in over the last month.

Whakarāpopototanga matua
Executive summary
2. An opportunity for members of the Manurewa Local Board to give a written or verbal update on their activities for the month.

Ngā tūtohunga
Recommendation/s
That the Manurewa Local Board:
a) receive the update from members.

Ngā tāpirihanga
Attachments

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Ngā kaihaina
Signatories

Author          Rohin Patel - Democracy Advisor - Manurewa
Authoriser      Manoj Ragupathy - Relationship Manager Manurewa & Papakura
Manurewa Local Board
Business meeting date 16th July 2020

Manurewa Local Board Member Report
This report covers from 9th June-8th July 2020

Roles assigned by the local board

**Arts, Community and Events**
- Attended the presentation of new uniforms funded by the Manurewa Local board to Auckland Samoan Association for their Walking Samoans group and Weightlifting group.
- Hui with local touchstones regarding a potential Manurewa Seniors Network.
- Hui with Te Akitai Kath Wilson to catch up on Mana Whenua perspectives and the local board.
- ACE portfolio hui with staff to catch up on Maori outcomes line item.

**Active Recreation**
- Hui with Joseph and local board services regarding areas of focus within Active recreation portfolio.
- Met with Parks, Sports and Recreation to explore Active Recreation and local stakeholder delivery opportunities for the work programme for 2020/2021.
- Connected with local stakeholders to discuss Active Rec opportunities for delivery and have organised a face to face hui with stakeholders and Council subject matter experts.

**Community Leases**
- Skype meeting with Community Facilities and Glenn to discuss the leases work programme and upcoming renewal of leases and what terms they should be for based on new advice coming from the leases team.

**Puhinui Steering committee**
- Attended July hui where we had a general update on the progress of the Puhinui programme and related projects, Waiohua Chairs collective shared their guiding Kaupapa document Te Whakaoratanga i te Puhinui and Maori outcomes workstream.
  Te Kawanata i te Puhinui was presented and I have requested that have this presentation be given to the board in a workshop. It is an exceptional piece of work that all members should have an in-depth understanding of.

**Meetings / events attended**

**Meetings**
- SIFAC meeting
- SIFAC presentation and review of Tangata Whenua Business Case
- Manurewa Town Centre committee meeting via Skype
- Regular chairs catch ups
- Hui to revise draft work programme focussed on Emergency budget
Manurewa Local Board
Business meeting date 16th July 2020

- Meeting with Kainga Ora to develop better partnership with the local board
- Spoke on a panel on Radio Waatea regarding the Emergency Budget with a lens on Mataawaka/Mana Whenua perspectives
- Attendance of the Clendon Park Business Association meeting
- Attended the Manurewa Marae, Mana Whenua and Maori King’s representatives hui on 3rd July
- Attended the Finance and Performance committee meeting via Skype 7th July focus was on the consultation feedback from the Emergency Budget Consultation 2020/2021.

Recommendation
That this report be received.
Chairperson's Update

File No.: CP2020/06009

Te take mō te pūrongo
Purpose of the report
1. To provide an opportunity for the Manurewa Local Board Chairperson to update the local board on issues he has been involved in.

Whakarāpopototanga matua
Executive summary
2. An opportunity for the Manurewa Local Board Chairperson to update the local board on his activities over the last month.

Ngā tūtohunga
Recommendation/s
That the Manurewa Local Board:
a) receive the verbal report from the Manurewa Local Board Chairperson.

Ngā tāpirihanga
Attachments
There are no attachments for this report.

Ngā kaihaina
Signatories

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Auckland Transport Report July 2020

File No.: CP2020/06010

Te take mō te pūrongo
Purpose of the report

1. To receive the Auckland Transport report to the Manurewa Local Board for July 2020.

Whakarāpopototanga matua
Executive summary

2. Each month, Auckland Transport provides an update to the Manurewa Local Board on transport-related matters, relevant consultations in its area, Local Board Transport Capital Fund (LBTCF) projects and decisions of Auckland Transport’s Traffic Control Committee.

3. Auckland Transport’s monthly update is attached to this report as Attachment A.

Ngā tūtohunga
Recommendation/s

That the Manurewa Local Board:

a) receive the Auckland Transport July 2020 update.

Ngā tāpirihanga
Attachments

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<td>Manoj Ragupathy - Relationship Manager Manurewa &amp; Papakura</td>
</tr>
</tbody>
</table>
July 2020: Auckland Transport monthly update to the Manurewa Local Board

Te take mō te pūrongo
Purpose of the report
1. An update for the Manurewa Local Board about transport related matters in their area, including the Local Board Transport Capital Fund (LBTCF).

Whakarāpopototanga matua
Executive summary
2. No decision is required this month. This report contains information about the following:
   - Information about the Local Board Transport Capital Fund (LBTCF).
   - Information about Auckland Transport local and regional projects and activities.

Ngā tūtohunga
Recommendation/s
That the Manurewa Local Board:
   a) receive the Auckland Transport July 2020 monthly update report.

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

4. This report addresses transport-related matters in the board’s area and includes information on the status of the Local Board Transport Capital Fund projects.

Tātaritanga me ngā tohutohu
Analysis and advice
5. This section of the report contains information about local projects, issues and initiative. It provides summaries of the detailed advice and analysis provided to the local board during workshops and briefings.

Local Board Transport Capital Fund
6. The LBTCF is a capital budget provided to all local boards by Auckland Council and delivered by Auckland Transport (AT). Local boards can use this fund to deliver transport infrastructure projects that they believe are important but are not part of AT’s work programme.

7. Any LBTCF projects selected must be safe, must not impede network efficiency, and must be located in the road corridor or on land controlled by AT (though projects running through parks can be considered if there is a transport outcome).
8. The Manurewa Local Board has previously been advised that there would be approx. $3.66 million of LBTCF to spend in the current (2019-2022) electoral term.

9. Council’s original resolutions relating to the Local Board Transport Capital Fund make it very clear that the overall budget allocation for the LCTCF is on the basis that ‘it can be managed by Auckland Transport within its annual budget’. While Council’s budget allocation to Auckland Transport will only be finalised when the emergency budget is adopted, current indications are that Auckland Transport’s capital budget will be significantly constrained. This being the case, it is highly likely that there will be a negative impact on the Local Board Transport Capital Fund.

10. Until the final budget is complete Auckland Transport will not be able to advise Local Board’s on the funds available in the Local Board Transport Capital Fund. This may have an impact on progressing potential projects.

11. Auckland Transport will update local boards on the status of the Local Board Transport Capital Fund as soon as decisions around the budget are finalised.

12. The projects which had been identified by the Manurewa Local Board of the potential use of the LBTCF are listed as follows:
   i) Coxhead Quadrant Residential Speed Management Project
   ii) traffic calming around Hillpark School
   iii) traffic calming on Gloucester Road
   iv) traffic calming on Finlayson Avenue
   v) lighting of the walkway between Ferguson Street and Trimdon Street
   vi) installation of bus shelters at the following stops:
       A) Stop 2125 – 123 Wymouth Road
       B) Stop 2314 – 4 Turnberry Drive
       C) Stop 2273 – 59 Browns Road
       D) Stop 2178 – 96 Browns Road
       E) Stop 2171 – opposite 98 Browns Road
       F) Stop 6383 – 41 Redoubt Road
       G) Stop 6864 - 118 Finlayson Drive
       H) Stop 6875 - 145 Finlayson Drive
       I) Stop 6753 - 39 Affiston Road
       J) Stop 6744 - 36 Affiston Road
   vii) installation of electronic speed warning signage

Community Safety Fund

13. The Community Safety Fund is funded from Auckland Transport’s safety budget and is dependent on the level of funding Auckland Transport receives from Council. Current indications are that this level of funding will be significantly constrained. Public consultation and the design work informed by this consultation, is progressing, with a view to having projects designed and ready to go, when money becomes available.

