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# Papakura Local Board

## Open Minutes

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Minutes of a meeting of the Papakura Local Board held in the Local Board Chambers, 35 Coles Crescent, Papakura and via video conference on Wednesday, 23 August 2023 at 4.00pm.

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### TE HUNGA KUA TAE MAI | PRESENT

<b>Chairperson</b>	Brent Catchpole
<b>Deputy Chairperson</b>	Jan Robinson
<b>Members</b>	Felicity Auva'a
	George Hawkins
	Kelvin Hieatt
	Andrew Webster

### TE HUNGA KĀORE I TAE MAI | ABSENT

<b>Councillor</b>	Angela Dalton
	Daniel Newman

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## 1 Nau mai | Welcome

Member Felicity Auva'a led the meeting in prayer.

## 2 Ngā Tamōtanga | Apologies

Resolution number PPK/2023/118

MOVED by Chairperson B Catchpole, seconded by Member K Hieatt:

**That the Papakura Local Board:**

- a) **accept the apologies from Councillor Angela Dalton and Councillor Daniel Newman for absence.**

**CARRIED**

## 3 Te Whakapuaki i te Whai Pānga | Declaration of Interest

There were no declarations of interest.

## 4 Te Whakaū i ngā Āmiki | Confirmation of Minutes

Resolution number PPK/2023/119

MOVED by Chairperson B Catchpole, seconded by Deputy Chairperson J Robinson:

**That the Papakura Local Board:**

- a) **confirm the ordinary minutes of its meeting, held on Wednesday, 26 July 2023, as a true and correct record.**

**CARRIED**

## 5 He Tamōtanga Motuhake | Leave of Absence

There were no leaves of absence.

## 6 Te Mihi | Acknowledgements

### 6.1 Acknowledgements – of the passing of Murray Guy

Resolution number PPK/2023/120

MOVED by Chairperson B Catchpole, seconded by Member F Auva'a:

**That the Papakura Local Board:**

- a) **extend sincere sympathies to the Guy family on the passing of Papakura local Murray Guy, and acknowledge his service to the Papakura community. Murray Guy was the previous President of the Papakura Rotary club, a Justice of the Peace, and a local businessman. He will be sadly missed.**

**CARRIED**

## 6.2 Acknowledgements - Spanish Women's FIFA World Cup Football Team

Resolution number PPK/2023/121

MOVED by Chairperson B Catchpole, seconded by Member G Hawkins:

**That the Papakura Local Board:**

- a) **acknowledge the Spanish Women's Football Team 'La Roja' for winning the FIFA Women's World Cup against England on Sunday 20 August 2023. The Spanish Women's football team trained at Maclennan Park in Papakura during their stay in Auckland for the World Cup.**
- b) **acknowledge the team that organized the FIFA event. Local organizing committees and locals worked hard to prepare facilities in Papakura, including David Johnson of the Papakura City Football Club.**

**CARRIED**

## 7 Ngā Petihana | Petitions

There were no petitions.

## 8 Ngā Tono Whakaaturanga | Deputations

### 8.1 Deputation - Disc Golf

Resolution number PPK/2023/122

MOVED by Chairperson B Catchpole, seconded by Member K Heatt:

**That the Papakura Local Board:**

- a) **whakamihi / thank Simon Feasley, from RPM Discs, for his presentation and attendance.**
- b) **request that staff contact Simon Feasley from RPM Discs to discuss opportunities to accommodate disc golf facilities and return to the board with advice and options available.**

**CARRIED**

## 9 Te Matapaki Tūmatanui | Public Forum

### 9.1 Public Forum - Will McKenzie

Will McKenzie was in attendance to speak to the board about the Level Crossing Removal in Takaanini. A presentation was used in support of the item, and was tabled at the meeting. A copy has been placed on the official minutes and is available on the Auckland Council website as a minutes attachment.

