

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

Date: Tuesday 25 February 2025
Time: 10:00 am
Venue: Ground Floor – Hawiti Building
6-8 Munroe Lane
Albany

Hibiscus and Bays Local Board

OPEN AGENDA

MEMBERSHIP

| | |
|---------------------------|-----------------------|
| Chairperson | Alexis Poppelbaum, JP |
| Deputy Chairperson | Gary Brown |
| Members | Jake Law |
| | Sam Mills, JP |
| | Julia Parfitt, JP |
| | Victoria Short |
| | Gregg Walden |
| | Leanne Willis |

(Quorum 4 members)

Louise Healy
Democracy Advisor

20 February 2025

Contact Telephone: 021 419 205
Email: louise.healy@aucklandcouncil.govt.nz
Website: www.aucklandcouncil.govt.nz

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1 Nau mai | Welcome

2 Ngā Tamōtanga | Apologies

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

3 Te Whakapuaki i te Whai Pānga | 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 Te Whakaū i ngā Āmiki | Confirmation of Minutes

That the Hibiscus and Bays Local Board:

- a) whakaū / confirm the ordinary minutes of its meeting, held on Tuesday 10 December 2024, as a true and correct record.

5 He Tamōtanga Motuhake | Leave of Absence

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

6 Te Mihi | Acknowledgements

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

7 Ngā Petihana | Petitions

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

8 Ngā Tono Whakaaturanga | Deputations

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

8.1 Deputation - Hibiscus Coast Basketball

Te take mō te pūrongo Purpose of the report

1. Dan Bungard has requested a deputation to update the local board on their activities, future plans and collaboration opportunities.

Ngā tūhonga Recommendation/s

That the Hibiscus and Bays Local Board:

- a) whakamihi / thank Dan Bungard for his presentation and attendance at the meeting.

8.2 Deputation - Stillwater Holdings Limited

Te take mō te pūrongo

Purpose of the report

1. Peter Dawson, Garry Hassall and Paul Cato have requested a deputation to discuss a land issue at Stillwater.
2. Supporting information has been provided and is included as Attachment A to the agenda report.

Ngā tūtohunga

Recommendation/s

That the Hibiscus and Bays Local Board:

- a) whakamihi / thank Peter Dawson, Garry Hassall and Paul Cato for their presentation and attendance at the meeting.

Attachments

- A Supporting information 145

9 Te Matapaki Tūmatanui | 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 three minutes per speaker 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 Ngā Pakihi Autaia | 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.”

Allocation of external funds in the East Coast Bays Subdivision

File No.: CP2025/00152

Item 11

Te take mō te pūrongo Purpose of the report

1. To allocate external funds to projects within the East Coast Bays Subdivision.

Whakarāpopototanga matua Executive summary

2. Under a legacy arrangement between the Coastguard North Shore and the now Hibiscus and Bays Local Board, the Browns Bay Markets Charitable Trust raises funds that can be allocated to projects in the East Coast Bays subdivision.
3. The amount currently available for allocation is \$86,456.62. The local board can allocate these external funds partially or in full to operational (OPEX) or capital (CAPEX) projects at any time. However, funds should only be transferred to council once specific projects have been identified.
4. Current opportunities for investment have been investigated and this report outlines the advice and recommendations on the options available for local board consideration. These include a recommendation to allocate funds for the addition of two cameras to the Auckland Coastal Monitoring Network – one in Mairangi Bay and one in Long Bay.
5. The remaining of the funds are recommended to be allocated to the local board's CAPEX work programme for the addition of two projects that aim to help the local board prioritise delivery of one of its key strategic goals of increasing accessibility to play and local reserves and beaches to all.
6. Pursuant to the local board's decision, the available external funds will be transferred to council and allocated to the relevant projects. The Browns Bay Markets Charitable Trust will continue to raise funds as and accrued amounts will be available for local board consideration of any future opportunities that may arise.

Ngā tūtohunga Recommendation/s

That the Hibiscus and Bays Local Board:

- a) whakaae / agree to allocate \$86,456.62 raised by the Browns Bay Markets Charitable Trust for local board projects in the East Coast Bays subdivision as follows:
 - i) \$16,132 to the Auckland Coastal Monitoring programme for the purpose of purchasing and installing one camera at Mairangi Bay Beach Reserve and one camera at Long Bay Regional Park
 - ii) \$60,000 to a new project entitled "Accessible play addition to Browns Bays Beach Reserve Playground" to be incorporated to the Hibiscus and Bays Local Board three-year CAPEX work programme with the additional details:
 - A) Activity description: additional all-inclusive play item adjacent to the existing playground at Browns Bay Beach Reserve
 - B) Activity benefits: additional all accessible item to complement the existing playground and enhance the all-inclusive / accessible play experience

- C) Project timeframes: Investigation, Design (I&D) and Consenting – FY26;
Physical Works – FY26/ FY27
 - D) Further decision-making: workshop design for local board review and input
 - E) Local Board Plan Outcome: Our Community
 - F) Local Board Plan Objective: There is nowhere better than our local parks and reserves for a picnic, a sports game or meeting friends
- iii) \$10,000 to a new project entitled “Accessible beach access investigation (Browns Bay beach or alternative beach in East Coast Bays)” to be incorporated to the Hibiscus and Bays Local Board three-year CAPEX work programme with the additional details:
- A) Activity Description: investigate options for an all-accessible beach access at Browns Bay Beach Reserve or alternative East Coast Bays beach if Browns Bays beach is not the ideal location
 - B) Activity Benefits: enhance customer experience and inclusivity of all beach users
 - C) Project timeframes: Investigation, Design (I&D) – FY26
 - D) Further decision-making: outcome of the investigation to be presented at workshop for local board review and input on options on viable location
 - E) Local Board Plan Outcome: Our Community
 - F) Local Board Plan Objective: There is nowhere better than our local parks and reserves for a picnic, a sports game or meeting friends.

Horopaki Context

7. Under a legacy arrangement between the Coastguard North Shore and the now Hibiscus and Bays Local Board, the Browns Bay Markets Charitable Trust (the Trust) raises funds that can be allocated to projects in the East Coast Bays subdivision.
8. The amount in the council accrual varies year to year and the current amount of \$86,456.62 includes any interest earned. This amount has been growing since before the COVID-19 pandemic but was impacted by a drop in markets revenue during the COVID-19 years.
9. The local board can allocate these external funds partially or in full to operational or capital projects and options for the local board’s consideration are outlined in the ‘analysis and advice’ section of this report.
10. The options outlined deliver on the following key priorities in the Hibiscus and Bays Local Board Plan 2023 and local board strategic direction for investment in 2025/2026 financial year:
 - Our Environment: supporting our communities by planning and engagement on how to mitigate and manage risks from climate change - support and fund efforts to mitigate and adapt reserves, parks and public assets from the effects of climate change
 - Our Community: there is nowhere better than our local parks and reserves for a picnic, a sports game or meeting friends - support the development and increased use of our local parks, reserves, and sports fields by being available for people of all abilities, ages, and socio-economic backgrounds to enjoy in a range of leisure and recreation activities.

Tātaritanga me ngā tohutohu Analysis and advice

11. The first investment opportunities the local board would like to consider relate to coastal monitoring activities, namely the addition of two coastal monitoring cameras to the Auckland Coastal Monitoring network.

Coastal monitoring opportunities

12. The Auckland region is particularly vulnerable to the impacts of climate change, with a significant portion of the population living near the coast. Rising sea levels and increasingly frequent and intense storms pose serious risks, including flooding, erosion, and damage to infrastructure, recreational spaces, and critical ecosystems.
13. To address these challenges, Auckland Council's Environmental Evaluation and Monitoring Unit (EEMU) has enhanced the region's coastal monitoring programme by incorporating high-resolution coastal cameras. This initiative aims to deepen our understanding of the state of Auckland's beaches and the natural processes driving coastal changes, supporting more effective management and protection of these vital areas.
14. Coastal cameras have proven to be invaluable tools for monitoring and managing coastal environments due to their affordability and continuous recording capabilities. These cameras provide both qualitative and quantitative insights into beach environments.
15. Qualitative data, such as observations of beach slope changes, seagrass deposits, and patterns of public beach usage, can inform decisions about park amenities and infrastructure. Quantitative data, such as measurements of changes in beach width, enhance our understanding of coastal dynamics.
16. The high-frequency data collected by these cameras enables scientists to study short-term beach behavior during storm events and, over time, supports analysis of medium- to long-term trends in response to climate oscillations and sea-level rise, offering critical information for sustainable coastal management.
17. The coastal camera monitoring programme also plays a crucial role in Auckland Council's development of a coastal hazard warning system. By capturing real-time changes in beach conditions, the cameras provide valuable data on how specific wave conditions contribute to onshore erosion.
18. This information supports the creation of trigger warning systems for adverse wave events, which can lead to erosion and other coastal hazards impacting local communities. The use of coastal monitoring cameras enhances Auckland's ability to prepare for and respond to the effects of climate change on the region's coastline, helping to mitigate risks and manage coastal hazards effectively.
19. The addition of new cameras expands Auckland's growing coastal monitoring network, enhancing the ability to observe and understand changes across the region's beaches.
20. Imagery captured by the coastal cameras will be made publicly accessible through a user-friendly coastal monitoring portal managed by Auckland Council (coastalmonitoringac.netlify.app).
21. The data collected supports comprehensive monitoring of Auckland's beaches, encompassing long-term impacts of climate change, medium-term patterns influenced by climate oscillations, and short-term responses to storm events.
22. This imagery will also inform the development of triggers for Auckland's Coastal Hazard Warning System and guide the Resilience and Infrastructure Team in implementing shoreline adaptation plans and making informed coastal management decisions.

Option 1: coastal monitoring camera installed at Mairangi Bay

Benefits to Mairangi Bay

- 23. Mairangi Bay is a popular urban beach with high recreational use. Currently, the beach is the focus of the Mairangi Bay Reserve Management Plan review, which includes considerations for shoreline realignment and the relocation of the Mairangi Bay Surf Club. Given that there is no historical coastal monitoring at this site, installing a coastal monitoring camera will provide invaluable data to support informed decision-making on these critical changes.
- 24. A coastal monitoring camera at Mairangi Bay will also enhance understanding of storm response and recovery, helping to assess the impacts of severe weather events on the shoreline. Additionally, real-time imagery available through the coastal monitoring portal will offer valuable insights into beach usage, benefiting both the public and stakeholders involved in coastal management.

Proposed camera position

- 25. The proposed camera installation site is at the southern end of the beach facing north (Figure 1.1). Situated on the top of a grassy bank near the footpath we can get a great view of the beach and waterline which is necessary for analysis of the imagery (Figure 1.3).