Responses to Resolutions

14. There are no resolutions that require responses for this reporting period.

Local Updates

Metro Bus Package Proposal – Roscommon Road.

15. Auckland Transport is proposing two bus stop relocations, from No. 452 to No. 446 and from No. 409 to No. 401 Roscommon Road, Clendon Park. An island crossing facility is also proposed outside No. 407 Roscommon Road.
16. The bus stop outside No. 452 Roscommon Road is also not up to ATCOP standards. It is proposed to relocate it to outside No. 401 Roscommon Road, which will also be closer to the crossing facility, as part of the upgrade.

17. The bus stop outside No. 409 Roscommon Road is not up to ATCOP standards and the relocation is proposed to provide space for a new bus shelter and new crossing facility.

18. The proposed island walkway and pram crossings will enable pedestrians to safely cross this section of Roscommon Road and will provide a crossing facility between the bus stops.

19. Auckland Transport acknowledges that the proposals will result in a loss of 14 on-street parking spaces. However, the installation of the bus stop road markings and the broken yellow lines either side are necessary to ensure that the bus can safely enter and exit the bus stop. If no broken yellow lines are installed the buses will have trouble entering/exit the bus stop and be unable to pull into the kerb properly which would create an unsafe environment for bus passengers to board and exit the bus. Broken yellow lines also provide sufficient visibility for pedestrians to see oncoming vehicles when using the island walkway.

20. Auckland Transport will consider all feedback and information received prior to making a final decision. The feedback will be considered with the broader community benefits that this proposal will bring.

Homai Train Station

21. The Manurewa Local Board have recently raised with AT safety concerns regarding the Homai Train Station - specifically, surrounding the level crossing without barrier arms and the overbridge safety railings.

22. In terms of the pedestrian level crossings, AT have planned to replace the stairway from the Browns Road bridge to the platform with a ramp and improve access on the west side to both the Institute for the Blind and on east side to the bus interchange. This will allow both of the pedestrian crossings to be closed and only have grade separated access to Homai station.

23. The Project mandate is approved, and the project will commence when appropriate funding is available. However, due to the current funding shortfall it is unlikely that funding will be available for this project within the next three years. The original estimate for this project was $1.0m but is now likely to be closer to $1.5m based on similar works.

24. The AT/NZTA/KiwiRail policy to close level crossings is applied where practical, due to the planned changes at this station we have not included the two pedestrian level crossings in the level crossing gating programme.

25. In regard to the overbridge safety railing’s, the bridge balustrades are relatively new, they were added when the bridge was widened approx. ten years ago, and mesh was added as additional protection for the network electrification.

26. They are approximately 1.8m high which is normally the maximum height for a vertical balustrade, and they extend over the operational part of the rail corridor. There are similar balustrades down both sides of the stairway and it is unlikely that design strength of this concrete structure would permit larger balustrades. At this time there are no plans to change the balustrades however when a 3rd main is constructed, the Browns Road bridge balustrades may need to be extended.

Regional Transport Updates

COVID-19 update: Transport in Auckland under Alert Level 1

27. The Government has announced that New Zealand has moved to Alert Level 1. This means Auckland Transport services are largely returning to normal operations.

28. The Government has advised the general rule for Alert Level 1 is that COVID-19 is contained in New Zealand but still uncontrolled overseas. This means that it is still important for
Aucklanders to be prepared and to be vigilant. If someone is feeling sick, they should stay home. They should not go to work or school and not socialise if they are showing symptoms of COVID-19 or are awaiting a COVID-19 test result.

29. Though Alert Level 1 means public transport can return to normal capacity levels due to physical distancing requirements being removed, the Government is asking everyone to keep track of where they have been and who they have seen to assist with quick contact tracing should a new case appear. To help with this recommendation, AT customers using a registered AT HOP card are able to take note of their travel history on public transport by checking their transaction history on the AT Mobile app or on our website at www.AT.govt.nz/myat.

30. The Government is also asking everyone to continue with public health measures that were encouraged under all Alert Levels such as washing your hands frequently, coughing into your elbow and avoiding touching your face as much as possible.

AT’s Vision Zero road safety goal – any road death or injury is unacceptable

31. New data shows that in 2019, 40 people died on our roads and an additional 567 were seriously injured. Auckland Transport’s executive general manager of safety, Bryan Sherritt, says the sobering data shows that we must do better.

32. “Auckland is a Vision Zero region and no one should lose their life or get seriously injured simply moving around the city.”

33. “Although 14 lives were saved, and 42 serious injuries prevented in 2019 on Tamaki Makaurau roads compared to 2018, 40 people tragically lost their lives and 567 people were seriously injured. The lives of the loved ones of these 40 people will never be the same again. This is simply unacceptable. No one should lose their life simply getting around our city.”

34. “This is why Auckland Transport (AT) must continue to work hard to keep everyone safe. On 30 June, some roads around Auckland have had their speed limit reduced as part of the Speed Limits Bylaw 2019.”

35. Mr Sherritt says the speed limit changes are one piece of the puzzle in AT’s commitment to make the road safer for all Aucklanders - whether they are travelling by vehicle, public transport, scooter, bike, or on foot.

36. Most of the safer speed changes are in the Waitakaruru, Rodney and Franklin Local Board areas, along with changes to approximately 100 other roads in Auckland.

37. “We must all work together in our commitment towards making our roads safer,” says Mr Sherritt.

38. “When you see the new speed limit signs around Auckland, take care and follow these safer speed limits. If we work together, we can make sure that our loved ones come home to us each night

39. To find out where the speeds changed on 30 June, follow the link to our website: https://at.govt.nz/speed

New trains on the tracks

40. The first two of Auckland’s new trains are now up and running. Trains AM 810 and AM 836 have been rolled out on the Onehunga Line.

41. Thirteen more trains are on order from Spain, all 15 new trains are built by the same company which built the original 57 Auckland trains, Construcciones y Auxiliar de Ferrocarriles (CAF).

42. The new trains mean more six-car trains can operate during peak periods and they will help with increasing demand as we return to business as usual across the city.
43. While the new trains look similar to what Aucklanders are used to, there are some small differences. The carpets and lino are darker and there is change to the door operation to reduce the wait time at stations.

44. All 15 trains should arrive during this year but delivery times may be affected by COVID-19.

45. For more on the trains: [https://at.govt.nz/projects-roadworks/electric-trains/#](https://at.govt.nz/projects-roadworks/electric-trains/#)

**Puhinui Station Interchange main works contract awarded**

46. Auckland Transport continues to play its role in helping the economy recover, with new local employment opportunities following confirmation of the Puhinui Station Interchange main works contract.

47. McConnell Dowell and the Built Environ joint venture has been awarded the contract to complete the project, which follows on from their early works contract for a total construction award value of $46.6 million.

48. Although Covid-19 has pushed the completion date out to the second quarter of 2021, the project is still progressing quickly, with a number of key milestones reached in the past few months including the installation of foundations, columns and lift shafts for the station.

49. The next key milestones will be the installation of the concourse bridge deck, stairs and the steel superstructure over the coming months.