Resolution number PPK/2023/123

MOVED by Member F Auva'a, seconded by Member K Hieatt:

**That the Papakura Local Board:**

- a) **whakamihi / thank Will McKenzie, for his presentation and attendance.**
- b) **request that staff forward materials provided by Will McKenzie at Public Forum to the Auckland Transport board for their consideration as decision-makers on Auckland's Transport matters.**

**CARRIED**

#### **Attachments**

- A Tabled document - presentation delivered to the Papakura Local Board during Will McKenzie's Public Forum

## 10 Ngā Pakihi Autaia | Extraordinary Business

There was no extraordinary business.

## 11 Governing Body Members' Update

There was no Governing Body Members' Update.

## 12 Chairperson's update

Resolution number PPK/2023/124

MOVED by Chairperson B Catchpole, seconded by Deputy Chairperson J Robinson:

**That the Papakura Local Board:**

- a) **receive the verbal report of the Papakura Local Board Chairperson.**

**CARRIED**

## 13 Auckland Transport Update for the Papakura Local Board - August 2023

Resolution number PPK/2023/125

MOVED by Chairperson B Catchpole, seconded by Member K Hieatt:

**That the Papakura Local Board:**

- a) **receive the August 2023 report from Auckland Transport.**

### **Frequent Transit Network**

- b) support the proposal for route protection of the Frequent Transit Network corridors.

### Takaanini Level Crossings

- c) note that the Auckland Transport Board has requested an independent peer review of the Walters Road level crossing detailed business case to enable further consideration of the merits of bridge and underpass options.
- d) note that Te Tupu Ngātahi Supporting Growth Alliance has begun “expert conferencing” (with the key stakeholder experts) and the independent peer review process to inform the final recommendation to the Auckland Transport Board which considers:
- comparative design parameters for bridge and underpass options
  - known / assumed ground conditions, how these affect each option and costs implications
  - landscape and visual effects for users and the community.
- e) request the outcomes of the Walters Road level crossing independent peer review be shared with the local board, key stakeholders and the wider community as soon as practicable.
- f) request that Auckland Transport and Te Tupu Ngātahi Supporting Growth Alliance ensure that all parties are “brought on the journey” so that there is full understanding of the analysis of options, staging and methodologies used to reach the final recommendation.
- g) request that should the independent peer review prove that an underpass is the best option for the Walters Road crossing, that the Auckland Transport Board undertake a review of the other Takanini level crossing projects as well.

### Hingaia Road upgrade

- h) reiterate its 26 July 2023 resolutions (PPK/2023/109) that the board advocate for the progression of the upgrade of Hingaia Road and the Hingaia Road / Oakland Road intersection as part of the Regional Land Transport Plan process.

### Regional Land Transport Plan

- i) reiterate its 26 July 2023 resolutions (PPK/2023/109) that the board advocate for projects relating to Papakura in the Auckland rail programme business case requiring funding through the Regional Land Transport Plan process.

### Progression of stalled projects

- j) note the challenges of on-going budget considerations and staff changes and look forward to the following projects being progressed in the 2023/2024 financial year:
- formalising an appropriate bus layover space in Papakura
  - further park and ride capacity at Papakura Station
  - bike parking at Papakura Library.

**14 Auckland Transport - Auckland Rail Programme Business Case (ARPBC)**

Resolution number PPK/2023/126

MOVED by Chairperson B Catchpole, seconded by Deputy Chairperson J Robinson:

**That the Papakura Local Board:**

- a) **provide the following feedback on the Auckland Rail Programme business case:**

**Objectives**

- i) **support the 30-year long-term plan objectives to:**
- **create greater resilience, capacity and connectivity on the rail network**
  - **create a network where freight won't need to share the inner-city network**
  - **reduce carbon emissions and air pollution**
  - **reduce journey times through the introduction of express trains**
  - **reliable journeys for passengers and freight customers.**
- ii) **support the need for a well maintained, resilient and attractive heavy rail network that supports passenger and freight movements and delivers economic benefits to both the regional and national economy.**

**Level crossings**

- iii) **support separating the “at grade” rail crossings, particularly in the Takanini area.**
- iv) **note that the Manurewa / Takanini / Papakura areas currently experience significant congestion which will be exacerbated when the City Rail Link becomes operational.**
- v) **note that congestion builds from 7am – 10am in the morning and from 2pm onwards in the afternoon between Manurewa and Papakura.**
- vi) **note that the sequencing and timing of the Takanini grade separation projects to coincide with the City Rail Link becoming operational is critical.**
- vii) **reiterate its feedback on the sequencing of the Takanini grade separation projects:**
- 1) **Manuia Road crossing should be the first crossing built**
  - 2) **Taka Street second**
  - 3) **Walters Road third**
  - 4) **The closing of Spartan and Manuroa Roads should be the last part of the work.**