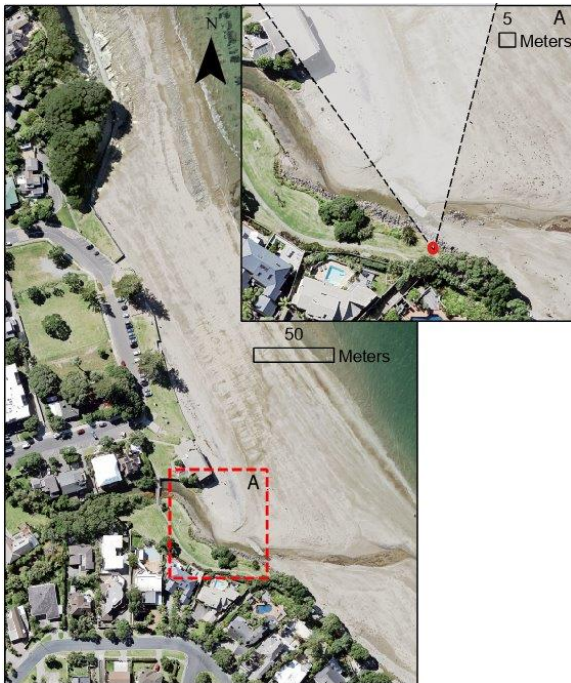


Figure 1.1: proposed location of camera



Figure 1.2: proposed position of camera



Figure 1.3: view from proposed coastal camera position – Mairangi Bay

Costs and other considerations

26. Landowner approval will have to be sought from Parks and Community Facilities (PCF) before a camera is installed.
27. The estimated cost of the high-resolution timelapse camera and installation in the preferred location at Mairangi Bay are quoted in table 1 below.

| Product | Estimate (Euro) | Estimate (NZD) |
|-----------------------------------|-----------------|-------------------------------------------------|
| High-res timelapse coastal camera | €2300.00 | |
| Global SIM card | €25.00 | |
| Global SIM data | €100.00 | |
| Solar Panels | €450.00 | |
| Shipping | €150 | |
| Total | €3025.00 | \$5566.00 (dependent on conversion rate) |
| Installation | | \$3500.00 |
| Total | | \$9,066.00 |

Table 1: estimated costs for coastal monitoring camera at Mairangi Bay

Option 2: coastal monitoring camera installed at Long Bay

Benefits to Long Bay:

28. Long Bay Regional Park is a highly popular beach, regularly visited for swimming, family gatherings, and recreational activities. The beach is backed by a reserve where ongoing dune planting programmes aim to stabilize the dunes and reduce the impact of storm events on the reserve.
29. Long Bay is home to the Marine Education and Recreation Centre (MERC) and MERC programme leaders strongly support the initiative and plan to integrate the camera's imagery and analysis into their educational programmes, which will be accessible through the public coastal monitoring portal.
30. A coastal monitoring camera at Long Bay will also contribute valuable data on storm response and recovery, helping to assess the impacts of severe weather events on the shoreline. This data will support both coastal management efforts and public awareness of coastal changes in the region.

Proposed camera position:

31. The Marine Education and Recreation Centre has offered its mast (Figure 2.1 - 2.3) as a site for the coastal monitoring camera. This location provides a stable and elevated mounting point with an optimal view of the beach while also reducing installation costs. Landowner approval will have to be sought from MERC before installation.

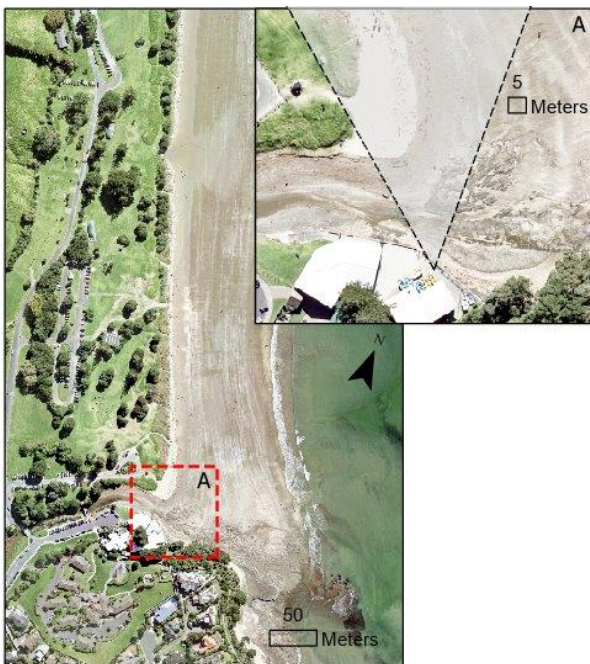


Figure 2.1: proposed location of camera



Figure 2.2: proposed position of camera



Figure 2.3: view from proposed coastal camera position – Long Bay

Costs and other considerations

32. The estimated cost of the high-resolution timelapse camera and installation in the preferred location at Long Bay are quoted in Table 2 below. Installation costs are expected to be less at Long Bay as a pole is not required (we propose to install the camera on the MERC mast).

| Product | Estimate (Euro) | Estimate (NZD) |
|-----------------------------------|-----------------|-------------------|
| High-res timelapse coastal camera | €2300.00 | |
| Global SIM card | €25.00 | |
| Global SIM data | €100.00 | |
| Solar Panels | €450.00 | |
| Shipping | €150.00 | |
| Total | €3025.00 | \$5566.00 |
| Installation | | \$1500.00 |
| Total | | \$7,066.00 |

Table 2: estimated costs for coastal monitoring camera at Long Bay

Camera specifications

33. The cameras are small and unobtrusive, measuring 20 cm tall and nine cm wide, they do not stick out in the environment (Figure 3). In most cases they are installed on steel poles and are fixed about four metres above the ground. Below are some images of other beach cameras installed in Oneroa (Figure 4) and Takapuna (Figure 5).

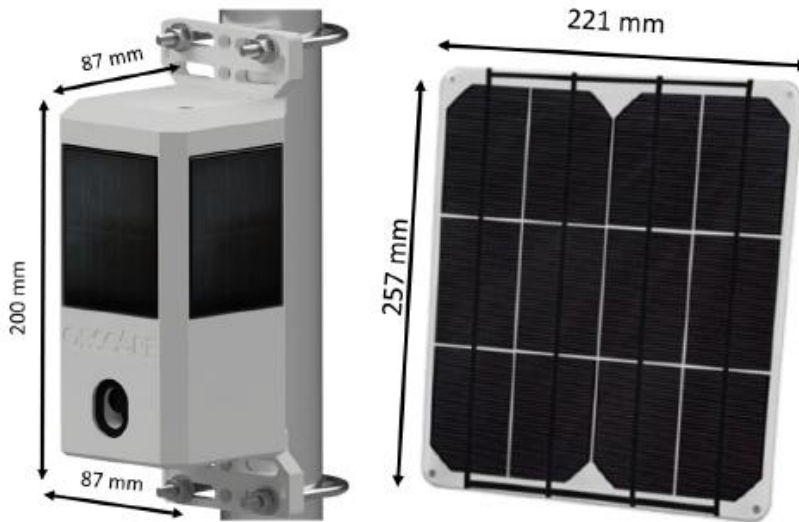


Figure 3: Size specifications of the coastal monitoring camera.



Figure 4: Coastal monitoring camera installed at Oneroa

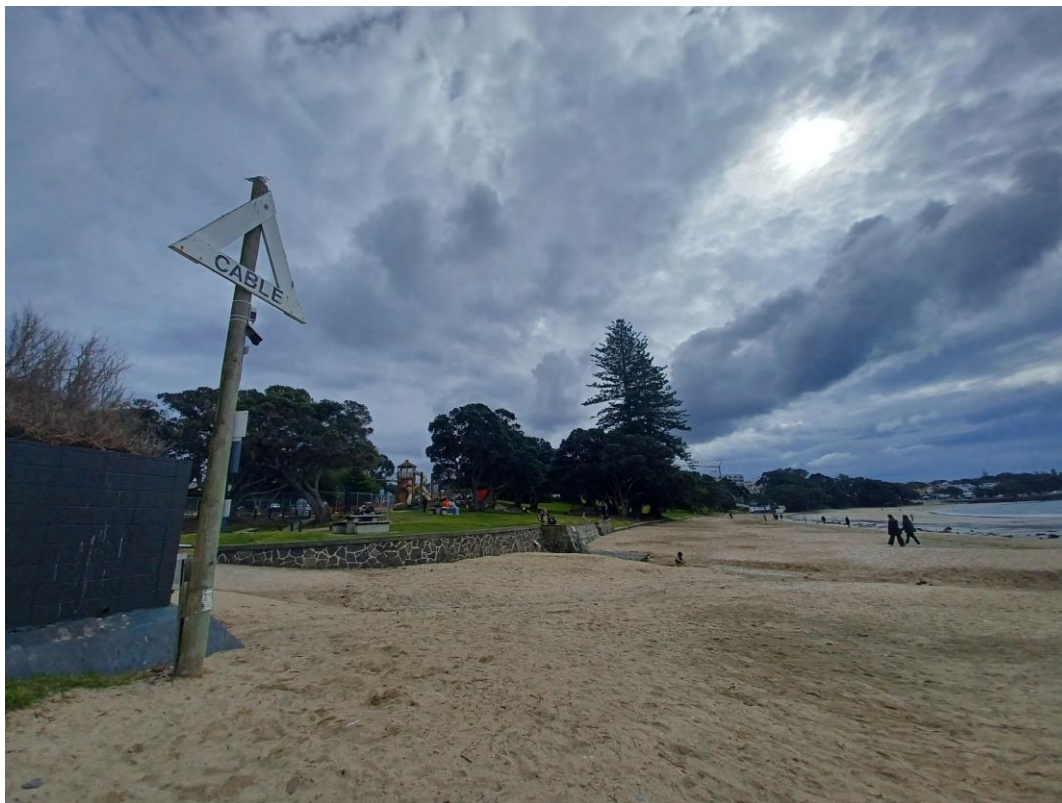


Figure 5: Beach camera installation at Takapuna Beach

Ownership and maintenance

34. The cameras will be added to the Auckland Coastal Monitoring programme and will be owned by Auckland Council. From an operational perspective, EEMU will be responsible for council's ownership of the cameras. Officers will be dealing with the supplier and installation contractors and doing the ongoing maintenance and data analysis. The data deliverables, videos and any other outputs will be made available to the local board, local communities and general public.
35. Environmental Evaluation and Monitoring Unit will maintain the coastal monitoring camera including cleaning and downloading the data. However, in the event of vandalism or damage to the camera, council will not be able to replace the cameras unless additional funding is allocated to the programme.

Data analysis and reporting

36. Environmental Evaluation and Monitoring Unit has the skill resource to process and analyse the data in-house. Analysis can be done routinely, approximately every six months, or as required or requested by relevant teams in response to local board, PCF or public enquiries regarding events such as storm impacts.
37. The imagery will be available to view on the Auckland coastal monitoring portal - coastalmonitoringac.netlify.app.
38. Auckland Council's Coastal Monitoring team will also be happy to provide annual reports or presentations to the local board on the findings and analysis derived from the coastal camera network.

Option 3: funding both cameras (recommended)

39. The recommendation in this report is for the local board to fund both cameras as this will result in the most benefits to the community: one at Mairangi Bay and one at Long Bay, as described above.

40. This would require an estimated total allocation of \$16,132.00 (exact amount depends on conversion rates at time of purchase as products are cost in Euro) of the available \$86,456.62.

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| Product | Mairangi Bay estimate | Long Bay estimate | Mairangi and Long Bay estimate (NZD) |
|------------------------------------|-----------------------|-------------------|--------------------------------------|
| High-res timelapse coastal camera | €2300.00 | €2300.00 | |
| Global SIM card | €25.00 | €25.00 | |
| Global SIM data | €100.00 | €100.00 | |
| Solar Panels | €450.00 | €450.00 | |
| Shipping | €150 | €150 | |
| Total estimate (NZD) | | | |
| | \$5566.00 | \$5566.00 | |
| Installation estimate (NZD) | \$3500.00 | \$1500.00 | |
| Total estimate (NZD) | \$9,066.00 | \$7,066.00 | \$16,132.00 |

Opportunities for allocation of remaining funds – CAPEX projects

41. In addition to the coastal monitoring opportunities described above, the local board may wish to consider allocating the remaining available funds of approximately \$70,324.62 in full or in part to other key projects that will benefit the local community and deliver on key priorities in the Hibiscus and Bays Local Board Plan 2023.
42. As these opportunities for allocation of the external funds will be considered outside the annual process for local board work programme funding, this is considered an out-of-cycle funding decision and will be processed as a work programme variation by way of addition.
43. This means that, should the local board agree to allocate the external funds to projects outlined in this section of the report, the three-year CAPEX work programme will be updated to incorporate these decisions, and any delivery updates and reporting will be carried out through the usual work programme reporting processes.
44. Current strategic gaps, opportunities in the area and staff resourcing available for delivery were considered in identifying potential projects for consideration. Following this assessment, the main area of opportunity for investment is in the CAPEX work programme with two options identified.
45. The first option relates to an addition of an all-inclusive, accessible play item to the existing Browns Bays Beach Reserve playground. This would be a new item in the local board CAPEX work programme and details for the local board's consideration are provided in the table below.