50. The Puhinui Station Interchange is being delivered in stages, with the current stage an early improvement within the Airport to Botany Rapid Transit project. This project is led by Auckland Transport, and forms part of the wider Southwest Gateway programme.

51. The Southwest Gateway programme involves Waka Kotahi NZ Transport Agency, Auckland Transport and Auckland Airport working together to deliver transport projects that will improve access to the airport and its surrounding area to benefit workers, travellers, tourists and freight movements.

52. For more information please visit: [www.at.govt.nz/PuhinuiStation](http://www.at.govt.nz/PuhinuiStation)

53. To find out more about the individual projects, please visit:
   - Airport to Botany Rapid Transit – [www.at.govt.nz/AtoB](http://www.at.govt.nz/AtoB)

**Tauākī whakaaweawe āhuarangi**

**Climate impact statement**

54. 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.

55. 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**

56. The impact of information (or decisions) in this report are confined to AT and do not impact on other parts of the council group.
Ngā whakaaweawe ā-roehe me ngā tirohanga a te poari ā-roehe
Local impacts and local board views
57. The local board have been consulted on the following project(s) over the reporting period:
   a) Metro Bus Package Proposal – Roscommon Road

Tauākī whakaaweawe Māori
Māori impact statement
58. There are no specific impacts on Māori for this reporting period. AT is committed to meeting its responsibilities under Te Tiriti o Waitangi—the Treaty of Waitangi—and its broader legal obligations in being more responsible or effective to Māori.
59. Our Maori Responsiveness Plan outlines the commitment to with 19 mana whenua tribes in delivering effective and well-designed transport policy and solutions for Auckland. We also recognise mataawaka and their representative bodies and our desire to foster a relationship with them.
60. This plan in full is available on the Auckland Transport Website - [https://at.govt.nz/about-us/transport-plans-strategies/maori-responsiveness-plan/](https://at.govt.nz/about-us/transport-plans-strategies/maori-responsiveness-plan/)

Ngā ritenga ā-pūtea
Financial implications
61. The proposed decision of receiving the report has no financial implications.

Ngā raru tūpono me ngā whakamaaurutanga
Risks and mitigations
62. Auckland Council is currently consulting on its Emergency Budget 2020/2021 and we will have more certainty on the impacts to the AT programme when the budget is adopted in July.
63. Our capital and operating budgets will be reduced through this process. Some projects we had planned for 2020/2021 may not be able to be delivered, which will be disappointing to communities that we had already engaged with. Both the Community Safety Fund and the Local Board Transport Capital Fund will likely be impacted by these budget reductions.
64. The only way to mitigate this risk is to clearly communicate the board’s intentions so staff supporting it may plan ahead and to make the best use of any available funds.

Ngā koringa ā-muri
Next steps
65. AT will provide another update report to the board at the next meeting in August 2020.

Ngā tāpirihanga
Attachments
66. There are no attachments for this report.
Ngā kaihaina
Signatories

<table>
<thead>
<tr>
<th>Authors</th>
<th>James Ralph, Elected Member Relationship Manager</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authorisers</td>
<td>Jonathan Anyon, Manager, Elected Member Relationship Unit</td>
</tr>
</tbody>
</table>
Te take mō te pūrongo

Purpose of the report

1. To seek the Manurewa Local Board’s support for the proposed Panuku Development Auckland (Panuku) and Auckland Transport (AT) Park and Ride Integrated Development strategy, and its endorsement to utilise the Manurewa Station Park and Ride located at 33 Station Road, Manurewa, the Selwyn Road car park located 8 Selwyn Road, Manurewa and the Homai Station Park and Ride located at 2R Dalgety Drive, Manukau 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. AT and Panuku 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. A number of credible development companies have enquired with AT and Panuku about the prospect of partnering to progress opportunities. Potentially significant opportunities have remained untapped to date. AT and Panuku 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. 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. AT and Panuku will form a joint panel to review tender proposals received and select the preferred
Ngā tūtohunga

Recommendation/s

That the Manurewa Local Board:

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

b) endorses the following properties being utilised as part of an integrated transport orientated development:
   i) Manurewa Station Park and Ride located at 33 Station Road, Manurewa
   ii) Selwyn Road car park located 8 Selwyn Road, Manurewa
   iii) Homai Station Park and Ride located at 2R Dalgety Drive, Manukau

c) notes that specified current and future transport operations at the Manurewa Station Park and Ride, the Selwyn Road car and the Homai Station Park and Ride 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. AT and 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. A number of 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 proposed Park and Ride Integrated Development strategy seeks to integrate transport service requirements at designated council owned park and ride sites 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. 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. 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 6 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. Informal engagement was undertaken with the previous Manurewa Local Board in 2019 regarding this proposal. The feedback received was supportive with the board raising the following:
- If iwi engagement will be undertaken? Staff attending advised that iwi engagement will initially be undertaken on the proposed Panuku and AT Park and Ride Integrated Development strategy. Should this strategy be approved by the Finance and Performance Committee, further iwi engagement will be undertaken on a site by site basis.
- If engagement will be undertaken with the Manurewa Town Centre Steering Group? Staff advised that engagement will be undertaken with the Manurewa Town Centre Steering Group on the Manurewa sites, subject to the Finance and Performance
Committee approving the Panuku and AT Park and Ride Integrated Development strategy.

- The Manurewa Local Board noted that it would like to see any potential development integrated with South Mall. Staff attending advised that this can be explored subject to the Finance and Performance Committee approving the Panuku and AT Park and Ride Integrated Development strategy.

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

27. Subject to Finance and Performance Committee approval, Panuku will engage further with the Manurewa Local Board on the Manurewa Station Park and Ride, the Selwyn Road car park and the Homai Station Park and Ride regarding any development and design outcomes to be achieved for viable transport orientated development opportunities.

Tauākī whakaaweawe Māori
Māori impact statement

28. 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.

29. 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.

30. 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.

31. 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

32. 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.

33. 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

34. 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.

35. Given the interest AT and Panuku have received from a number of 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 utilised in forming the sequencing of these sites to the market.

36. 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

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

38. 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.

39. 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

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<tr>
<td>A</td>
<td>Schedule of sites</td>
<td>31</td>
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</table>

Ngā kaihaina

Signatories

Authors

| Letitia Edwards - Head of Strategic Asset Optimisation (acting), Panuku Development Auckland |
| Kevin Jones - Manager Strategic Projects (North & West), Auckland Transport |

Authorisers

| Marian Webb - General Manager, Assets and Delivery (acting) – Panuku Development Auckland |
| Chris Morgan - Group Manager, Strategic Projects – Auckland Transport |
| Manoj Ragupathy - Relationship Manager Manurewa & Papakura |
Schedule of sites

<table>
<thead>
<tr>
<th>Key</th>
<th>Location</th>
<th>Local Board</th>
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<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 McClaymonts 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>Waitakere</td>
</tr>
</tbody>
</table>
Statement of proposal to amend the Alcohol Control Bylaw

File No.: CP2020/08708

Te take mō te pūrongo
Purpose of the report
1. To seek support on the statement of proposal to amend the Te Kaunihera o Tāmaki Makaurau Te Ture a Rohe Whakararata Waipiro 2014 / Auckland Council Alcohol Control Bylaw 2014 before it is finalised for public consultation.