- viii) consider that if the delivery of the grade separation projects does not coincide with the City Rail Link project becoming operational the efficiencies and network optimisation will not be realised, pedestrian and driver safety will be compromised, and the wider roading networks will be significantly impacted.
- ix) note with concern the distance pedestrians will have to travel when using overbridges and fear pedestrians will take the quickest route across rail lines rather than utilising the pedestrian bridge.
- x) support underpasses for grade separation for vehicles and pedestrians as there would be less distance to travel, particularly for pedestrians.
- xi) recommend that all underpasses be engineered to the Crime Prevention Through Environmental Design (CPTED) guidelines to ensure the safe perception of public safety.
- xii) request that transparent consultation processes be employed to ensure the community understands the analysis of the options for grade separation, eg: underpasses versus over bridge options.

#### **Additional tracks / Faster Services**

- xiii) support the installation of additional tracks.
- xiv) note that the reliability of the network is important to maintain and grow public confidence and ultimately patronage.
- xv) request an update from Kiwirail to explain the ongoing rail service outages both planned and unplanned.
- xvi) support express metro trains from Pukekohe to the central city, however, the board feels the express service should also stop at Papakura, Puhinui, Middlemore and Ōtāhuhu stations.
- xvii) believe freight fleet should be decarbonised with the main trunk lines from Auckland to Wellington and from Auckland to Tauranga being electrified.
- xviii) support the installation of four tracks from Westfield Junction to Pukekohe to accommodate the metro, freight and inter-regional services.
- xix) recommend consideration be given to how the road freight intercepts with the rail network i.e. location of the depots required along the rail corridor.
- xx) recommend kiwirail take the opportunity when widening the rail corridor to remove pest plants and replace them with low maintenance native species.
- xxi) recommend Kiwirail ensure there is preventative measures taken to discourage graffiti instances along the rail corridor.

#### **Cross town route – Avondale to Southdown line**



- xxii) support the proposed new cross-town link connecting existing lines from Avondale to Southdown to enable both passenger and freight growth, as well as providing overall network reliability and resilience.
- xxiii) support the utilisation of the designated corridor adjacent to SH20 and through Onehunga.
- xxiv) note the advice that the alternative would be to widen the rail corridors in the inner network, including through to Newmarket and that this would be extremely challenging and expensive, and would not provide the resilience and connectivity benefits that a new corridor offers.

### Station upgrades and safety

- xxv) support the proposed station upgrades that will respond to local growth; increased patronage, accommodate additional tracks, future nine car train lengths and increased accessibility to improve local and wider network connectivity.
- xxvi) note that safety and accessibility to rail stations is important. Station platforms must be safe so the public use public transport.

### Infrastructure

- xxvii) note that the Browns Road overbridge by Homai Station is very narrow and has no throw screens. This is a high deprivation area with a lot of schools There is a new Kura being built which is encouraging students to utilise the train network via Homai Station.
- xxviii) note that there is a natural desire line for pedestrians exiting the ramp from the Homai station at the top of the Browns Road overbridge and crossing the road at that point which creates a safety issue.
- xxix) note that there is a lack of nearby safe pedestrian crossings at Homai, particularly at the Browns Road / Dalgety Road intersection. A crossing is required on the western side of the intersection as well.
- xxx) note that the Weymouth Road overbridge is also very narrow with no throw screens.
- xxxi) note that both these bridges (Browns Road overbridge and Weymouth Road overbridge) are pinch points in the wider roading network.
- xxxii) recommend that the Browns Road overbridge and Weymouth Road overbridge be upgraded when the four lines are installed.
- xxxiii) note that while being supportive of the additional lines the board is concerned about the potential impact of the third and fourth rail line on the stations. The Manurewa and Papakura stations have high patronage.
- xxxiv) note that the “at grade” pedestrian access at Homai and Te Mahia stations will eventually have to be upgraded with an underpass or over bridge.