| New project: accessible play addition to Browns Bays Beach Reserve Playground | |
|--------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Funding allocation | \$60,000 – FY2026 |
| Activity description | Additional all-inclusive play item adjacent to the existing playground at Browns Bay Beach Reserve |
| Activity benefits | Additional all accessible item to complement the existing playground and enhance the all-inclusive / accessible play experience |
| Project timeframes | Investigation, Design (I&D) and Consenting – FY2026 Physical Works – FY2026 / FY2027 |
| Further decision-making | Workshop design for local board review and input |
| Local Board Plan outcome | Our Community |
| Local Board Plan objective | There is nowhere better than our local parks and reserves for a picnic, a sports game or meeting friends |
| Local Board Plan key initiative | Support the development and increased use of our local parks, reserves, and sports fields by being available for people of all abilities, ages, and socio-economic backgrounds to enjoy in a range of leisure and recreation activities |

46. The second option would allow the local board to investigate options for an all-accessible beach access at either Browns Bay Beach Reserve or an alternative beach in East Coast Bays if this location isn't feasible. This would also be a new item in the local board's work programme and details for the local board consideration of this project are outlined in the table below.

| New project: Accessible beach access investigation (Browns Bay beach or alternative beach in East Coast Bays) | |
|----------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Funding allocation | \$10,000 – FY2026 |
| Activity description | Investigate options for an all-accessible beach access at Browns Bay Beach Reserve or alternative East Coast Bays beach if Browns Bays beach is not the ideal location |
| Activity benefits | Enhance customer experience and inclusivity of all beach users |
| Project timeframes | Investigation, Design (I&D) – FY2026 |
| Further decision-making | Outcome of the investigation to be presented at workshop for local board review and input on options on viable location |
| Local Board Plan outcome | Our Community |
| Local Board Plan objective | There is nowhere better than our local parks and reserves for a picnic, a sports game or meeting friends |
| Local Board Plan key initiative | Support the development and increased use of our local parks, reserves, and sports fields by being available for |

| | |
|------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | people of all abilities, ages, and socio-economic backgrounds to enjoy in a range of leisure and recreation activities |
| Other budget considerations | Additional funding allocation for implementation would need to be considered by the local board in future work programme development once viable location has been identified. |

Item 11

Tauākī whakaaweawe āhuarangi **Climate impact statement**

47. A deeper understanding of climate change impacts on Auckland’s coastline is a key driver behind the proposal to install coastal monitoring cameras at Mairangi Bay and Long Bay. The high-frequency imagery collected by these cameras will provide critical insights into shoreline changes, beach dynamics, and the effects of extreme weather events.
48. In addition to supporting long-term coastal monitoring, the data will play a vital role in Auckland’s coastal hazard warning system. By improving our understanding of how specific beaches respond to various storm conditions, we can refine projections of future coastal change. This, in turn, strengthens Auckland’s ability to prepare for and respond to the ongoing challenges posed by climate change.
49. The proposed installation of coastal monitoring cameras will not impact greenhouse gas emissions but will inform our understanding of the impacts of climate change on our coast.
50. While capital projects can have increased impact on emissions and climate change, the delivery of either or both of the CAPEX projects outlined in this report would follow council’s standard processes to minimise the potential risks. In addition, there may be also benefits of adding active play infrastructure and improving accessibility to the beach that might outweigh any potential impacts from adding the infrastructure.

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

51. The advice and recommendations outlined in this report has been developed collaboratively by the relevant teams in EEMU, Parks and Community and Facilities, and Governance and Engagement departments.

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

52. A workshop was held with the local board on 11 February 2025 and local board views provided at that workshop were considered when developing the advice in this report.
53. The proposed projects and initiatives outlined in this report support the delivery of the outcomes and aspirations highlighted in the Hibiscus and Bays Local Board Plan 2023.

Tauākī whakaaweawe Māori **Māori impact statement**

54. Auckland Council is committed to meeting its responsibilities under Te Tiriti o Waitangi and its broader obligations to Māori. The opportunities for investment outlined in this report are underpinned by council programmes and plans that have been developed giving due consideration to the strategic priority areas outlined in Kia ora Tāmaki Makaurau (Auckland Council’s Māori Outcome Framework). Any further opportunities to deliver for and with Māori will be considered in accordance with council’s standard protocols on a case-by-case basis.

Ngā ritenga ā-pūtea Financial implications

55. Options and financial implications for allocation of the external funds amount of \$86,456.62 are outlined in the analysis and advice section of this report.
56. The funding recommended to be allocated is from an external source and is in addition to the planned level of funding for the Hibiscus and Bays Local Board.
57. Should the local board agree to allocate the available funds, the Trust will arrange for the funds to be transferred to council and the local board's Lead Finance Advisor will allocate to the correct projects as per the relevant resolutions.
58. Should the local board decide to only make a partial allocation of the available funds, the unallocated amount will remain with the Trust until such time that the local board wishes to consider other investment opportunities.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

59. Risks associated with a deferral of the decision to allocate the available funds include an increase in costs associated with market fluctuations, or delays in gathering significant coastal monitoring data that can be crucial in future decisions. There is also a very minor risks of loss of value of the funds.
60. The recommendations in this report to allocate the available funds in full, mitigate the risks outlined above.

Ngā koringa ā-muri Next steps

61. Pursuant to the local board decision, the funds available for allocation will be transferred from the Trust to council and allocated to the relevant projects as resolved for planning and delivery.
62. It is our understanding that the legacy arrangement that has resulted in the availability of the funds is expected to continue, and the local board will be able to consider future investment opportunities for any accrued amount.

Ngā tāpirihanga Attachments

There are no attachments for this report.

Ngā kaihaina Signatories

| | |
|------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Authors | Rita Bento-Allpress - Senior Local Board Advisor Megan Tuck – Senior Coastal Scientist, Environmental Evaluation Monitoring Unit Sandra May – Manager Area Operations |
| Authoriser | Lesley Jenkins - Local Area Manager |

Changes to voting sign locations for the 2025 local elections

File No.: CP2025/01885

Item 12

Te take mō te pūrongo Purpose of the report

1. To make formal recommendations for any changes to voting sign locations for the 2025 local elections to the Auckland Transport Traffic Control Committee.

Whakarāpopototanga matua Executive summary

2. This report provides the local board with details of the proposed voting sign locations for the 2025 local elections.
3. The current election sign locations, last updated in 2022, are listed in Attachment A to the agenda report. Feedback was sought from local board members in November 2024 and the feedback received is included as Attachment B to the agenda report.
4. This report seeks formal recommendations from the local board on changes to voting sign locations. These will be submitted to the Auckland Transport Traffic Control Committee for consideration at their March 2025 meeting.
5. Final changes will be confirmed in March 2025 and the 2025 Candidate Handbook will be updated accordingly.

Ngā tūtohunga Recommendation/s

That the Hibiscus and Bays Local Board:

- a) tuku / provide its recommendations to the Auckland Transport Traffic Control Committee on any changes to voting sign locations for the 2025 local elections.

Horopaki Context

Regulatory framework

6. The Auckland Council and Auckland Transport [Te Ture ā-Rohe mo nga Tohu Signs Bylaw 2022](#) sets regulations for election signs.
7. The bylaw permits election signs on both private property and council-controlled public spaces.

Roles and responsibilities

8. Auckland Council and Auckland Transport (AT) share responsibility for designating suitable locations and establishing usage conditions for election signs in council-controlled public areas.
9. Auckland Transport controls signs that are on or visible from the Auckland transport system. Auckland Council controls signs in every other case.
10. The Auckland Council Regulatory Committee and Auckland Transport Traffic Control Committee hold delegated authority to implement these regulations by resolution.
11. Since all election signs must face roadways, AT has delegated authority to set regulations for election signs via the Auckland Transport Traffic Control Committee.

Current election sign locations

12. [Appendix B](#) of the Auckland Council and Auckland Transport Signs Bylaw Control 2022 lists currently approved election sign locations and any site-specific conditions.
13. The current election sign locations for this local board are provided in Attachment A. These were last updated during the 2022 local elections.

Process for changing election sign locations

14. Staff did not propose any changes to the voting sign locations for the 2025 local elections. Local boards provided informal proposals for changes to the election sign locations in December 2024.
15. The 2025 Auckland Council Candidate Handbook must include sites for election signs. Staff need to update the list of election sites by 1 April 2025 to meet the publishing deadline.
16. Many current election sign sites are on local parks. The Auckland Transport Traffic Control Committee requires input from the local board as the landowner before making any modifications to the current list of designated election sign locations.
17. Any recommend changes to voting sign locations will be sent to the Auckland Transport Traffic Control Committee for consideration at their March 2025 meeting.
18. Local boards will be informed of the final changes via memo in late March 2025.

Tātaritanga me ngā tohutohu Analysis and advice

19. The local board received a memo in November 2024 seeking input from the local board on additional sites for election signs or feedback on existing sites that might no longer be suitable. Feedback from local board members at the time is provided under Attachment B. Auckland Transport have provided a response on the previous local board feedback included as Attachment D to the agenda report.

| Local board | Remove sign locations | Add sign locations | Outcome recommended to Board |
|-------------------|-----------------------|--------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Hibiscus and Bays | 0 | 5 | <ul style="list-style-type: none"> • SW berm of West Hoe Rd / Grand Drive suitable • NE berm of Beach Rd / Whangaparaoa Rd is size limited but suitable • SW berm at Silverdale St / Millwater Parkway is not supported due to size constraints • NE berm at Arran Dr / Millwater Parkway suitable |

20. Guidance on suitable election sign site criteria for local boards to consider when suggesting changes is provided under Attachment C to the agenda report.

Tauākī whakaaweawe āhuarangi Climate impact statement

21. Auckland Transport works closely with council to develop strategy, actions, and measures supporting the Auckland Plan 2050, the Auckland Climate Action Plan, and council priorities.
22. Auckland Transport reviews potential climate impacts of all projects and aims to minimise carbon emissions. Its work programme is guided by *Te-Tāruke-ā-Tāwhiri: Auckland's Climate Plan*.

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

23. Auckland Transport is statutorily responsible for the allocation of election sign locations, that are in well-known locations familiar to Auckland Council staff.
24. The decision-making body is Auckland Transport's Traffic Control Committee. If required, the Traffic Control Committee will seek guidance about proposed locations from Auckland Council staff responsible for management of land used for signs.

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

25. This report seeks the views of the local board. Local impacts have not been assessed at this stage of the process. For proposed election sign locations and removals, the Traffic Control Committee will take direction from local boards, review technical assessments undertaken by traffic engineers, and assess them in relation to the bylaw.

Tauākī whakaaweawe Māori Māori impact statement

26. Auckland Transport is committed to meeting its responsibilities under Te Tiriti o Waitangi and its broader legal obligations in being more responsible or effective to Māori.
27. Auckland Transport's Māori Responsiveness Plan outlines the commitment to 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. This plan is available on the Auckland Transport website - <https://at.govt.nz/about-us/transport-plans-strategies/maori-responsiveness-plan/#about>
28. In this case, there are no significant impacts in relation to land or a body of water so specific Māori input was not sought.

Ngā ritenga ā-pūtea Financial implications

29. This report seeks local board input and there are no financial implications of related decisions to the local board.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

30. This report does not involve safety, financial or legal risks for the local board.

Ngā koringa ā-muri Next steps

31. The Auckland Transport Traffic Control Committee will consider any formal local board recommendations for changes to election sign locations at its March 2025 meeting.
32. The updated election sign sites will be included in the 2025 Candidate Handbook.