Whakarāpopototanga matua
Executive summary
2. To enable the Manurewa Local Board to provide its views on the statement of proposal to amend the Te Kaunihera o Tāmaki Makaurau Te Ture a Rohe Whakararata Waipiro 2014 / Auckland Council Alcohol Control Bylaw 2014, staff have prepared a draft proposal.
3. The draft proposal would continue to enable council to make alcohol bans in certain public places to reduce crime and disorder caused or made worse by alcohol consumed there.
4. The main proposals are to include new temporary alcohol bans for major events at Mount Smart Stadium, Western Springs Stadium, Eden Park and Auckland Domain, and to make the Bylaw easier to read and understand.
5. Staff recommend that the local board provide its views on the draft proposal.
6. There is a reputational risk that the draft proposal or the local board’s views do not reflect the views of people in the local board area. This risk would be partly mitigated by future public consultation processes. The local board will have an opportunity to consider any public feedback and provide formal views to a Bylaw Panel prior to the final decision.
7. The local board’s views will be provided to the Regulatory Committee on 1 September 2020 who will recommend a statement of proposal for public consultation to the 24 September Governing Body meeting. Public consultation is scheduled for October 2020, Bylaw Panel deliberations for March 2021, and a final decision by the Governing Body for April 2021.

Ngā tūtohunga
Recommendation/s
That the Manurewa Local Board:
a) support the draft statement of proposal in Attachment A of this agenda report to amend the Auckland Council Alcohol Control Bylaw 2014 for public consultation.

Horopaki
Context
The Alcohol Control Bylaw enables council to make alcohol bans in public places
8. The Te Kaunihera o Tāmaki Makaurau Te Ture a Rohe Whakararata Waipiro 2014 / Auckland Council Alcohol Control Bylaw 2014 (Bylaw) aims to reduce crime or disorder in certain public places caused or made worse by alcohol consumed there.
9. The Bylaw achieves this by providing a framework that enables alcohol bans to be made by resolution of the relevant delegated authorities – the Regulatory Committee, Auckland Domain Committee or local boards. Alcohol bans are enforced by the New Zealand Police.
The Regulatory Committee have decided to amend the Alcohol Control Bylaw

10. The Regulatory Committee requested staff commence the process to amend the Bylaw on 9 May 2019 (REG/2019/28). The process leading to this decision is summarised below.

11 April 2019 (REG/2019/19)  
Regulatory Committee endorsed the statutory bylaw review findings that:
- a bylaw about the consumption or possession of alcohol in public places is still the most appropriate way to address crime or disorder in certain public places caused or made worse by alcohol consumed there
- the current Bylaw does not give rise to any implications under, and is not inconsistent with, the New Zealand Bill of Rights Act 1990
- the current Bylaw structure and wording could be improved.

9 May 2019 (REG/2019/28)  
Regulatory Committee instructed staff to draft an amended Bylaw (Option two) after considering four options:
- Option one: status quo – retain Bylaw that makes alcohol bans by resolution
- Option two: amend the current Bylaw – improve the status quo
- Option three: replace the current Bylaw – new bylaw that contains all alcohol bans
- Option four: revoke Bylaw – no bylaw and instead rely on other existing methods.

Staff prepared a proposal in line with decisions of the Regulatory Committee

11. Staff have prepared a draft statement of proposal (draft proposal) to implement the decision of the Regulatory Committee to amend the Bylaw as provided in Attachment A.

12. The draft proposal includes the reasons and decisions leading to the proposed amendments and a comparison between the existing and amended bylaws.

The local board has an opportunity to provide its views on the proposal

13. The local board now has an opportunity to provide its views on the draft proposal in Attachment A by resolution to the Regulatory Committee before it is finalised for public consultation.

14. For example, the local board could support the draft proposal for public consultation, recommend changes before it is finalised, or defer comment until after it has considered public feedback on the proposal.

Tātaritanga me ngā tohutohu
Analysis and advice

The draft proposal makes improvements to the current alcohol control bylaw

15. The draft proposal seeks to improve the use of alcohol bans for major events and make the Bylaw easier to read and understand. The table below summarises the proposed changes.

Summary of proposed changes to the Alcohol Control Bylaw 2014

<table>
<thead>
<tr>
<th>Proposals</th>
<th>Reasons for proposals</th>
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<tbody>
<tr>
<td>• Make new event-based temporary alcohol bans for all major events at Mount Smart Stadium, Western Springs Stadium</td>
<td>Including new event-based temporary alcohol bans made in the Bylaw:</td>
</tr>
</tbody>
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1 Council’s Events Policy refers to major events as events having a regional, national and international profile.
Proposals

Eden Park and Auckland Domain in the Bylaw.

- The new event-based temporary alcohol bans will replace existing event-based temporary alcohol bans made by resolution\(^2\) for Mount Smart Stadium, Eden Park and Auckland Domain for ‘Christmas in the Park’ and the Lantern Festival. Changes to these existing resolutions would:
  - for Mount Smart Stadium extend the ban to apply to all major events, not just concerts
  - for Eden Park extend the ban to include Eden Park stadium, and two fan trails if they are activated as part of the event\(^3\)
  - for Auckland Domain extend the ban to all major events (not just the Lantern Festival) and extend the times of the ban to start one hour earlier and finish one hour later.

  The ban for the Auckland Domain ‘Christmas in the Park’ event would remain unchanged.

- Replace with a related information note clauses about alcohol ban signage, and clauses about legislative decision-making criteria.

- Clarify exceptions to alcohol bans for licensed premises and the transport of alcohol, council’s ability to make temporary alcohol bans and Bylaw wording.

Reasons for proposals

- more easily enables a preventative approach to alcohol-related crime or disorder at or near event venues used for major events
- removes time and cost to process individual requests for event-based temporary alcohol bans where:
  - the event venue has in the past, is currently, and will in the future be used for major events
  - a ban has been used in the past for major events at the event venue.
- creates more consistent event-based temporary alcohol ban times and application.

Replacing some clauses with related information notes and providing clarifications:

- removes provisions that are unnecessary to state in the Bylaw but are useful as extra information
- provides rules that are easier to read and understand.

The draft proposal complies with statutory requirements

16. The draft proposal has been prepared in accordance with statutory requirements and best practice drafting guidelines:

- The proposed inclusion of event-based temporary alcohol bans for major events at certain venues in the Bylaw is a reasonable limitation on people’s rights and freedoms because the bans only apply temporarily to a limited area for large scale events.

- The amended Bylaw is a more appropriate form of bylaw because the inclusion of event-based temporary alcohol bans for major events at certain venues enables a preventative approach to alcohol-related crime or disorder.\(^4\) The amended Bylaw would also be easier to read and understand.

- The amended Bylaw has no implications under, and is not inconsistent with, the New Zealand Bill of Rights Act 1990 (the Act). There are potential limitations to freedoms protected by the Act of expression, peaceful assembly, movement, security against unreasonable search and seizure, and to not be arbitrarily arrested. These limitations are justified because alcohol bans help prevent harm to the public, and because council’s ability to make alcohol bans is subject to legislative criteria which ensures any ban is justified, appropriate and proportionate.

\(^2\) MT/2017/144 (Mt Smart); AE/2015/119 (Eden Park); RBC/2015/41 and WTM/2016/110 (Christmas in the Park); ADC/2017/43 (Lantern Festival).

\(^3\) There are two Eden Park Fan Trails designed for fans to walk to Eden Park. One starts at Ponsonby Road (activated on ‘match days’) and one starts from Queen Elizabeth Square (last used during the 2011 Rugby World Cup).

\(^4\) Section 147A of the Local Government Act 2002.
Staff recommend the local board consider providing its views on the proposal

17. Staff recommend that the local board consider the draft proposal and whether it wishes to provide its views to the Regulatory Committee.