- xxxv) note there is work underway looking at pedestrian access to the Takaanini station platform.

### Park and ride facilities

- xxxvi) note that adequate park and ride facilities or an off-site alternatives with a shuttle system are important along the rail corridor, particularly in the south. For example, the whole of the southeast does not have access to public transport and will not do so for some time meaning people from areas such as Beachlands, Clevedon, and Maraetai have to drive to access the rail network.

- xxxvii) note that those in the wider rural areas have to drive to park and ride facilities to access the rail network, ie: Karaka, Waiuku, and Glenbrook.

### Encouraging use of public transport

- xxxviii) advocate for connecting safe off-road cycleways into transport hubs to encourage people to use public transport.

- xxxix) recommend that alternative options to the regular public transport offerings such as on-demand ride share services should also be explored. The on-demand ride share service piloted in Waiata Shores, Conifer Grove and Takanini has been a great success.

### Outer southern areas

- xl) believe connecting Pōkeno and Tuakau into the rail network should be part of the longer-term approach. Affordable housing options are attracting growth in these areas. Public transport will need to accommodate this growth.
- xli) recommend that Auckland Transport and Kiwirail engage with Waikato Regional Council to ensure seamless travel from the satellite towns (eg: Mercer, Tuakau, and Pōkeno) in the Waikato to connect with Auckland's public transport network.

### General comment

- xlii) note that cross political party support for the strategy will be important to ensure funding is committed well in advance to avoid the political "yes/no" approach which impacts on the longer-term outcomes.
- xliii) advocate for an additional transport (vehicle and rail) bridge crossing from Weymouth to Karaka.
- xliv) note that it is important to consult with the community so they understand what is proposed and the associated timeframes.
- xlv) recommend that Kiwirail will work with the agencies and providers to ensure the electricity infrastructure is in place and resilient.

- xlvi) When widening the rail corridors consideration should be given to including shared pedestrian and cycle paths.
- xlvii) The board advocates for the regular removal of graffiti and pest plants along the rail corridor.

**CARRIED**

**15 Papakura Local Parks Management Plan- approval to notify the intention to prepare the plan and endorsement of plan scope**

Resolution number PPK/2023/127

MOVED by Chairperson B Catchpole, seconded by Member A Webster:

**That the Papakura Local Board:**

- a) approve public notification of the intention to prepare a Papakura Local Parks Management Plan for all local parks and reserves in the Papakura Local Board area and invite written submissions on the proposed plan.
- b) approve the scope (Attachments B and C of the agenda report) and engagement approach (Attachment D of the agenda report) for the development of the Papakura Local Parks Management Plan.

**CARRIED**

**16 Approval for two new road names at 60 Bellfield Road, Papakura**

Resolution number PPK/2023/128

MOVED by Chairperson B Catchpole, seconded by Member G Hawkins:

**That the Papakura Local Board:**

- a) approve the names as follows for the two new roads created as part of stage 2 of the subdivision undertaken by Bellfield Estate Limited at 60 Bellfield Road, Papakura, in accordance with section 319(1)(j) of the Local Government Act 1974 (Road naming reference RDN90109003, resource consent reference SUB60374996)
  - i. Piko Road (Road 14)
  - ii. Mulligan Lane (Laneway 7).

**CARRIED**

**17 Approval for new public road names at 45, 61 & 71 Derbyshire Lane, Hingaia**

Resolution number PPK/2023/129

MOVED by Chairperson B Catchpole, seconded by Member A Webster:

**That the Papakura Local Board:**

- a) in accordance with section 319(1)(j) of the Local Government Act 1974 (Road naming reference RDN90107830, resource consent reference SUB60319988), approves the following road names for the new public roads created by way of subdivision at 45, 61 & 71 Derbyshire Lane, Hingaia:
- i) Gazala Road (Road 1)
  - ii) Te Atairehia Road (Road 2)
  - iii) Johnson Road (Road 10)
  - iv) Wallis Esplanade (Road 11)
  - v) Hasted Road (Road 12)
  - vi) Star Cross Road (Road 14)
  - vii) Tebaga Gap Road (Road 15)
  - viii) Arcole Road (Road 16), and
  - ix) Borodino Road (Road 17)