Ngā tāpirihanga Attachments

| No. | Title | Page |
|-------------------|--------------------------------------------------------------|------|
| A | List of public sites for election signs | 27 |
| B | Hibiscus and Bays Local Board Members feedback November 2024 | 37 |
| C | Election sign site criteria | 39 |
| D | Auckland Transport response to local board feedback | 43 |

Item 12

Ngā kaihaina Signatories

| | |
|-------------|-------------------------------------------------------------------------------------------------------|
| Author | Macleon Grindell - Senior Advisor Operations and Policy |
| Authorisers | Lesley Jenkins - Local Area Manager Lou-Ann Ballantyne - General Manager Governance and Engagement |

List of Public Sites for Election Signs in Hibiscus and Bays Local Board

This list has been colour-coded to indicate whether sites are on the road or are on parks or a combination of both roads and parks. It is very important to note that Local Boards have approved the erection of election signs on their local parks to the nine weeks before an election (or only four weeks in the case of the Ōrākei Local Board for a local government election). Election signs must not be put up in parks outside that time period and considerable care would need to be used to ensure that signs are not put up in part of a combined site that is a park (it may be safest to avoid putting up any signs in a combined site outside the nine-week period).

| LOCAL BOARD | STREET NAME | MAP KEY | Road Park |
|-------------------|---------------------------------|---------|--------------|
| Hibiscus and Bays | Beach Road | N-HB1 | Road |
| | East Coast Road (1 of 2) | N-HB3 | Road |
| | East Coast Road (2 of 2) | N-HB4 | Road |
| | Hibiscus Coast Highway (1 of 2) | N-HB6 | Road |
| | Hibiscus Coast Highway (2 of 2) | N-HB7 | Road |
| | Whangaparaoa Road (1 of 2) | N-HB8 | Road |
| | Whangaparaoa Road (2 of 2) | N-HB9 | Road |



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Hibiscus and Bays election sites

● Existing Site



Auckland Council
Te Kaunihera o Tāmaki Makaurau

Created: Monday, 18 April 2016, 5:43:33 p.m.

Scale @ A4 1:100000

(N-HB1) Beach Road

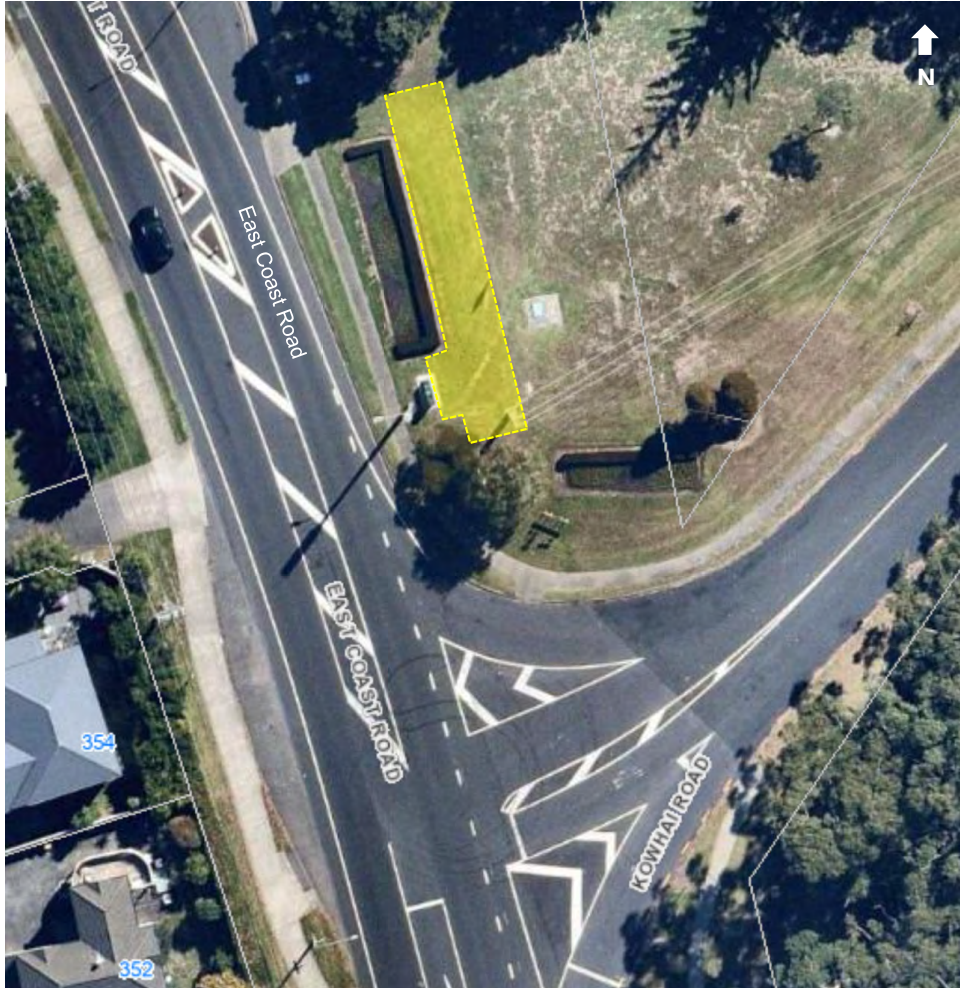


This aerial photograph identifies a location which is specified as a Council-controlled place available for the display of election signs. Irrespective of any changes since the photo was taken, the yellow zone is a general indication where the signs can be placed subject to the controls of the Auckland Council and Auckland Transport [Te Ture ā-Rohe mo nga Tohu 2022 / Signs Bylaw 2022](#).

Condition:

- Signs must be placed at least 2m from the kerb face.

(N-HB3) East Coast Road (1 of 2)



This aerial photograph identifies a location which is specified as a Council-controlled place available for the display of election signs. Irrespective of any changes since the photo was taken, the yellow zone is a general indication where the signs can be placed subject to the controls of the Auckland Council and Auckland Transport [Te Ture ā-Rohe mo nga Tohu 2022 / Signs Bylaw 2022](#).

Conditions:

- This site has been identified as a V-shaped sign site.

(N-HB4) East Coast Road (2 of 2)



This aerial photograph identifies a location which is specified as a Council-controlled place available for the display of election signs. Irrespective of any changes since the photo was taken, the yellow zone is a general indication where the signs can be placed subject to the controls of the Auckland Council and Auckland Transport [Te Ture ā-Rohe mo nga Tohu 2022 / Signs Bylaw 2022](#).

Conditions:

- This site has been identified as a V-Shaped sign site.
- Signs must be placed at least 2m from the kerb block.

(N-HB6) Hibiscus Coast Highway (1 of 2)



This aerial photograph identifies a location which is specified as a Council-controlled place available for the display of election signs. Irrespective of any changes since the photo was taken, the yellow zone is a general indication where the signs can be placed subject to the controls of the Auckland Council and Auckland Transport [Te Ture ā-Rohe mo nga Tohu 2022 / Signs Bylaw 2022](#).

(N-HB7) Hibiscus Coast Highway (2 of 2)



This aerial photograph identifies a location which is specified as a Council-controlled place available for the display of election signs. Irrespective of any changes since the photo was taken, the yellow zone is a general indication where the signs can be placed subject to the controls of the Auckland Council and Auckland Transport [Te Ture ā-Rohe mo nga Tohu 2022 / Signs Bylaw 2022](#).

Conditions:

- This site has been identified as a V-shaped sign site.

(N-HB8) Whangaparaoa Road (1 of 2)



This aerial photograph identifies a location which is specified as a Council-controlled place available for the display of election signs. Irrespective of any changes since the photo was taken, the yellow zone is a general indication where the signs can be placed subject to the controls of the Auckland Council and Auckland Transport [Te Ture ā-Rohe mo nga Tohu 2022 / Signs Bylaw 2022](#).

(N-HB9) Whangaparaoa Road (2 of 2)



This aerial photograph identifies a location which is specified as a Council-controlled place available for the display of election signs. Irrespective of any changes since the photo was taken, the yellow zone is a general indication where the signs can be placed subject to the controls of the Auckland Council and Auckland Transport [Te Ture ā-Rohe mo nga Tohu 2022 / Signs Bylaw 2022](#).

Conditions:

- This site has been identified as a V-shaped sign site.

| | |
|------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 25/11/2024 Hibiscus and Bays Local Board Feedback – Election Sign Locations for Elections 2025 | |
| Chair Alexis Poppelbaum | <p>There is a significant gap in the northern East Coast Bays for any public sites (Okura down to Browns Bay). This was somewhat covered by a previous election sign site at the Corner of Carlisle and Firth Roads (it was actually two sites there – it was a corner site where one election sign site was on the Firth Rd Side and the other election site on the Carlisle Roadside). With this gone, half our subdivision is not ‘covered’ and the other sites are on the borders of other local boards.</p> <p>Can Maclean please find out/remind us why that site was disestablished? Is there any opportunity to bring it back?</p> <p>As the Hibiscus Coast has 4 sites, it would be great to have another site for the ECB in the northern part of the ECB. It’s hard for me to make suggestions without seeing possible council owned opportunities. Could that be a next step- that staff come back with a review of the northern ECB with any identified sites to consider?</p> |
| LBM Jake Law | <p>Millwater and Upper Orewa as well as Waiwera and Hatfields all lack sign locations. None of the current sign locations service these areas as many take the Orewa or Millwater motorway turn offs and go directly to and from home without ever driving past a sign location. This is a huge concern and risk as tens of thousands live in these locations. These are newly developing suburbs, and many residents may be unfamiliar of local candidates and elections, making it ever more important to promote candidates in those areas.</p> <p>It would be wonderful if you'd be able to investigate a sign provision in these areas.</p> <p>The berm on the corner of Hillcrest Road and Hibiscus Coast Highway.</p> <ul style="list-style-type: none"> • The southwest berm on the corner of West Hoe Heights and Grand Drive as you turn left from West Hoe to Grand Drive, Orewa • The northeast berm at the Manly roundabout between Beach Road and Whangaparaoa Road. • The southwest berm at the roundabout from Silverdale to Millwater, the berm between Silverdale Street and Millwater Parkway. • The northeast berm between Arran Drive and Millwater Parkway. • These are all high traffic locations and in areas where there are no sign opportunities currently (Millwater is a big gap with no signage) <p>Also, I recommend the retention of all current sign locations.</p> <p>Extra/important: Restoration of the Albany Highway and Albany expressway location. The berm of Albany Domain. This was unceremoniously removed in the last election period by AT however was used by many campaigners.</p> |

Item 12

Attachment B

ELECTION SIGN SITE CRITERIA

The following criteria shall be used to assess/guide the suitability of public sites for election signs:

1. Election sign sites must ensure that election signs do not obstruct the safe line of sight of any corner, bend, intersection or vehicle crossing, as measured according to *Table 3.2 of the Austroads Guide to Road Design (1 AGRD) - Part 4A: Unsignalised and Signalised Intersections (AGRD04A-09) Section 3.2.2.* (summarized below)
2. Election sign sites must be large enough to easily contain as many election signs as are likely to be needed in that ward/electorate. (remembering that for general elections each candidate and party can have signs).
3. Election sign sites must not be likely to cause election signs to obscure, obstruct or impair the display of any traffic control devices (traffic signals and traffic signs). Election Signs must not be displayed on a traffic control devices or supporting structures – so sites must not include any of these.
4. Election Sign sites must not be on median strips, roundabouts, traffic islands or any other similar traffic separation structure or kerbed projection on any road.
5. Election sign sites must not be likely to lead to election signs obstructing, obscuring or impairing the safe passage of pedestrians, cyclists or persons in wheelchairs or mobility scooters on paths or be positioned in such a way that they constitute a hazard to driveways, entranceways or roads.
6. Election sign sites must be large enough to ensure that no part of an election sign or its supporting structure needs to be positioned closer than 500mm to any footpath, cycle path, driveway, entranceway or roadway.
7. Election signs must be placed outside the drip line of any tree (ie signs must not be directly below any part of a tree). Election sign sites can include areas with trees but the site must be large enough that there will be sufficient space for election signs. The existing list includes sites that were approved or used historically in the legacy areas. Considerable tree growth may have occurred in the interim. Sites with trees should therefore be reassessed to determine whether they are still practical or not.
8. Election sign sites must not allow for signs to be placed on sites that are historical, cultural, architectural, heritage, geological or archaeological features identified, scheduled or recorded in the relevant district plans. (Note that maunga (cones) particularly those managed by the Maunga Authority should not be used as sites.)