Tauākī whakaaweawe āhuarangi
Climate impact statement

18. There are no implications for climate change arising from this decision.

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

19. The draft proposal impacts the operation of units across the council group involved in events, processing alcohol ban requests and alcohol ban signage. Those units are aware of the impacts of the proposal and their implementation role.

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

20. The Bylaw is important to local boards as they have the delegated authority to make local alcohol bans, and because alcohol bans help to improve public safety in their local areas.

21. The main view of local board members during the bylaw review was to retain local board decision-making authority for local alcohol bans. The proposal supports this by retaining the current decision-making authority. The process for the local board to make alcohol bans by resolution will remain the same.

22. The local board has an opportunity in this report to provide its views on the proposal to the Regulatory Committee.

23. The local board will also have further opportunity to provide its views to a Bylaw Panel on any public feedback to the proposal from people in the local board area.

Tauākī whakaaweawe Māori
Māori impact statement

24. The Bylaw has significance for Māori as users and kaitiaki / guardians of public space. Māori are also over-represented in alcohol-related hospital visits, the criminal justice system and as victims of crime.

25. Māori health advocacy organisations, Te Puni Kōkiri and the Maunga Authority support the use of alcohol bans as a tool to reduce alcohol-related harm.

26. The draft proposal supports this view by retaining the ability for council to use alcohol bans.

Ngā ritenga ā-pūtea
Financial implications

27. There are no financial implications to the local board for any decision to support the draft proposal for public consultation. The Governing Body at a later date will consider any financial implications associated with public notification and signage.

Ngā raru tūpono me ngā whakamaurutanga
Risks and mitigations

28. There is a reputational risk that the draft proposal or the local board’s views do not reflect the views of people in the local board area. This risk would be partly mitigated by future public consultation processes. The local board will have an opportunity to consider any public feedback and provide its formal views to a Bylaw Panel prior to the final decision.
Ngā koringa ā-muri

Next steps

29. Staff will present a proposal and any local board views to the Regulatory Committee on 1 September 2020. The next steps are shown in the diagram below.

Ngā tāpirihanga

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Ngā kaihaina

Signatories

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<tr>
<th>Author</th>
<th>Elizabeth Osborne - Policy Analyst</th>
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<tbody>
<tr>
<td>Authorisers</td>
<td>Paul Wilson - Team Leader Bylaws</td>
</tr>
<tr>
<td></td>
<td>Manoj Ragupathy - Relationship Manager Manurewa &amp; Papakura</td>
</tr>
</tbody>
</table>
ATEED six-monthly report to the Manurewa Local Board

File No.: CP2020/09202

Te take mō te pūrongo
Purpose of the report
1. This report provides the Manurewa Local Board with highlights of ATEED’s activities in the Manurewa Local Board area as well as ATEED’s regional activities for the six months 1 July to 31 December 2019.
2. This report should be read in conjunction with ATEED’s Quarter 1 and Quarter 2 reports to Auckland Council (available at www.aucklandnz.com). Although these reports focus primarily on the breadth of ATEED’s work at a regional level, much of the work highlighted has significant local impact.

Whakarāpopototanga matua
Executive summary
3. This report provides the Manurewa Local Board with relevant information on the following ATEED activities:
   - Locally driven initiatives: Pop-Up Business School, Town Centre Revitalisation Implementation
   - Supporting local business growth
   - Filming activity
   - Young Enterprise Scheme
   - Youth connections
   - Local and regional destination management and marketing
   - Delivered, funded and facilitated events.

4. Further detail on these activities is listed under Analysis and advice.

Ngā tūtohunga
Recommendation/s
That the Manurewa Local Board:
a) receive ATEED’s update to the Manurewa Local Board – March 2020.

Horopaki
Context
5. ATEED has two areas of focus:
   Economic Development – including business support, business attraction and investment, local economic development, trade and industry development, skills employment and talent and innovation and entrepreneurship.
   Destination - supporting sustainable growth of the visitor economy with a focus on destination marketing and management, major events, business events (meetings and conventions) and international student attraction and retention.

6. These two portfolios also share a common platform relating to the promotion of the city globally to ensure that Auckland competes effectively with other mid-tier high quality of life cities.
7. ATEED works with local boards, Council and CCOs to support decision-making on local economic growth, and facilitates or co-ordinates the delivery of local economic development activity. ATEED ensures that the regional activities that ATEED leads or delivers are fully leveraged to support local economic growth and employment.

8. In addition, ATEED’s dedicated Local Economic Development (LED) team works with local boards who allocate locally driven initiatives (LDI) budget to economic development activities. The LED team delivers a range of services such as the development of proposals, including feasibility studies that enable local boards to directly fund or otherwise advocate for the implementation of local initiatives.

9. ATEED delivers its services at the local level through business hubs based in the north, west and south of the region, as well as its central office at 167B Victoria Street West.

10. Additional information about ATEED’s role and activities can be found at www.aucklandnz.com/ateed

Tātaritanga me ngā tohutohu
Analysis and advice

11. As at 31 December 2019⁶, 1876 businesses had been through an ATEED intervention or programme. Of these, 28 businesses were in the Manurewa Local Board area – 11 businesses went through Destination-related programmes and 17 businesses went through Economic Development-related programmes.

Economic Development

Locally Driven Initiatives:

12. Pop-Up Business School: Event successfully delivered in Q2 with around 50 attendees. It was held from November 25th to December 6th at Te Haa O Manukau, with the event listed on the ATEED website. A report of the event will be available in Q3.

13. Town Centre Revitalisation Implementation: Following the local elections in October 2019 the new local board has agreed to continue with the town centre steering group. The survey work for 286 Great South Road has been completed and the report received. Richard Knott Ltd has been provided with the report to be considered in the work programme for the town centre steering group. The group has met to reconfirm its focus for the remainder of the year.

Supporting Local Business Growth

14. This area is serviced by the Business and Enterprise team in the South hub, based in Te Haa o Manukau. The team comprises of two Business and Innovation Advisors and administration support. The role of this team is to support the growth of Auckland’s key internationally competitive sectors and to support to provide quality jobs.

15. A key programme in achieving this is central government’s Regional Business Partnership Network (RBPN). This is delivered by ATEED’s nine Business and Innovation Advisors (BIA), whose role is to connect local businesses to resources, experts and services in innovation, R&D, business growth and management.

16. ATEED’s BIAs engage 1:1 with businesses through a discovery meeting to understand their challenges, gather key data, and provide connections / recommendations via an action plan.

17. Where businesses qualify (meet the programme criteria and/or align to ATEED’s purpose as defined in the SOI) the advisors facilitate government support to qualifying businesses, in the form of:

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⁵ This activity is subject to local boards prioritising local economic development, and subsequently allocating funding to local economic development through their local board agreements.

⁶ Q2 FY 2019/20 result for ATEED’s SOI KPI2
• Callaghan Innovation R&D grants (including Getting Started, project and student grants (https://www.callaghaninnovation.govt.nz/grants)).

• Callaghan Innovation subsidised innovation programmes

• RBPN business capability vouchers (NZTE), where the business owner may be issued co-funding up to $5,000 per annum for business training via registered service providers. Voucher co-funding is prioritised to businesses accessing this service for the first time, in order to encourage more businesses to engage with experts to assist their management and growth.

• NZTE services such as Export Essentials (https://workshop.exportessentials.nz/register/).

• Referrals to NZ Business Mentors via The Chamber of Commerce.