**CARRIED**

**18 Local board feedback on current proposals for achieving funding equity through the Long-term Plan**

Resolution number PPK/2023/130

MOVED by Chairperson B Catchpole, seconded by Member F Auva'a:

**That the Papakura Local Board:**

- a) provide the following feedback on the current proposals for addressing local board funding equity:

**Scope of the proposal**

- b) tautoko / support locally driven initiatives (LDI) funding being included in the scope in the light of increased local board decision-making and 80:15:5 being adopted as the equitable model.
- c) tautoko / support limiting the scope of the local board funding equity project to local community services and LDI funding.
- d) tautoko / support excluding the following items from the scope:
  - i) growth funding
  - ii) funding for discrete projects

- iii) other specific-purpose funds such as slips remediation and coastal renewals
  - iv) targeted rate funding
  - v) other local activities such as local environmental management, local planning and development, and local governance
  - vi) most unallocated budgets, with the possible exception of some minor capex for response renewals and new non-growth investment.
- e) request the allocation of growth funding, and the decision-making process that allocates growth funding, be reviewed as part of the Joint Political Working Group to enable more local board oversight over how growth funding is allocated.
- f) tautoko / support considering capital expenditure (CAPEX) and operational expenditure (OPEX) funding separately for achieving equity.
- g) request staff investigate the possibility of moving funding between opex and capex budgets depending on the needs of the community.

### Timeframe

- h) tautoko / support seeking to achieve funding equity for local boards in a much shorter timeframe (three years) than the 10–15-year period approved in-principle in 2021, noting that this may mean a reduction in funding for some local boards.
- i) tautoko / support taking a staged implementation approach of using year one of the Long-term Plan (i.e., 2024-2025) to prepare, and implementing the changes from year two.

### Alternative options

- j) tautoko / support achieving equity by using a mix of new funding and reallocating funding from local boards that are currently funded over the equitable funding level to local boards that are funded below the equitable funding level, with the following feedback:
- i. suggests in the current financial climate the focus should be on reducing additional rates rises, particularly given the likelihood of a new region-wide targeted rate for Making Space for Water.
  - ii. supports exploring 25:75 split between new funding and reallocation between boards.
  - iii. notes the considerable benefits bestowed on over-funded board areas since amalgamation over the last thirteen years, and the considerable negative impacts of under-funding on board areas in terms of run down community facilities and lack of community asset provision.
  - iv. highlights that future equity of local board funding does not deliver equity of facility and service provision across local area areas. Without additional funding beyond equity funding to enable 'catch up', under-funded boards may never have the same standard and number of community facilities as over-funded board areas.
  - v. suggests equity of funding is better referred to as equality of funding. True equity of funding would require more funding be given to those boards with historical under-investment, until such time as they have facilities of a standard and number consistent with elsewhere across Auckland.

- vi. acknowledges that the reallocation between boards will require a commitment from all local boards to the process, and note that changes to the financial situation will impact all boards.
  - vii. suggests that local boards need to think broadly and be open to changes that provide the equitable outcomes for all communities across Auckland.
- k) tautoko / support holding new funding in the later seven years of Long-term Plan 2024-2034 in a pool which is to be allocated to local boards according to agreed criteria, which is yet to be developed, if getting most local boards to within five percent of funding equity in 3 three years is pursued, with the following feedback:
- i) development of the criteria would need to be carefully considered, with potential for the criteria to perpetuate inequity, or conversely, be used to address historical inequity.
  - ii) note the potential for the criteria to create competition between boards, which is undesirable.
  - iii) note the pooled approach with the requirement for boards to contribute seed funding for local projects creates an incentive for boards to think strategically.
  - iv) recommend that a differential be incorporated into the Long Term Plan (10 year budget), to elevate and prioritise projects and programmes in historically under-funded local board areas, thereby creating a 'catch up' mechanism to address the current inequitable provision of community facilities and services in under-funded board areas.
  - v) note the political risks of a longer phased approach could lead to relitigation, including the understanding of newly elected representatives of the system, or the potential for election campaigning around making promises of a greater allocation to their area.