9. Election signs must be free standing. They must not be fixed to any tree, building, bollard or any other structure or street furniture, including, but not limited to, light poles, bus shelters, seats, rubbish bins, road signs, public signs, pylons and power poles. Election sign sites should avoid including these items to reduce temptation.
10. Election sign sites must not be located immediately between playground equipment and a road. Avoid having signs where they could obstruct drivers' vision of children who might run out from a playground onto the road.
11. Given the political nature of signs and the level of visual impact they can have it is preferable to place them in locations where they will not appear to be linked to, or have an undue impact on, private residences, businesses or institutions (including for example health and school locations). Election sign sites must not be placed on the berm outside the front facing side of a residential property and may only be on the side of such a property if well screened by a high fence or vegetation. By preference sites should be on or outside council owned parks and reserves.
12. In rural areas or other locations without kerbs and footpaths it is preferable to only select sites that allow for a 5m separation of the site from the edge of the sealed roadway.
13. In the assessment of a site, note the closest parking area (by approximate distance) and if there is no parking directly outside the designated site, e.g. if there are extensive broken yellow line outside the designated area. This is not a criterion in site selection, but will serve as additional information. The aim is to avoid encouraging illegal parking behaviour by those erecting signs.
14. Where possible determine if the site is a rehabilitated closed landfill. This is not a bar to a site being selected but the additional criteria of complying with the protocol for closed landfill sites will need to be added and this must be stated in the resolution.
15. Larger sites may be suitable for V-Shape election signs. A single election sign consisting of two panels attached at one edge to the same post in a V-Shape maybe displayed on larger sites that are suitable for this configuration if the widest point of the V is not more than 2m. The criteria for site selection is an area of at least 250m², preferably corner site (if possible but not absolutely necessary). There should be at least 1 V-Shape site identified for each Local Board area.
16. NZTA Conditions:
 - i. Elections signs may not be on, adjacent to or visible from motorways.
 - ii. Elections signs may not be displayed on any State Highways where the speed limit is above 50 km/h, without specific permission from NZTA. So it is best to also avoid sites in parks and reserves visible from state highways with speed limits above 50 km/h.

ELECTION SIGNAGE CRITERIA - Safe Intersection Sight Distance (SISD) Requirement

The following guidelines for determining safe intersection sight lines have been taken from Table 3.2 of the *Austrroads Guide to Road Design (1 AGRD) - Part 4A: Unsignalised and Signalised Intersections (AGRD04A-09) Section 3.2.2.*

Minimum intersection sight distances to maintain safety

In the same manner as other roadside features, roadside signs may create restrictions to sight visibility and create a safety hazard if they obstruct or interfere with:

- Road users' view of a road hazard, person or oncoming vehicle on the roadway.
- Road users' view of a person or vehicle about to enter the roadway.

The general requirements for maintaining safe sight distances at driveways and intersections therefore need to be applied to roadside signs.

The minimum safe intersection sight distances in Table 3.2 must be maintained in all circumstances to ensure that traffic safety is not compromised. These sight distance requirements relate only to conflicts between vehicles. For driveways crossing a footpath a 5 metre by 2 metre visibility splay must be provided.

Distances are measured between points at a height of 1.1 metres above the level of the roadway (equivalent to the height of a driver's eye when seated in a car) and 1.25m (accepted vehicle roof height for SISD). The minimum distances shown in Table 3.2 are measured along the major road from 5 metres (3m minimum) back from the major road.

Note: Corrections to the distances shown in Table 3.2 need to be undertaken for gradients greater than 2% (refer to *Austrroads Guide to Road Design (1 AGRD) - Part 4A: Unsignalised and Signalised Intersections (AGRD04A-09) Section 3.2.2 Table 3.3.*)

Table 3.2 Safe Intersection Sight Distance

| Posted Speed Limit (km/h) | Design Speed (km/h) | Minimum distance (m) |
|------------------------------|------------------------|-------------------------|
| 50 | 60 | 123 |
| 60 | 70 | 151 |
| 70 | 80 | 181 |
| 80 | 90 | 214 |
| 90 | 100 | 248 |
| 100 | 110 | 285 |

In general, visibility problems will not be caused by signs or devices which are:

- Less than 1m in height, except where they are likely to obscure children.
- The bottom of the sign is more than 3m above the level of the roadway.

Some of the more common situations where there is a potential for visibility problems include:

- Signs close to intersections or curves in the roadway.
- Signs adjacent to driveways particularly of major traffic generators e.g. service stations.
- Portable signs placed on footpaths, shoulders or grass berms.
- Vehicle-mounted signs.

Additional requirements for the erection of signs from the Bylaw

These are the bylaws requirement for the erection of the signs and may aid in the selection of sites.

1. Election signs may only be erected on public land designated for this purpose and must comply with any site specific instructions. For example specific sites requirements may be included when a site is approved by a resolution made under an elections signs bylaw.
2. Election signs must comply with any and all other relevant signage rules, bylaws and requirements.
3. Elections signs must not compromise road safety by causing confusion or distraction by resembling any traffic control devices, including traffic signs.
4. Election Signs must not be made of, or have affixed, any fluorescent, phosphorescent or reflective material that may reflect headlights, distract or interfere with a road user's vision.
5. Election Signs must not be illuminated (either internally or externally), use flashing or revolving lights or light sources, moving or rapidly changing displays/images (less than 5 seconds per display), lasers or any other method of illumination that may dazzle or distract drivers.
6. Election signs must be located in a manner that minimises visual and physical clutter. Only one election sign may be erected per candidate or per party on a road frontage of any one site.
7. Election signs and their supporting structure must be securely braced and anchored at ground level. Signs and their supporting structures must be constructed, fixed or placed in a manner so that they will not come loose under normal weather conditions so as not to pose a danger to property or the public. This is the responsibility of the sign owner.
8. No secondary signs, posters, flags etc. may be attached to election signs.
9. The top edge of an election sign must be less than 3 metres above ground level and must have a sign area of less than 3 square metres (approximately 2.4 x 1.2 metres).
10. There must be at least 500mm clearance left between the bottom edge of the election sign and the ground. Clause 8 (f).

Hibiscus and Bays

1. Sites to consider adding

- Millwater, Upper Orewa, Waiwera, Hatfields
 - All lack sign locations. None of the current sign locations service these areas as many take the Orewa or Millwater motorway turn offs and go directly to and from home without ever driving past a sign location. This is a huge concern and risk as tens of thousands live in these locations. These are newly developing suburbs and many residents may be unfamiliar of local candidates and elections, making it ever more important to promote candidates in those areas.

Specific suggestions:

- The southwest berm on the corner of West Hoe Heights and Grand Drive as you turn left from West Hoe to Grand Drive, Orewa

Response – slightly unsure of the suggestion here given the reference to West Hoe Heights which does not have an intersection with Grand Drive. However these two sites would seem suitable. One at the intersection of West Hoe Road and West Hoe Hights and the other at the intersection of Grand Drive and West Hoe Road. (wrongly labelled Hatton Road in the Mahere GIS)



- The northeast berm at the Manly roundabout between Beach Road and Whangaparaoa Road.

Response - Less of this area is public space than may appear to be the case because of where the property owners have chosen to place their fence. The remaining space is considered too small and there is a risk signs would be accidentally erected in the private land without consent being obtained.



- The southwest berm at the roundabout from Silverdale to Millwater, the berm between Silverdale Street and Millwater Parkway.

Response – this location is borderline too small to be an effective site now and it seems likely to get smaller as the planted trees spread as they grow. AT do not support the addition of this site.



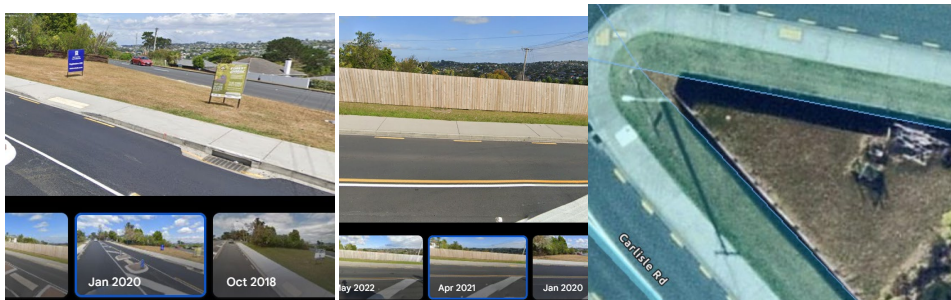
- The northeast berm between Arran Drive and Millwater Parkway.

Response – AT would support sites that avoided the trees on Arran Drive and Millwater Parkway/



- Northern East Coast Bays (Okura down to Browns Bay)
 - Significant gap. This was somewhat covered by a previous election sign site at the Corner of Carlisle and Firth Roads (it was actually two sites there – it was a corner site where one election sign site was on the Firth Rd Side and the other election site on the Carlisle Roadside). With this gone, half our subdivision is not ‘covered’ and the other sites are on the borders of other local boards. please find out/remind us why that site was disestablished? Is there any opportunity to bring it back?

This was previous a grass area between two berms but it was always private property – which is now more structurally identified with a fence and signs here could appear associated with that property and the size of the sites would be too small.



- As Hibiscus Coast has four sites, would be great to have another in the East Coast Bays.

Response - AT would be happy to consider further suggestions

Public feedback report on the traffic bylaw review

File No.: CP2025/01322

Te take mō te pūrongo Purpose of the report

1. To receive local board views on how the Joint Bylaw Panel should address public feedback on the proposed Vehicle Use and Parking Bylaw 2025 and its supporting proposals.
2. To recommend delegating a member to represent these views to the Joint Bylaw Panel.

Whakarāpopototanga matua Executive summary

3. Auckland Transport and Auckland Council both have powers to make traffic-related rules in Auckland.
4. The current rules are set out in several documents:
 - [Auckland Transport Traffic Bylaw 2012](#)
 - [Auckland Council's Traffic Bylaw 2015](#)
 - [Public Safety and Nuisance Bylaw 2013 \(covering use of vehicles on beaches\)](#).
5. Auckland Transport and Auckland Council are conducting a review of these bylaws to identify efficiencies and possible improvements.
6. The proposed new Vehicle Use and Parking Bylaw 2025, including changes to some topics in the proposed new bylaw and changes to rules in other bylaws (referred to as the "supporting proposals"), is provided as Attachment A to the agenda report.
7. In [August and September 2024](#) (page 391), all local boards provided feedback on the draft options and draft recommendations. Local boards generally supported the recommended option for each topic and provided feedback on some topics such as berm parking and parking on beaches. Staff considered the local board feedback in drafting the proposals which went out for public consultation.
8. Public consultation on the proposals took place from 4 November to 4 December 2024 (inclusive) and public hearings were held on 6 December 2024.
9. This report seeks the local board views on how the Joint Bylaw Panel should address matters raised in public feedback (included as Attachment B to the agenda report) to the proposed new bylaw and supporting proposals. This report also recommends delegating a local board member to present these views to the panel.
10. The bylaw panel deliberation is scheduled for 2 May 2025. This is where the panel will discuss and deliberate on the public feedback and local board and mana whenua views. Local boards can delegate a representative to speak at the hearings if desired.
11. The Auckland Transport Board and the Auckland Council Governing Body will make a final decision on the proposals in June 2025 based on the recommendations from the bylaw panel.

Ngā tūtohunga Recommendation/s

That the Hibiscus and Bays Local Board:

- a) whakarite / provide views on how the Joint Bylaw Panel should address matters raised in public feedback on the proposed Vehicle Use and Parking Bylaw 2025, including the supporting proposals, included as Attachment B to the agenda report.
- b) tāpae / delegate to the chairperson and deputy chairperson to represent the local board views to the Joint Bylaw Panel.