18. During the reporting period, ATEED Business and Innovation Advisors engaged with 24 businesses and individuals in the Manurewa Local Board area, 0 for innovation advice and services and 11 for business growth and capability advice and services. From these engagements:

• 0 connections were made to Callaghan Innovation services and programmes
• 3 RBPN vouchers were issued to assist with business capability training
• 2 referrals were made to Business Mentors New Zealand
• 1 connection was made to ATEED staff and programmes
• 11 connections were made to other businesses or programmes.

Other support for new businesses

19. During the period, ATEED also ran workshops and events aimed at establishing or growing a new business and building capability. Three people from the Manurewa Local Board area attended an event below:

• Starting off Right workshop - 0
• Business clinic – 1
• Innovation clinic – 2.

Filming activity within the Manurewa Local Board area

20. ATEED's Screen Auckland team facilitates, processes and issues film permits for filming activity in public open space. This activity supports local businesses and employment, as well as providing a revenue stream to local boards for the use of local parks.

21. Between 1 July and 31 December 2019, a total of 310 film permits7 were issued in the Auckland region, with 13 of these permits issued in the Manurewa Local Board area.

22. The Manurewa Local Board area's share of film permit revenue was $973.918 for the period (total for all boards combined was $38,208.55).

Some of the key film productions that were issued permits to film in the Manurewa Local Board area were:

• The Justice of Bunny King
• Brokenwood Mysteries
• The Bachelorette
• Married at First Sight.

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7 This does not reflect all filming that takes place in studio, private property or low impact activity that wouldn't have required a permit.
8 This includes Local Board fees only, other permit fees directed to Auckland Transport (Special Events) and Regional Parks. Figures exclude GST and are as per the month the permit was invoiced, not necessarily when the activity took place.
**Young Enterprise Scheme (YES)**

23. The Auckland Chamber of Commerce has delivered the Lion Foundation Young Enterprise Scheme (YES) since January 2018. ATEED maintains a strategic role. During the period, there were 58 schools participating in the Auckland YES programme, representing 1364 students completing the programme. There are currently 2 schools from the Manurewa Local Board area participating in the YES programme.

**Local Jobs and Skills Hubs**

24. ATEED is the regional partner for the network of Auckland Jobs and Skills Hubs. These multi-agency hubs support employers at developments where there is a high and sustained demand for local labour and skills development. The Auckland network includes Ara (Auckland Airport development), CBD (Wynyard Quarter and city centre development), and Tāmaki hubs. The new Manukau and Northern hubs launched in August 2019 with new initiatives underway. The ATEED-established City Centre Hub reports a total of 480 people supported into employment, 2,092 training outcomes and 14 apprenticeships facilitated as at 28 February 2020. ATEED is the backbone organisation for the CBD Jobs and Skills Hub, where Māori represented over a third (36 percent) of job placements towards a 40 percent target.

25. ATEED provided funding to CRL Progressive Employment programme for at risk youth supporting training and developing capability within businesses. Five of six youth graduated the 18-week programme in October into jobs. The evaluation report received shows that the programme delivered excellent results.

**Offshore talent attraction**

26. The Auckland Smart Move Q1-Q2 campaign, launched in July with Immigration New Zealand resulted in 2,126 tech and construction job applications from high-skilled offshore migrants, reaching more than 121,000 offshore high-skilled professionals.

**Destination**

**North, West, South East and Gulf area destination management and marketing activity**

27. Over the period, the ATEED Tourism Innovation Team has cemented its highly effective regional cluster and program development. The city is managed on a North/West and Great Barrier area and South/East/Central and Waiheke area. This is a proactive programme that is generating success and clustering of businesses capability, skills and delivery across the entire city. Results are visible and reported, including:

- East/South and North/West visitor maps.
- A Tourism Innovation Partnership Fund which identifies and focuses on capability building and content and product development.
- Groups include the Franklin Tourism Group, now closely aligned with East Auckland Tourism, the Waiheke Tourism Cluster, the Matakana Cluster and the Waitakere Ranges Cluster as well as more bespoke groups on Great Barrier and specific territories.
- Project & opportunity awareness for operators.
- Regional showcase days, product awareness and updates, site familiarity visits (Famils), and opportunity discussions.
- Innovation sessions with topics such as capability building for smaller operators, common issues and themes, key takeaways, and networking opportunities.

28. The Auckland Visitor Survey Insights Report is the culmination of significant development in qualitative and quantitative data capture across all of Auckland. The report identifies the region by main areas, north, south, east, west, and gulf islands, and delivers a valuable and timely insight into visitors’ characteristics, behaviour, experience and perceptions of the Auckland region. This report will be available for local board access in the new year.
Regional destination management and marketing activity

29. Auckland cruise ship activity for the year 2018/19 reported growth for Auckland with visitor expenditure of $192.5m (note: this is not the GDP figure previously taken from Cruise NZ as it is no longer available). This is up from $145m in 2017/18. Passenger numbers in 2018/19 were up to 238,000 from 211,000 in 2017/18.

30. It was a strong six months of highly visible activities designed to attract visitors from overseas and around New Zealand to Auckland using various platforms:
   - Social media including Instagram @Visitauckland.
   - Media and PR including Auckland Insider article. Best escapes for a long weekend and Appetite for Auckland. Online Food stories.
   - Marketing Programs such as the Australian ‘Short Break to Auckland’ campaign in October 2019.
   - Creating a B-roll of striking footage and images of Tāmaki Makaurau for free use by tourism operators and promoters across the Auckland region and the gulf.
   - Focus was also given to Trade and Content development including Elemental AKL 2020.

31. ATEED continued to support and advocate for the development of new Māori tourism experiences and unique marketing opportunities in support of the priorities contained in the Destination AKL 2025 strategy.

Maori Tourism Innovation Partnership Programme – Pilot

32. In alignment to the Destination AKL Strategy, ATEED has development a new Tourism Innovation Partnership fund to enable and support sustainable growth of Māori Tourism in Tāmaki Makaurau. Funding is available to Iwi, Hapū, Marae, Urban Māori Authorities and Māori Tourism collectives to apply for during the 19/20 financial year. So far, we have supported the following two initiatives:
   1. Ngai Tai ki Tamaki/Te Haerenga have been awarded $25,000 to develop and promote day tours to Rangitoto and Motutapu through walking and e-bike tours.
   2. Te Manu Taupua (with support from the Tupuna Maunga Authority & Nuu Limited) have been awarded $20,000 to grow digital capacity and capability to amplify the cultural narratives of Tāmaki Makaurau. These resources will then be used to educate and develop cultural competency within Auckland’s tourism industry.

33. Examples of separate local board area activity includes:
   - Waitematā - Feasibility study for a Māori Cultural Centre
     RFA, ATEED and Panuku in partnership with mana whenua (in particular, Ngāti Whātua Ōrākei, Ngāti Pāoa and Te Kawerau a Maki) are in the final stages of finalising a feasibility study for a Māori Cultural Centre, with a penultimate draft being circulated internally. The cultural centre is closely linked to the City centre work being undertaken by the Auckland Design Office.
   - Ōtara-Papatoetoe - Elemental – Te Ahi Kōmau Event
     ATEED, in collaboration with Panuku are supporting The Cause Collective and Papatūānuku Marae in the delivery and marketing of an indigenous food and cultural storytelling event as apart of Elemental 2020 programme.
   - Albert-Eden – Whau Café
     In collaboration with the Tūpuna Maunga Authority, ATEED supported the marketing and promotion of a new Māori centred café and visitor centre called Whau Café located in the historic kiosk on Maungawhau. Whau Café officially opened to the public in December 2019 and has been successfully operating since.
   - Rodney - Capability Development
     ATEED is supporting Te Hana Community Development Charitable Trust with the reprioritising of their commercial tourism aspirations and product development. ATEED is also involved in the Auckland Council working group, to support Te Hana with renewing
and re-accessing the lease model as well and supporting further community engagement focused initiatives.