#### Multi-board services

- l) tuhi ā-taipitopito / note that the proposal for multi-board services needs further investigation to better understand the implications for local boards and the governance structure and that further advice will be brought to the Joint Governance Working Party and local boards in due course.
- m) tuhi ā-taipitopito / note complexity of the multi-board funding approach, and suggest that any facility that services a large number of residents or visitors from outside a local board area, be considered as part of a regional network to be funded from regional budgets. Notwithstanding that, local boards that host regional facilities should continue to have the opportunity to influence the organisation and the governing body on decisions that impact local community use. This principal should also apply to existing regional facility networks e.g. regional parks.

#### Additional feedback

- n) The capex approach must be equitable. The board has had negative experiences in the past regarding capex budgets, eg:
  - Greenways projects 12 and 13, boardwalk from Pescara Point to Elliott Street – The board set aside \$2.4m for this project. The Emergency Budget wiped the capex allocation.

- Opaheke encumbrance fund. The developer paid \$1.75 million into the Auckland Council bank account. The fund can only be used at Opaheke Sports Park. Council utilised the funds saying the board did not have a project planned at Opaheke Sports Park. The board now has a project but has been told the funds are not available until FY2026 and that it has to be utilised as part of the board's current capex programme, ie: a project will need to be pushed out if they wish to utilise this fund. The board is advocating for this fund to be now released in addition to its current capex programme.
- The \$900,000 Papakura District Council legacy parking fund. The fund can only be used for parking. The board has a project this could be used for. The board has been told that to release this fund, it would have to be within the board's current capex programme, ie: a project will need to be pushed out. The board is advocating for this fund to be now released in addition to its current capex programme.

**CARRIED**

## 19 Local board feedback on the draft Future Development Strategy

Resolution number PPK/2023/131

MOVED by Chairperson B Catchpole, seconded by Deputy Chairperson J Robinson:

**That the Papakura Local Board:**

- a) **whakarite / provide the following feedback on the draft Future Development Strategy:**
  - i) **agree with the strategic framework of the draft Future Development Strategy, its spatial outcomes and principles for a quality compact approach to growth and change.**
  - ii) **support focussing most of Auckland's growth in existing urban areas, near local centres and along the rapid transit network, in a quality urban environment with higher density and mixed-use developments.**
  - iii) **note that many new urban developments do not provide enough off-road parking, as evidenced by the numbers of cars being parked on berms, across footpaths, or on narrow streets not wide enough for roadside parking on each side, compromising the safety of pedestrians and cyclists and access for emergency services. While we support a compact, intensive housing approach and building active transport infrastructure, alongside improvements to public transport, we urge council to more strongly consider the need for safe and efficient on-street parking as our urban living environment evolves.**
  - iv) **recognise the challenges for funding of infrastructure and timing its delivery in both existing and future urban areas, but highlights the need to ensure that infrastructure capacity in existing urban areas can support growth as it occurs, including stormwater, active and public transport, open space and community assets.**
  - v) **support the need to address council's key strategic goals around climate change, managing the cost of infrastructure development and delivery, promoting natural environmental outcomes and better managing natural hazard risk.**

- vi) agree with placing a greater focus on providing for smaller scale projects that build neighbourhood sustainability, strong local centres with access to employment opportunities and active transport links to a safe, reliable and affordable public transport system.
- vii) agree with the removal (in whole or in part) of some areas for future urban development that are exposed to significant risks of environmental hazards, and changes in development readiness timeframes to some areas.
- viii) request that areas proposed for removal because of natural hazard risk, be fully investigated and considered for removal in part if appropriate, noting that in some instances natural hazards may not be equally present across the entire area.
- ix) note that changes to the zoning of future urban areas signalled in this draft strategy will require plan changes with further opportunity for formal feedback before being adopted.
- x) recognise and strongly support the engagement and participation of mana whenua alongside council in the development and delivery of the Future Development Strategy so that Māori values and aspirations for urban development are achieved.