Horopaki Context

Traffic bylaws

12. The use of Auckland's road space, including beaches and roads in parks, is regulated by national legislation (laws) and by local government rules through bylaws.
13. Both Auckland Transport (AT) and Auckland Council (AC) have powers to make traffic-related rules in Auckland. The current rules are contained across the following bylaws:
 - a) [Auckland Transport Traffic Bylaw 2012](#)
Covers the requirements for parking and control of traffic on roads under the care, control, or management of Auckland Transport.
 - b) [Auckland Council Traffic Bylaw 2015](#)
Covers traffic management in public places, like parks, beaches, off-street parking facilities (like libraries and community centres) and council-owned car parking buildings.
 - c) [Auckland Council Public Safety and Nuisance Bylaw 2013](#)
Covers use of vehicles on beaches.
14. Responsibilities for bylaws are allocated by control of the land. Auckland Transport's rules apply to Auckland's transport system, while Auckland Council's rules apply to council-controlled land, such as parks and beaches.
15. The bylaws establish a framework for regulating vehicle use, traffic and parking on Auckland's transport system and on council-controlled land. For example, they enable the creation of bus lanes, but the specific locations are determined later through resolutions. This approach allows for flexibility to address changing location-specific needs over time.
16. Some bylaw provisions are not site-specific. These apply when Auckland Transport requires consistent rules across all locations, without the need for site-specific resolutions, for example, prohibiting abandoned vehicles on roads or in public places.

Reviewing Auckland's traffic bylaws

17. Auckland Transport and Auckland Council are conducting a joint review of Auckland's traffic-related bylaws to ensure they continue to meet the needs of Aucklanders. This review considered legislative and technological changes, as well as expert feedback on ways to improve bylaw effectiveness.
18. The Regulatory and Community Safety Committee on 2 July 2024 endorsed the [findings report](#) and requested an options report and proposal (resolution number [RCSC/2024/48](#)).
19. In [August and September 2024](#), all local boards provided feedback on the draft options and draft recommendations. Local boards generally supported the recommended option for each topic and provided feedback on some topics such as berm parking and parking on beaches.

- Some feedback focused on operational, public consultation or non-bylaw related matters and were referred to the relevant teams where appropriate.
20. Following this, a draft Vehicle Use and Parking Bylaw 2025, including the supporting proposals, was developed for public consultation.
 21. The Regulatory and Community Safety Committee and the AT Design and Delivery Committee endorsed the draft proposals and public consultation on 8 October 2024.
 22. The Auckland Council Governing Body and the Auckland Transport Board adopted the statement of proposal and approved the conduct of public consultation on 24 October 2024 and 29 October 2024, respectively.
 23. Public consultation took place from 4 November to 4 December 2024 (inclusive). Public hearings were held on 6 December 2024 at 20 Viaduct Harbour Avenue, Auckland. A total of 196 submissions were received: 181 through the online survey, 13 via mail and email and two verbal submissions. Public feedback is included in this report as Attachment B to the agenda report.
 24. This report seeks the local board views on how the Joint Bylaw Panel should address matters raised in public feedback on the proposed Vehicle Use and Parking Bylaw 2025, including the supporting proposals (refer to Attachment A of the agenda report).
 25. The final views from local boards will guide the bylaw panel during the deliberations on 2 May 2025. Local boards also have the option of sending a representative to share their views in person.
 26. The Auckland Transport Board and the Auckland Council Governing Body will make a final decision on the bylaw proposals in June 2025 based on the recommendations from the bylaw panel.

Tātaritanga me ngā tohutohu Analysis and advice

27. Auckland Transport (AT) subject matter experts met with and discussed the traffic bylaw review with the Hibiscus and Bays Local Board at a workshop on 20 August 2024.
28. Before that workshop, AT and Auckland Council staff reviewed the bylaws across 18 different topics to identify if there were problems, whether the bylaws helped address those problems, and if there were any alternatives or improvements.
29. The Auckland Transport Board and Auckland Council Governing Body adopted the [Statement of Proposal](#) and approved the material for public consultation. The finalised [proposals](#) included:
 - a) creating a new joint AT and AC Te Ture ā-Rohe mō te Whakamahinga me te Whakatūnga Waka 2025 | Vehicle Use and Parking Bylaw to combine the Auckland Transport Traffic Bylaw 2012, Auckland Council Traffic Bylaw 2015 and clause 16 of the Auckland Council Public Safety and Nuisance Bylaw 2013 (main proposal).
 - b) making supporting changes (supporting proposals) by clarifying and improving the following six topics in the proposed new joint bylaw
 - launching of boats on beaches and obtaining beach driving permits
 - regulations for heavy vehicles
 - parking vehicles off a roadway
 - busways, busway stations, and park & rides
 - resident parking
 - temporary traffic and parking rules for special events.
 - c) moving (or removing) the following seven rules from the current bylaws:
 - establishing shared zones, parking zones, parking places, and transport stations
 - setting new speed limits on council-controlled land

- parking for display or sale
 - broken down vehicles on a road or public place
 - leaving machinery or goods on a road or public place
 - repairing or modifying vehicles on a road in in a public place
 - priority on cycle paths or shared paths.
- d) clarifying and improving other rules in the [AC and AT Signs Bylaw 2022](#), [AT Activities in the Road Corridor Bylaw 2022](#), and AC Public Safety and Nuisance Bylaw 2013 that relate to certain activities involving vehicles.
30. The key insights from public consultation are as follows:
- a) The proposals were well received by the public. The main proposal was largely supported, with 83 per cent of respondents expressing no concerns. Most respondents had no comments or concerns about the supporting proposals.
 - b) Parking vehicles off the roadway received the most attention, with 35 per cent of respondents overall commenting on the topic. Most people who provided comments (88 per cent) expressed support for changes to reduce parking on berms. Those who raised concerns with the topic (10 per cent) frequently mentioned the need for berm parking, especially where limited on-street parking is available.
 - c) New heavy traffic parking regulations were also largely supported by submitters (79 per cent of those who commented on the topic). There were some concerns from the industry perspective, specifically about rest breaks or overnight spaces for drivers to sleep, particularly for out-of-town companies.
 - d) The only topic that was not supported was the proposal to remove user priority on cycle paths and shared paths. Respondents requested that it remains in Auckland's traffic bylaws as it aims to protect vulnerable road users, particularly people travelling on foot and bicycle.
 - e) Community concerns about the topic of repairing or modifying vehicles in public spaces are centred around its enforcement – respondents wanted assurance that people experiencing an emergency would not be fined.
31. The draft Vehicle Use and Parking Bylaw 2025, including the supporting proposals, will be reviewed and deliberated by the Joint Bylaw Panel in May 2025.
32. Local boards are encouraged to speak in front of the panel. Local boards can delegate a representative to speak at the hearings through this report.

Tauākī whakaaweawe āhuarangi Climate impact statement

33. Auckland Transport and Auckland Council both support the outcomes sought by the Auckland Plan 2050, the Te-Tāruke-ā-Tāwhiri: Auckland's Climate Plan and other council climate priorities.
34. During the development of the bylaws, climate impacts were considered because effective bylaws are tools that help give effect to these strategic directives, for instance:
- a) parking restrictions regulated by bylaws can be used to provide clearways and bus lanes that allow for quicker and more reliable public transport
 - b) controlling vehicle access and use on beaches protects coastal biodiversity
 - c) the ability to control access by heavy vehicles to unsuitable residential roads or town centres helps to minimise carbon emissions by encouraging them to use arterial routes designed for these vehicles to use efficiently.
35. The bylaws are an enabler for climate goals providing the regulatory tools required to enforce a variety of controls that contribute to climate change goals.

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

36. This review was conducted jointly by Auckland Transport and Auckland Council.
37. Relevant staff from several council operational units impacted have also participated in the review findings and improvements addressed in the options report and proposal. These staff are aware of the impacts of the proposal and their implementation role. This includes Regional Parks, Parks and Community Facilities, Compliance Response and Investigations, Waste Solutions, Event Facilitation, Regional Operations, Active Communities, Connected Communities, and Growth, Transport and Infrastructure Strategy units.
38. All units were in favour of combining the traffic-related bylaws into a new joint bylaw.

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

39. The local board was briefed on the review on 20 August 2024 providing an opportunity to receive quality advice about the review and its finding. The response from both elected members and staff supporting local boards was positive about the review.
40. Local boards generally supported the recommended options and provided feedback on topics like berm and beach parking. Operational, consultation, or non-bylaw matters were referred to relevant teams as needed.
41. Auckland Transport and Auckland Council staff considered the local board feedback in drafting the proposals which went out for public consultation.

Tauākī whakaaweawe Māori Māori impact statement

42. Auckland Transport and Auckland Council are committed to meeting the responsibilities under Te Tiriti o Waitangi and its broader legal obligations in being more responsible or effective to Māori.
43. Auckland Transport's Māori Responsiveness Plan outlines the commitment to 19 mana whenua iwi 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. This plan is available on the AT website - <https://at.govt.nz/about-us/transport-plans-strategies/maori-responsiveness-plan/#about>
44. Using this framework for discussion, AT informed iwi about the review in November 2023. The initial engagement was followed by a series of hui in July and August 2024 at which staff provided details of the review.
45. Māori have been informed and provided with opportunities to engage with the review and after public engagement is finished will be engaged with again.

Ngā ritenga ā-pūtea Financial implications

46. This decision has no financial implications for the local board as AT funds all its projects and programmes.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

47. The proposed decision does not carry specific risk for this local board. Bylaw application and enforcement is not a role of local boards and is not funded by local board budgets. This situation means that there is no legal or financial risk.

Ngā koringa ā-muri Next steps

48. The Joint Bylaw Panel will review and deliberate all submissions about the draft proposed Vehicle Use and Parking Bylaw 2025, including the supporting proposals, in May 2025. Prior to the deliberations, local boards are encouraged to speak to the panel.
49. The Auckland Transport Board and Auckland Council Governing Body will deliberate on the Vehicle Use and Parking Bylaw 2025, including supporting proposals. If adopted, it will come into effect in July 2025. The AT Board will adopt provisions for the transport system, while the AC Governing Body will adopt those for council-controlled land.

Ngā tāpirihanga Attachments

| No. | Title | Page |
|--------------------|----------------------------------------------------------------------------------------------------------|------|
| A⇒ | Draft Vehicle Use and Parking Bylaw 2025 and the supporting proposals (<i>Under Separate Cover</i>) | |
| B⇒ | Local board summary of public feedback (<i>Under Separate Cover</i>) | |

Ngā kaihaina Signatories

| | |
|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------|
| Authors | Joemier Pontawe – Principal Policy Advisor, Auckland Transport Ben Stallworthy – Principal Advisor Strategic Relations, Auckland Transport |
| Authorisers | Lou-Ann Ballantyne - General Manager Governance and Engagement Lesley Jenkins - Local Area Manager |

Local board views on proposed plan change 106 for filming on Sites and Places of Significance to Mana Whenua

File No.: CP2025/01059

Item 14

Te take mō te pūrongo Purpose of the report

1. To seek local board views on proposed Plan Change 106 which aims to enable temporary filming activities as a permitted activity (it is currently a restricted discretionary activity requiring a resource consent) on Sites and Places of Significance to Mana Whenua that are on council-controlled public places, subject to compliance with standards to protect and enhance the cultural values of these sites.

Whakarāpopototanga matua Executive summary

2. Decision-makers (independent commissioners) on a plan change to the Auckland Unitary Plan must consider local boards' views on the plan change, if the local boards choose to provide their views.
3. The purpose of Plan Change 106 is to identify temporary filming activities on Sites and Places of Significance to Mana Whenua in council-controlled public places as a permitted activity (i.e., no resource consent required). A film permit will still be required under the Te Ture ā-Rohe Tauhokohoko Whakahaerenga me te Tango Kiriata Tūmatanui 2022 Public Trading, Events and Filming Bylaw 2022.
4. A local board can present local views when expressed by the whole local board. This report provides the mechanism for the local board to resolve and provide its views on Plan Change 106. Staff do not recommend what view the local board should convey.
5. Local boards received a memorandum on the draft plan change before it was finalised and notified for submissions. The submission and further submissions periods have closed. A total of 10 submissions were received, and no further submissions were received. The key themes of the submissions are support from the screen industry, opposition to Plan Change 106 unless amendments are made, and the application of proposed Plan Change 106 to Tūpuna Maunga Authority administered land.
6. This report seeks the views of the local board on proposed Plan Change 106. Next steps involve incorporating local board resolutions on proposed Plan Change 106 into the section 42A hearing report. Appointed local board members will be notified and invited to present their views at the hearing.