**Delivered, funded and facilitated events**

34. During the period, the inaugural Elemental AKL winter festival was held 1-31 July. There were 67 events across the region, and 120 restaurants that took part through Elemental Feast. The new festival generated more than 1000 media stories.

35. ATEED delivered the Auckland Diwali Festival which was held at Aotea Square and Upper Queen Street from 12-13 October 2019. Approximately 65,000 people attended, up 9% from an estimated 59,990 in 2018. The festival had more than 40 food stallholders, more than 50 hours’ live entertainment and over 200 performances.

36. ATEED led the cross-council communications and programme implementation of the 2019 New Year’s Eve coverage to alert Aucklanders and visitors to the road closures, extra public transport options, event highlights and TV viewing options, with positive feedback received.

37. During the period, residents of the Albert-Eden Local Board area were also able to enjoy events funded or facilitated by ATEED across the Auckland region, including the New Zealand International Film Festival, ASB Auckland Marathon, the Virgin Australia Supercars Championship, The Food Show, New Zealand Fashion Week, the ITM Auckland SuperSprint, Taste of Auckland, EQUITANA Auckland, 19/20 Nacra/49ers Class Sailing World Champs, Wondergarden, Auckland On Water Boat Show.

38. A full schedule of major events is available on ATEED’s website, aucklandnz.com

**Go With Tourism**

39. Go with Tourism (GWT) is a jobs-matching platform that targets young people (18-30 years) and encourages them to consider a career in Tourism. In 2019, Go with Tourism was rolled out nationally with launches in Queenstown and Wanaka. The platform signed over 300 businesses for the first time in the 6 months between July and December 2019.

40. The most popular industries in the GWT programme in Auckland (as classified by ANZSIC code) were Accommodation and Food Services (61%), Arts and Recreation Services (19%), Transport, Postal and Warehousing (5%), and Administrative and Support Services (5%).

41. In Manurewa Local Board, no businesses have signed up to use the platform out of a total of 165 in the Auckland region.

**Tauākī whakaaweawe āhuarangi**

**Climate impact statement**

42. ATEED is currently considering how we respond to climate impacts in our projects and programmes. In the interim, ATEED assesses and responds to any impact that our initiatives may have on the climate on a case-by-case basis.

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

**Council group impacts and views**

43. ATEED assesses and manages our initiatives on a case-by-case basis and engages with the Council group where required.

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

**Local impacts and local board views**

44. Local Board views are not sought for the purposes of this report. Local Board views were sought for some of the initiatives described in this report.
Tauākī whakaaweawe Māori
Māori impact statement
45. The proposed decision to receive the six-monthly report has no impact on Māori. ATEED assesses and responds to any impact that our initiatives may have on Māori on a case-by-case basis.

Ngā ritenga ā-pūtea
Financial implications
46. The proposed decision of receiving the report has no financial implications.

Ngā raru tūpono me ngā whakamaurutanga
Risks and mitigations
47. The proposed decision to receive the six-monthly report has no risk. ATEED assesses and manages any risk associated with our initiatives on a case-by-case basis.

Ngā koringa ā-muri
Next steps
48. ATEED will provide the next six-monthly report to the Local Board in August 2020 and will cover the period 1 January to 30 June 2020.

Ngā tāpirihanga
Attachments
There are no attachments for this report.

Ngā kaihaina
Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Authorisers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stephanie Sole - Strategy and Planning (ATEED)</td>
<td>Quanita Khan - Manager Operational Strategy and Planning (ATEED)</td>
</tr>
<tr>
<td></td>
<td>Manoj Ragupathy - Relationship Manager Manurewa &amp; Papakura</td>
</tr>
</tbody>
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Te take mō te pūrongo

Purpose of the report
1. To present to the Manurewa Local Board the three months Governance Forward Work Calendar.

Whakarāpopototanga matua

Executive summary
2. The Governance Forward Work Calendar is a schedule of items that will come before the local board at business meetings and workshops over the next three months. The Governance Forward Work Calendar for the Manurewa Local Board is included in Attachment A.

3. The calendar aims to support local boards’ governance role by:
   i) ensuring advice on agendas and workshop material is driven by local board priorities
   ii) clarifying what advice is required and when
   iii) clarifying the rationale for reports.

4. The calendar will be updated every month, be included on the agenda for business meetings and distributed to relevant council staff. It is recognised that at times items will arise that are not programmed. Board members are welcome to discuss changes to the calendar.

Ngā tūtohunga

Recommendation/s
That the Manurewa Local Board:

a) note the Governance Forward Work Calendar.

Ngā tāpirihanga

Attachments

<table>
<thead>
<tr>
<th>No.</th>
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<th>Page</th>
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<tbody>
<tr>
<td>A</td>
<td>Manurewa Local Board Governance Forward Work Calendar July 2020</td>
<td>49</td>
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Ngā kaihaina

Signatories

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<thead>
<tr>
<th>Author</th>
<th>Rohin Patel - Democracy Advisor - Manurewa</th>
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<tbody>
<tr>
<td>Authoriser</td>
<td>Manoj Ragupathy - Relationship Manager Manurewa &amp; Papakura</td>
</tr>
<tr>
<td>Workshop / Business Meeting</td>
<td>Date</td>
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<tr>
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<td>Business Meeting</td>
<td>20 August 2020</td>
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## Manurewa Local Board Governance Forward Work Calendar

<table>
<thead>
<tr>
<th>Workshop / Business Meeting</th>
<th>Date</th>
<th>Topic</th>
<th>Governance Role</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>Workshop</td>
<td>27/08/2020</td>
<td>PSR and Community Facilities Work Programme Update</td>
<td>Oversight and monitoring</td>
<td>Check in on performance / inform future direction</td>
</tr>
<tr>
<td>Business meeting</td>
<td>17 Sept 2020</td>
<td>Navigation safety bylaw review</td>
<td>Input to regional decision-making</td>
<td>Define board position and feedback</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Water Tank Plan Change</td>
<td>Input to regional decision-making</td>
<td>Define board position and feedback</td>
</tr>
</tbody>
</table>
Manurewa Local Board Workshop Records

File No.: CP2020/06012

Te take mō te pūrongo
Purpose of the report

1. To note the Manurewa Local Board’s records for the workshops held on 4 June, 11 June and 25 June.

Whakarāpopototanga matua
Executive summary

2. Under Standing Order 12.1.1 the local board shall receive a record of the general proceedings of each of its local board workshops held over the past month. However, the proceedings of a workshop shall record the names of members attending, the general nature of the matters discussed and the proceedings of the workshop. Resolutions or decisions are not made at workshops as they are solely for the provision of information and discussion. This report attaches the workshop record for the period stated below.