**CARRIED**

## 20 **Auckland Civil Defence Emergency Management Group Plan**

Resolution number PPK/2023/132

MOVED by Chairperson B Catchpole, seconded by Member G Hawkins:

**That the Papakura Local Board:**

- a) **provide the following feedback on the Auckland Civil Defence Emergency Management (CDEM) Group Plan:**
  - i) **The Auckland Council model is a co-governance model. Local boards advocate on behalf of their constituents.**
  - ii) **The board is concerned that there appears to be no opportunity for the board to consider input from its community to inform its feedback on the CDEM Group Plan.**
  - iii) **In the absence of having opportunity to consider public feedback from the Papakura Local Board area, the board provide the following views:**
    - A. **support the draft Auckland Civil Defence Emergency Management Group Plan.**
    - B. **is pleased the group plan requires the development of local civil defence emergency management plans.**
    - C. **note that Papakura has groups in the community who want to re-engage and be ready to respond to an emergency.**
    - D. **note that members of the public often don't understand what they should do or where they should go. Local board members**



have fielded these types of questions from members of the community.

- E. in the past people knew to go to a local dedicated civil defence emergency shelter if there was a disaster and they needed help.
- F. Civil defence centres need to be fit for purpose. Ideally with showers. Papakura has a numbers of sports facilities that might be more suitable than the Elizabeth Campbell Centre, due to its lack of showers.
- G. Papakura has several key groups who consistently respond to emergencies, eg: Papakura Marae, Kootuitui ki Papakura, Gurudwarah Sikh Temple and local churches. This list is not exclusive. There are also other groups in the community who respond at a local level.
- H. relying on cellphones as a means for people to gain information is problematic if the network goes down. Also the information needs to be timely and easy to find.
- I. development of local emergency management plans is critical to ensuring an appropriate and timely response to a disaster or emergency.

**CARRIED**

## 21 **Local board feedback on the proposed direction of the draft Waste Management and Minimisation Plan 2024**

Resolution number PPK/2023/133

MOVED by Chairperson B Catchpole, seconded by Member F Auva'a:

**That the Papakura Local Board:**

- a) **whakarite / provide the following feedback on the proposed direction of the draft Waste Management and Minimisation Plan for 2024-2030:**
  - i. **believe that the Waste Management and Minimisation Plan needs to recognise that the diverse communities of Auckland have different needs and capacities regarding household waste. A 'one-size-fits-all' approach will not always be appropriate or effective.**
  - ii. **does not support reducing the frequency of household rubbish collection services in Papakura to fortnightly.**
  - iii. **support increasing the number of community recycling centres and resource recovery parks to 23 by 2031, and recommends that one of the resource recovery parks be located in Papakura.**
  - iv. **support continuing to focus on reducing litter, illegal dumping, and marine waste.**
  - v. **support refreshing focus areas for commercial waste streams, with a key focus on:**
    - **construction and demolition waste**
    - **organic materials**
    - **plastics**

- cardboard/paper
  - textiles.
- vi. support a strengthened focus on climate change mitigation, adaptation and resilience.
  - vii. support extending the food scraps collection services to additional urban areas in alignment with central government requirements.
  - viii. support a partnership approach with mana whenua and recognising the benefits of te ao Māori in waste management and minimization.
  - ix. support advocacy to central government to ensure the 2023 waste strategy goals are delivered and targets met, and that cross-ministry policy supports a circular economy.
  - x. support continuing to address waste generated from council and council-controlled organisations' operational activities, particularly from activities generating high volumes of waste.
  - xi. support working closely with other organisations to achieve waste minimisation goals.
  - xii. support ongoing education on waste reduction to increase residents' capacity to make the best use of the recycling and food scraps collection services. Waste reduction education programmes need to have a focus on communities who have the lowest capacity to adapt to changes in waste management policy, and should be regionally funded.
  - xiii. believe that there is a need to provide residents with a range of options for disposing of waste that recognise the diversity of needs between households. These could include access to local recycling centres; periodically placing skips or bins in neighbourhoods to allow for disposal of inorganic waste without the need to make a booking or place limitations on the amount of waste that can be collected (similar to the 'Neat Streets' programme); or other services.
  - xiv. believe that the current inorganic rubbish collection service should be reviewed. Our communities find the current process restrictive and challenging to navigate, leading to illegal dumping. We would prefer to see a return to the traditional inorganic rubbish collection service, with no requirement to book a collection date and no limitations on the amount of waste to be collected.
  - xv. recommend investigating ways to remove barriers for residents to access community recycling centres, resource recovery parks and transfer stations. These barriers include lack of suitable means to transport waste and financial barriers for low-income households.