Ngā tūtohunga Recommendation/s

That the Hibiscus and Bays Local Board:

- a) tuku / provide its views on proposed Plan Change 106
- b) kopou / appoint a local board member to speak to the local board views at a hearing on the proposed Plan Change 106
- c) tāpae / delegate authority to the chairperson of Hibiscus and Bays Local Board to make a replacement appointment in the event the local board member appointed in resolution b) is unable to attend the plan change hearing.

Horopaki Context

Decision-making authority

7. Local boards are responsible for communicating the interests and preferences of people in its area regarding the content of Auckland Council's strategies, policies, plans, and bylaws. Local boards provide their views on the content of these documents. Decision-makers must consider local boards' views when deciding the content of these policy documents (ss15-16 Local Government (Auckland Council) Act 2009).
8. A plan change will be included in the Auckland Unitary Plan (AUP) if it is approved. Local boards must have the opportunity to provide their views on council-initiated plan changes.
9. If the local board chooses to provide its views, the reporting planner will include those views verbatim, and address them, along with issues raised by submitters, in the subsequent hearing report prepared under section 42A of the Resource Management Act 1991 (RMA).
10. A local board member, appointed by resolution, may present the local board's views at the hearing of submissions by commissioners, who then make decisions on the proposed plan change.
11. This report provides an overview of the proposed Plan Change 106 (PC 106), and a summary of the key themes from submissions. The report author cannot advise the local board on what its views should be.

Tātaritanga me ngā tohutohu Analysis and advice

Plan change overview

12. The purpose of PC 106 is to remove the requirement for a resource consent by identifying temporary filming activities as a permitted activity in the AUP. Filming activities will still require a film permit from Screen Auckland (the regional film office for Auckland, based within Tātaki Auckland Unlimited) in accordance with the Public Trading, Events and Filming Bylaw 2022 (bylaw). Currently, there is duplication of process for filming, as it requires both a resource consent to comply with the AUP and a film permit to comply with the bylaw.
13. Amendments to AUP Chapter D21 Sites and Places of Significance to Mana Whenua (SPSMW) are proposed to identify temporary filming activities (up to 30 days) as a permitted activity on SPSMW that are also public places. This status is subject to a standard that requires no land disturbance, that filming is undertaken in accordance with a site plan, and that it complies with any special conditions approved under the Auckland Council Film Permit. No changes are proposed to Schedule 12 of the AUP, which lists the SPSMW.
14. The film permit process ensures that filming activities respect the cultural values of the SPSMW and follow appropriate tikanga, while enabling people and communities to provide for their social, economic, and cultural well-being to achieve sustainable management.
15. Cultural values and mana whenua associations with SPSMW are protected and enhanced through the film permit process by requiring direct engagement with mana whenua and their participation in decision-making. This ensures that appropriate tikanga is considered, site plans and/or special conditions are applied where necessary, access for customary activities (i.e., mahinga kai) can be identified, and restricted areas, where toilets or food preparation must be avoided, are implemented to protect wāhi tapu and any tangible and/or intangible values of sites and places.
16. Supporting documentation is available from council's website at <https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/unitary-plan/auckland-unitary-plan-modifications/Pages/details.aspx?UnitaryPlanId=272>

17. Council's reporting planner will prepare a section 42A report for PC 106 for consideration by the independent hearings commissioners that evaluates and reports on:
- the contents of PC 106
 - submissions (noting that no further submissions were received)
 - views and preferences of the local board, if the local board passes a resolution.

Themes from submissions received

18. Submissions were made by 10 people. Nine submissions were supportive, one was in opposition, and no submissions were neutral. Key submission themes are listed below.
- support from the screen industry
 - oppose the plan change unless amendments are made
 - application of PC 106 to Tūpuna Maunga administered land.

Support from the screen industry

19. Several submissions supporting PC 106 are from members of the screen industry, seeking that it be approved without any amendments. Some clarification is also sought regarding what qualifies as "disturbance", as AUP Standard D21.6.4(1)(b) provides for filming activities as a permitted activity as long as it does not involve "land disturbance".

Oppose subject to amendments

20. One submitter (Ngāti Whātua Ōrākei) opposes PC 106 unless amendments are made to recognise the hapū or iwi with the strongest relationship to the filming location. Specific provisions are sought to be retained or removed to better reflect local hapū and iwi acknowledgement.

Application of PC 106 to Tūpuna Maunga Authority administered land

21. Plan Change 106 currently excludes land administered by Tūpuna Maunga Authority. The Tūpuna Maunga Authority seeks amendments to PC 106 to enable temporary filming as a permitted activity on land it administers.
22. Information on individual submissions and the summary of all decisions requested by submitters is available from council's website:
<https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/pc-106-sdr-and-subs.pdf>

Tauākī whakaaweawe āhuarangi Climate impact statement

Context

23. Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan sets out Auckland's climate goals:
- to adapt to the impacts of climate change by planning for the changes we will face (climate adaptation)
 - to reduce greenhouse gas emissions by 50 per cent by 2030 and achieve net zero emissions by 2050 (climate mitigation).
24. Both of council's climate goals (climate adaptation and climate mitigation) are relevant and align with the requirement for RMA decision-makers to:
- have particular regard to the effects of climate change (section 7(i) RMA), and
 - have regard to any emissions reduction plan and any national adaptation plan prepared under the Climate Change Response Act 2002 (section 74(2) RMA) when preparing or changing a district plan.

25. Consequently, any local board views on climate adaptation and/or climate mitigation will be considered by the independent hearing commissioners when hearing submissions on PC 106.

Local board views - climate

26. The following prompts are included to assist the local board in forming any view (should it wish to do so) regarding climate mitigation and/or adaptation:
- how will PC 106 affect greenhouse gas emissions, if at all?
 - how will PC 106 affect private motor vehicle trips, connections to, and availability of public transport, walking and cycling infrastructure, if at all?
 - will climate risks, such as flooding, increased heat, coastal erosion, or extreme weather events be neutral, alleviated or elevated by PC 106?

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

27. No council groups have submitted on PC 106. The following council groups were consulted and provided an opportunity to provide feedback on the draft plan change:
- Māori Heritage Team
 - Resource Consents
 - Auckland Transport.

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

28. The purpose of PC 106 is to enable temporary filming activities on SPSMW in public places without the need for a resource consent.
29. A total of 18 out of the 21 local boards currently have SPSMW in public places that would be covered by PC 106 (noting that additional sites will be added over time). In terms of film permit applications, local boards are responsible for landowner approval for local parks and are notified of any film permit applications. This will not change.
30. Local boards have been kept informed of PC 106 as it has developed with memorandums in November 2022 and September 2024.
31. Factors the local board may wish to consider in formulating its view:
- interests and preferences of people in the local board area
 - well-being of communities within the local board area
 - local board documents, such as local board plan, local board agreement
 - responsibilities and operation of the local board.
32. The decision-maker will consider local board views, if provided, when deciding on PC 106.

Tauākī whakaaweawe Māori Māori impact statement

33. Council is required to consult with iwi authorities when preparing a plan change. The plan change has been developed in consultation with the 19 iwi authorities (mana whenua) through a series of engagements since December 2022. This engagement has occurred through pānui updates, engagement summary reports, kānohi ki te kānohi hui, collaborative working group hui, emails and telephone calls.

34. Prior to notifying PC 106 the following positions of mana whenua were understood:
- 11 support in-principle a plan change
 - one generally supports PC 106 subject to amendments; otherwise, opposes
 - three have not provided formal feedback, but comments made by them have been considered
 - two do not oppose PC 106
 - one defers to others
 - one prefers kaupapa to go through the Mana Whenua Forum.
35. Feedback from mana whenua on PC 106 supports an approach that provides for filming in public places as a permitted activity with permitted standards, and for mana whenua to have an increased role in decision-making for activities occurring on SPSMW. The importance of not undermining the SPSMW in AUP Schedule 12 and the provisions in AUP Chapter D21 was also emphasised as protection of the values of sites and places. All sites have their own pūrākau (stories), and iwi/hapū have individual tikanga for these sites.
36. Feedback from mana whenua directly informed the wording of PC 106. The only feedback not incorporated into PC 106 relates to amendments sought to recognise the 'local' or 'appropriate' iwi.
37. Ngāti Whātua Ōrākei is the only iwi that submitted on PC 106. Their submission seeks that Ngāti Whātua Ōrākei's ahi kā and mana whenua status within the 'heartland' of their rohe is recognised and provided for in the relevant amendments that are proposed to AUP Chapter D21 through PC 106. They also seek that their reo and identity is seen, heard and provided for in any filming on sites and places of significance that Ngāti Whātua Ōrākei are the tangata whenua. Ngāti Whātua Ōrākei are generally supportive of PC 106 but oppose it unless the amendments sought are incorporated to ensure the tangata whenua of the place where filming activities will take place on SPSMW are appropriately engaged with and involved in the decision-making.
38. Tātaki Auckland Unlimited – Screen Auckland have developed a draft SPSMW film permit process in collaboration with mana whenua. The draft SPSMW film permit process has a strong focus on relationship and engagement to enable ongoing collaboration to develop and integrate mana motuhake, tikanga Māori, the pūrākau and mauri of SPSMW.
39. The key elements of the draft SPSMW film permit process include:
- requirement to engage all mana whenua identified through the council's contact tool
 - applicants are encouraged to engage early to understand the implications of filming
 - film facilitators inform mana whenua of all filming applications affecting SPSMW and confirm whether engagement has occurred
 - timeframe to process applications is 20-25 days (compared to three to five for general applications)
 - film facilitators confirm permit conditions with mana whenua
 - where proposals are not supported by mana whenua, applicants will be directed to alternative sites.
40. Information requirements for film permit applications on SPSMW will be similar to those required by Tūpuna Maunga o Tamaki Makaurau Authority for the 14 co-governed tūpuna maunga.
41. The reporting planner will include in the hearing report an analysis of Part 2 of the RMA, which requires that all persons exercising RMA functions take into account the principles of

the Treaty of Waitangi/Te Tiriti o Waitangi. Sites of Significance is an issue of significance identified in the Schedule of Issues of Significance (2021) and the Māori Plan 2017 (Houkura Independent Māori Statutory Board), where it states on page 23 that:

Mana Whenua are enabled to maintain and protect sites of significance to reaffirm connections to the whenua and preserve for future generations.

Ngā ritenga ā-pūtea Financial implications

42. Plan Change 106 does not pose any financial implications for local boards' assets or operations.
43. Costs for the plan-making process are met by existing council budgets.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

44. The local board will be unable to provide its views and preferences on PC 106, if it does not pass a resolution. This report provides:
 - the mechanism for the local board to express its views and preferences
 - the opportunity for a local board member to speak at a hearing.
45. If the local board chooses not to pass a resolution at this business meeting, these opportunities are forgone.
46. The power to provide local board views regarding the content of a plan change cannot be delegated to individual local board member(s) (Local Government Act 2002, Sch 7, cls 36D). This report therefore enables the whole local board to decide whether to provide its views and, if so, to determine what matters those views should include.

Ngā koringa ā-muri Next steps

47. The reporting planner will include, and report on, any resolution from any local board in the forthcoming section 42A hearing report. Local board members appointed to speak to specific local board's views will be informed of the hearing date and invited to the hearing.
48. The reporting planner will advise the local boards of the decision on proposed Plan Change 106 by memorandum.

Ngā tāpirihanga Attachments

There are no attachments for this report.