Ngā tūtohunga
Recommendation/s

That the Manurewa Local Board:

a) note the Manurewa Local Board workshop records held on:
   i) 4 June 2020
   ii) 11 June 2020

Ngā tāpirihanga
Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
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</thead>
<tbody>
<tr>
<td>A</td>
<td>4 June 2020, Manurewa Local Board Workshop Record</td>
<td>53</td>
</tr>
<tr>
<td>B</td>
<td>11 June 2020, Manurewa Local Board Workshop Record</td>
<td>55</td>
</tr>
<tr>
<td>C</td>
<td>25 June 2020, Manurewa Local Board Workshop Record</td>
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Ngā kaihaina
Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Rohin Patel - Democracy Advisor - Manurewa</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authoriser</td>
<td>Manoj Ragupathy - Relationship Manager Manurewa &amp; Papakura</td>
</tr>
</tbody>
</table>
Manurewa Local Board Workshop Record

Workshop record of the Manurewa Local Board held via Skype on Thursday, 4 June 2020, commencing at 4.00pm.

Present
Chairperson: Joseph Allan
Deputy Chairperson: Melissa Atama
Members:
- Anne Candy
- Tabetha Gorrie
- Rangi McLean
- Glenn Murphy
- Ken Penney
- Dave Pizzini

Also present: Councillor Angela Dalton

<table>
<thead>
<tr>
<th>Workshop Item</th>
<th>Governance role</th>
<th>Summary of Discussions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arts, Community and Events Work Programme Update</td>
<td>Oversight and monitoring</td>
<td>The board received an update on the Arts, Community and Events 2019/2020 Work Programme.</td>
</tr>
<tr>
<td>Sopo Su’a-Elia (Strategic Broker, Arts Community and Events)</td>
<td></td>
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</tr>
<tr>
<td>Melissa Leolo (Specialist Advisor, Arts Community and Events)</td>
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</tr>
<tr>
<td>Kareen Colmenares Borrego (Senior Event Organiser (Civic), Arts Community and Events)</td>
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<tr>
<td>Helen Taimarangai (Senior Grants Advisor, Treasury)</td>
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<tr>
<td>Local Board General Business</td>
<td>Keeping informed</td>
<td></td>
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<tr>
<td>Members and Staff</td>
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</tbody>
</table>

The workshop concluded at 7.16pm
Manurewa Local Board Workshop Record

Workshop record of the Manurewa Local Board held via Skype on Thursday 11 June 2020, commencing at 4.00pm.

Present
Chairperson: Joseph Allan
Deputy Chairperson: Melissa Atama
Members: Anne Candy
Tabetha Gorrie
Glenn Murphy
Ken Penney
Dave Pizzini
Rangi McLean

Also present: Councillor Angela Dalton

<table>
<thead>
<tr>
<th>Workshop Item</th>
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<th>Summary of Discussions</th>
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</thead>
<tbody>
<tr>
<td>Infrastructure and Environmental Services Work Programme Update</td>
<td>Oversight and monitoring</td>
<td>The board received an update on the Infrastructure and Environmental Services 2019/2020 work programme.</td>
</tr>
<tr>
<td>Prasanthi Cottingham (Relationship Advisor, Relationship Management Unit – Infrastructure and Environmental Services)</td>
<td>Oversight and monitoring</td>
<td>The board received an update on the Auckland Transport programme of work.</td>
</tr>
<tr>
<td>Auckland Transport Monthly Update</td>
<td>Oversight and monitoring</td>
<td>The board received an update on the Auckland Transport programme of work.</td>
</tr>
<tr>
<td>James Ralph (Elected Member Relationship Manager, Auckland Transport)</td>
<td>Input to regional decision-making</td>
<td>The board received a briefing on the draft proposed amendments to the Alcohol Control Bylaw 2014.</td>
</tr>
<tr>
<td>Workshop Item</td>
<td>Governance role</td>
<td>Summary of Discussions</td>
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<tr>
<td>Local Board General Business</td>
<td>Keeping informed</td>
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<td>Members and Staff</td>
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The workshop concluded at 7.12pm
Manurewa Local Board Workshop Record

Workshop record of the Manurewa Local Board held in the Manurewa Local Board Office meeting room, Shop 3-5, 7 Hill Road, Manurewa on Thursday 25 June 2020, commencing at 4.00pm.

Present

<table>
<thead>
<tr>
<th>Chairperson</th>
<th>Joseph Allan</th>
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</thead>
<tbody>
<tr>
<td>Deputy Chairperson</td>
<td>Melissa Atama</td>
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<tr>
<td>Members:</td>
<td>Anne Candy</td>
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<td></td>
<td>Tabetha Gorrie</td>
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<td></td>
<td>Glenn Murphy</td>
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<td></td>
<td>Dave Pizzini</td>
</tr>
<tr>
<td></td>
<td>Rangi McLean</td>
</tr>
<tr>
<td>Apologies</td>
<td>Ken Penney</td>
</tr>
<tr>
<td>Also present:</td>
<td>Councillor Shane Henderson</td>
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<td></td>
<td>Councillor Angela Dalton</td>
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<table>
<thead>
<tr>
<th>Workshop Item</th>
<th>Governance role</th>
<th>Summary of Discussions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Board Workshop 5</td>
<td>Oversight and monitoring</td>
<td>The board received an overview of the emergency budget and local council services.</td>
</tr>
<tr>
<td>Sarah McGhee (Senior Local Board Advisor – Manurewa, Local Board Services)</td>
<td></td>
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</tr>
<tr>
<td>Robert Boswell (Local Board Advisor – Manurewa, Local Board Services)</td>
<td></td>
<td>The board received an update on the Local Board Work Programmes and gave feedback on prioritisation of work programme items.</td>
</tr>
<tr>
<td>Faithe Smith (Lead Financial Advisor, Corporate Finance and Property)</td>
<td></td>
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<tr>
<td>Claudia Wyss (Director Customer &amp; Community Services, Customer &amp; Community Services)</td>
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<tr>
<td>Kim Taunga (Head of Community Libraries South &amp; East, Libraries and Information)</td>
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<tr>
<td>Garth Dawson (Leisure Network Services Manager, Parks Sports and Recreation)</td>
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<tr>
<td>Workshop Item</td>
<td>Governance role</td>
<td>Summary of Discussions</td>
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</tr>
<tr>
<td>Graham Bodman</td>
<td>(General Manager Arts Community &amp; Events, Arts Community and Events)</td>
<td></td>
</tr>
<tr>
<td>Rob Cairns</td>
<td>(Head of Investment Programme and Advice, Community Facilities)</td>
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<tr>
<td>John Norman</td>
<td>(Strategic Planning Manager LED, Auckland Tourism, Events and Economic Development)</td>
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<tr>
<td>Dhaya Haran</td>
<td>(Specialist Advisor - Youth Employment, The Southern Initiative)</td>
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<tr>
<td>Gill Pannell</td>
<td>(Manager Library Operations, Libraries and Information)</td>
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<tr>
<td>Prasanthi Cottingham</td>
<td>(Relationship Advisor, Relationship Management Unit – Infrastructure and Environmental Services)</td>
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<tr>
<td>Debra Langton</td>
<td>(PSR Portfolio Manager, Parks Sports and Recreation)</td>
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<tr>
<td>Sopo Su’a-Elia</td>
<td>(Strategic Broker, Arts Community and Events)</td>
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<tr>
<td>Uaita Sialii</td>
<td>(Team Leader Event Facilitation (South), Arts Community and Events)</td>
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<tr>
<td>Sam Pohiva</td>
<td>(Delivery Business Manager, Community Facilities)</td>
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<tr>
<td>Nicole Braganza</td>
<td>(Work Programme Lead, Community Facilities)</td>
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<td>Workshop Item</td>
<td>Governance role</td>
<td>Summary of Discussions</td>
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<td>Local Board General Business</td>
<td>Keeping informed</td>
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<td>Members and Staff</td>
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The workshop concluded at 8.44 pm