**CARRIED**

**22 Local board feedback on the Tāmaki Makaurau Recovery Plan and Making Space for Water**

Resolution number PPK/2023/134

MOVED by Chairperson B Catchpole, seconded by Member A Webster:

**That the Papakura Local Board:**

- a) **whakarite / provide the following feedback on the Tāmaki Makaurau Recovery Plan and the Making Space for Water programme:**
- i) **agree with the principles and structure of the Tāmaki Makaurau Recovery Plan.**
  - ii) **support the four objectives for managing flood risks and the nine work initiatives in the Making Space for Water programme, noting that these will require additional funding.**
  - iii) **recommend that particular attention is paid to improving and monitoring maintenance of drains and catchpits and rural drains, noting that there are some where water backs up regularly and flood, even in lighter rain than was experienced in the January/February storm events.**
  - iv) **suggest that a one size fits all approach to maintenance and monitoring is not effective in managing known flooding hotspots, and that these and cesspits should be checked more regularly and cleaned out if necessary before major forecast storm events.**
  - v) **support working with private landowners and other local authorities to maintain streams, noting that many streams and waterways run through private property and that some originate in rural areas outside of the Auckland region.**
  - vi) **agree with establishing blue-green networks and the approach to overland flow path management, to mitigate flood risk, including investing in infrastructure that allows people to navigate around flood prone areas (such as the Papakura Steam shared pathway bridge (Waiata Shores)).**
  - vii) **support resourcing and engaging the community to identify potential flood risks, and to undertake flood resilience and risk mitigation initiatives at a local level.**

**CARRIED**

**23 Resolutions Pending Action - February 2023**

Resolution number PPK/2023/135

MOVED by Chairperson B Catchpole, seconded by Member A Webster:

**That the Papakura Local Board:**

- a) **note the Resolutions Pending Action report for the period of February 2023 to July 2023.**

**CARRIED**

**24 Papakura Local Board Governance Forward Work Calendar - August 2023**

Resolution number PPK/2023/136

MOVED by Chairperson B Catchpole, seconded by Member G Hawkins:

**That the Papakura Local Board:**

- a) **tuhi ā-taipitopito / note the Governance Forward Work Calendar – August 2023.**

**CARRIED**

**25 Papakura Local Board Workshop Records**

Resolution number PPK/2023/137

MOVED by Chairperson B Catchpole, seconded by Deputy Chairperson J Robinson:

**That the Papakura Local Board:**

- a) **tuhi ā-taipitopito / note the Papakura Local Board workshop records held on:**
- i) **26 July 2023**
  - ii) **2 August 2023**

**CARRIED**

**26 Auckland Council's Quarterly Performance Report: Papakura Local Board for quarter four 2022/2023 period ending 30 June 2023**

Resolution number PPK/2023/138

MOVED by Chairperson B Catchpole, seconded by Member K Hieatt:

**That the Papakura Local Board:**

- a) **receive the performance report for quarter four ending 30 June 2023.**
- b) **note the financial performance report in Attachment B of the report will remain confidential until after the Auckland Council Group results for 2022/2023 are released to the New Zealand's Exchange (NZX) which are expected to be made public on or about 29 September 2023.**

**CARRIED**

**27 Te Whakaaro ki ngā Take Pūtea e Autaia ana | Consideration of Extraordinary Items**

There was no consideration of extraordinary items.

5.10 pm

The chairperson thanked members for their attendance and attention to business and declared the meeting closed.

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CONFIRMED AS A TRUE AND CORRECT RECORD  
AT A MEETING OF THE PAKAPURA LOCAL BOARD  
HELD ON

**DATE:**.....

**CHAIRPERSON:**.....