Ngā kaihaina Signatories

| | |
|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Authors | Eryn Shields - Team Leader - Planning |
| Authorisers | John Duguid - General Manager Planning and Resource Consents Lou-Ann Ballantyne - General Manager Governance and Engagement Lesley Jenkins - Local Area Manager |

Record of Urgent Decision: Local board input to Auckland Council's submission on the Resource Management (Consenting and Other System changes) Amendment Bill

File No.: CP2025/01745

Item 15

Te take mō te pūrongo Purpose of the report

1. To receive the record of an urgent decision approved under the urgent decision-making process (HB/2022/160) on the local board input for inclusion in Auckland Council's submission on the Resource Management (Consenting and Other System changes) Amendment Bill.

Whakarāpopototanga matua Executive summary

2. On 3 February 2025, the Hibiscus and Bays Local Board provided formal input for inclusion in Auckland Council's submission on the Resource Management (Consenting and Other System changes) Amendment Bill.
3. This was approved by the chairperson, deputy chairperson and local area manager, using the urgent decision-making process adopted in December 2022 by the local board (HB/2022/160).
4. The reason for using this process was that the deadline for input (10 February 2025) did not align with the scheduled Hibiscus and Bays Local Board business meeting (25 February 2025), and it was therefore necessary to seek an urgent decision to formalise the local board's input (Attachment A to the agenda report).

Ngā tūtohunga Recommendation/s

That the Hibiscus and Bays Local Board:

- a) whiwhi / receive the record of its urgent decision made on 3 February 2025 (as set out in Attachment A to the agenda report) that formalised its input for inclusion in Auckland Council's submission on the Resource Management (Consenting and Other System changes) Amendment Bill.

Ngā tāpirihanga Attachments

| No. | Title | Page |
|-----|------------------------------------------------------------------------------------------------------------------------------------------------------|------|
| A | Hibiscus and Bays Local Board input to Auckland Council's submission on the Resource Management (Consenting and Other System changes) Amendment Bill | 61 |

Ngā kaihaina Signatories

| | |
|------------|--------------------------------------------------|
| Author | Rita Bento-Allpress - Senior Local Board Advisor |
| Authoriser | Lesley Jenkins - Local Area Manager |

Item 15



Decision of the Hibiscus and Bays Local Board

This decision has been made under delegated authority by: Chairperson Alexis Poppelbaum and Deputy Chairperson Gary Brown, on 3 February 2025.

Urgent Decisions delegation resolution: HB/2022/160

The use of the Urgent Decisions delegation was authorised by the Chairperson, Deputy Chairperson and Lesley Jenkins, Local Area Manager. The authorisers are satisfied that the decision is required urgently and it is not practicable in the circumstances to call an extraordinary or emergency meeting of the local board.

The following information was provided to the decision-makers to inform their decision:

Attachment 1: *9 January 2025 Memorandum to Elected Members*

Attachment 2: *Fact Sheet*

In addition, elected members received a recorded briefing and presentation on 29 January 2025

Subject: Local Board input to the Auckland Council submission on the Resource Management (Consenting and Other System changes) Amendment Bill

The Hibiscus and Bays Local Board:

- a) whakarite / provide the following input to the Auckland Council submission on the Resource Management (Consenting and Other System changes) Amendment Bill:
 - i) support the increase in penalties for noncompliance.
 - ii) support the inclusion of section 342A which would make insurance against fines unlawful.
 - iii) support the bill's enablement of an applicant's compliance history to be considered in consent decisions.
 - iv) support provisions that allow for the recovery of costs associated with compliance and enforcement activities, such as permitted activity monitoring, complaint response, and investigation activities.

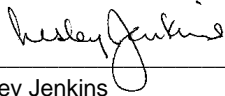
Item 15



Alexis Poppelbaum
Chairperson
Hibiscus and Bays Local Board



Gary Brown
Deputy Chairperson
Hibiscus and Bays Local Board



Lesley Jenkins
Local Area Manager

Attachment A



Memorandum

9 January 2025

To: Policy and Planning Committee
Members of Houkura / Independent Māori Statutory Board
All local board members

Subject: Resource Management (Consenting and Other System changes)
Amendment Bill

From: Karryn Kirk, Principal Strategic Advisor

Purpose

1. To inform elected members on the introduction of the Resource Management (Consenting and Other System changes) Amendment Bill and note the deadline for submission is 10 February 2025.

Summary

2. The Government has introduced the Resource Management (Consenting and Other System changes) Amendment Bill as part of its phase two resource management system reform. The deadline for submissions is 10 February 2025. The Bill is expected to be passed into law by mid-2025.
3. The Bill proposes further targeted changes to the RMA, grouped into five packages:
 - infrastructure and energy
 - housing
 - farming and the primary sector
 - natural hazards and emergency response
 - system improvements.
4. Staff have commenced a full analysis of the Bill and will present their advice for elected members' consideration at a workshop on 5 February 2025.

Context

5. The Government's phase two resource management reforms are intended to reduce regulation and unlock development and investment in infrastructure, housing and primary industries, while ensuring the environment is protected.
6. The Government released its second Resource Management Act 1991 (RMA) Amendment Bill on 9 December 2024. The Resource Management (Consenting and other system changes) Amendment Bill is intended to drive economic growth and increased productivity by making it easier to "get things done".
7. The Bill has been referred to the Environment Select Committee, which has invited submissions by 10 February 2025. The Bill is expected to be passed into law by mid-2025.
8. The Bill is a precursor to full replacement of the RMA next year. The changes are expected to be carried through to phase three of the Government's reforms, which includes new spatial planning and environmental protection legislation.

Discussion

9. The objective of the Bill is to amend the RMA to progress the Government's priorities relating to:
 - making it easier to consent new infrastructure, including for renewable energy, building houses, and enhancing the primary sector
 - cutting red tape to unleash the investment in renewable energy for New Zealand to meet its emissions reduction targets
 - making the medium density residential standards (the MDRS) optional for councils, with the need for councils to ratify any use of the MDRS, including in existing zones
 - implementing the Going for Housing Growth policy to unlock land for housing, build infrastructure, and allow communities to share the benefits of growth
 - facilitating the development and efficiency of ports, and strengthening international supply networks
 - simplifying the planning system.

10. The Bill amends a range of existing RMA provisions across five themes:

Infrastructure and energy

11. This package includes a series of reforms to speed up and make it easier and cheaper to consent, build and maintain major infrastructure, including renewable energy projects.
12. The Bill is intended to deliver the Government's Electrify New Zealand reforms. The Bill aims to reduce delays in consenting for renewable energy generation by requiring one-year decision-making for renewable energy projects. It also increases default 35-year duration for renewable energy and for other long-lived infrastructure consents to increase certainty for and reduce costs for operators. The Bill increases consent default lapse periods for renewable energy from 5 years to 10 years.
13. The Bill extends coastal permits for 13 major ports by 20 years as their existing coastal port permits are due to expire in 2026 and enables requiring authority status for ports with landward operations. The Bill also increases designation lapse periods from 5 years to 10 years, and streamlines consenting and designation processes.
14. The Bill also provides clarity to councils and industry on how discharge rules should be managed to align with changes introduced by the Resource Management (Freshwater and Other Matters) Amendment Act 2024.

Housing

15. The Housing package includes reforms to enable the first pillar of the Government's Going for Housing Growth policy.
16. The Bill enables councils to opt out of the Medium Density Residential Standards (MDRS), if they can show they have provided for 30 years of housing growth in their district and unitary plans. A revised NPS Urban Development expected early this year will set out the growth targets. The Bill requires councils to use the Streamlined Planning Process (SPP) for removing or altering the MDRS or withdrawing an Intensification Planning Instrument (IPI), such as plan change 78.
17. The Bill provides new powers for the Minister for the Environment to require councils to amend part or all of any document to ensure compliance with national direction including Housing and Business Development Capacity Assessments under the National Policy Statement on Urban Development 2020. The Minister can direct councils on what type of plan change is used to give effect to national direction (for example, the SPP) in the event of non-compliance with national direction. The Minister can also appoint up to half the members of the independent hearings panel, and makes the council, instead of the Minister, the final decision-maker.
18. The Bill also simplifies the listing and delisting of heritage buildings and structures using the SPP rather than the standard plan making process.

Farming and the primary sector

19. The changes are intended to unlock primary sector productivity.
20. The Bill intends to reduce regulatory overlap and clarifies the interface between the RMA and the Fisheries Act 1996, to balance marine protection with fishing rights.
21. The Bill amends the plan certification and auditing process to make it more practical and cost-effective, by allowing industry organisations to deliver those services.
22. Proposals include timely consent processing for wood processing facilities (to be decided within 1 year) and enables national direction to facilitate aquaculture improvements.

Natural hazards and emergencies

23. The Bill provides an increased suite of tools to deal with natural hazards and emergency events, aiming for better decision-making and efficiency.
24. The Bill introduces new regulation-making powers to support emergency responses and recovery efforts.
25. The Bill enables councils to decline land-use consents, or impose conditions, where the natural hazard risk is significant. The Bill also provides that plan changes that introduce new natural hazards rules will now have immediate legal effect.

System improvements

26. The Government proposes a range of technical changes to make the resource management system function better.
27. The Bill amends the compliance regime by increasing penalties, prohibits insurance that indemnifies a person against financial penalties for RMA offences and enabling cost recovery for councils. It enables consideration of an applicant's compliance history in consent decisions.
28. The Bill makes changes to simplify the consenting regime by clarifying the scope of further information requests, allows applicants to review consent conditions before decisions, and enables cost recovery for consent reviews due to national direction. It also extends excessive noise directions from 72 hours to 8 days and simplifies the issuing of directive abatement notices.

Next steps

29. Auckland Council's varied RMA functions and duties means that the council group has a strong interest in amendments proposed by the Bill. Staff have commenced a full analysis of the Bill and are preparing advice for elected members.
30. Staff are working with subject matter experts across the council group to prepare a first draft of the submission. A Policy and Planning Committee workshop on 5 February 2025 will enable elected members to provide direction to staff on submission development.
31. A recorded briefing will be provided to local board members in the week beginning 27 January 2025. Local boards that wish to provide feedback will use their delegated authority process since the submission deadline is before February business meetings commence. Feedback to be appended to the council submission is due by 6 February.
32. Other aspects of phase two resource management reform will continue while the Bill progresses through the law-making process. This includes consultation on national direction in early 2025.

Attachments

Resource Management (Consenting and Other System Changes) Amendment Bill – Key Proposals

Auckland Council's Quarterly Performance Report: Hibiscus and Bays Local Board for Quarter Two 2024/2025

File No.: CP2025/00745

Item 16

Te take mō te pūrongo Purpose of the report

1. To receive the Hibiscus and Bays Local Board's integrated quarterly performance report for Quarter Two, 1 October – 31 December 2024.

Whakarāpopototanga matua Executive summary

2. This report includes financial performance, progress against work programmes, key challenges the local board should be aware of and any risks to delivery against the 2024/2025 work programme (Attachment A to the agenda report).
3. The work programme is produced annually and aligns with Hibiscus and Bays Local Board Plan outcomes.
4. The key activity updates from this quarter are:
 - ID 183: Activation of community led venue partners Hibiscus and Bays
 - ID 189: Event partnership fund Hibiscus and Bays
 - ID 184: Hibiscus and Bays: Citizenship ceremonies
 - ID 724: Ko te wai he taonga: Water is a treasure - Hibiscus and Bays
 - ID 26017: Streamview Way Park – develop youth park
 - ID 24085: Ōrewa Library - comprehensive renewal including roof.
5. All operating departments with agreed work programmes have provided a quarterly update against their work programme delivery. Activities are reported with a status of green (on track), amber (some risk or issues, which are being managed) or grey (cancelled, deferred or merged). The following activity is reported with a status of red (behind delivery, significant risk):
 - ID 4511: Long Bay Regional Park - renew footbridge at southern entrance.
6. The financial performance report for the quarter in Attachment B to the agenda report is excluded from the public. This is due to restrictions on half-year annual financial reports and results until the Auckland Council Group results are released to the NZX on or about 28 February 2025.

Ngā tūtohunga Recommendation/s

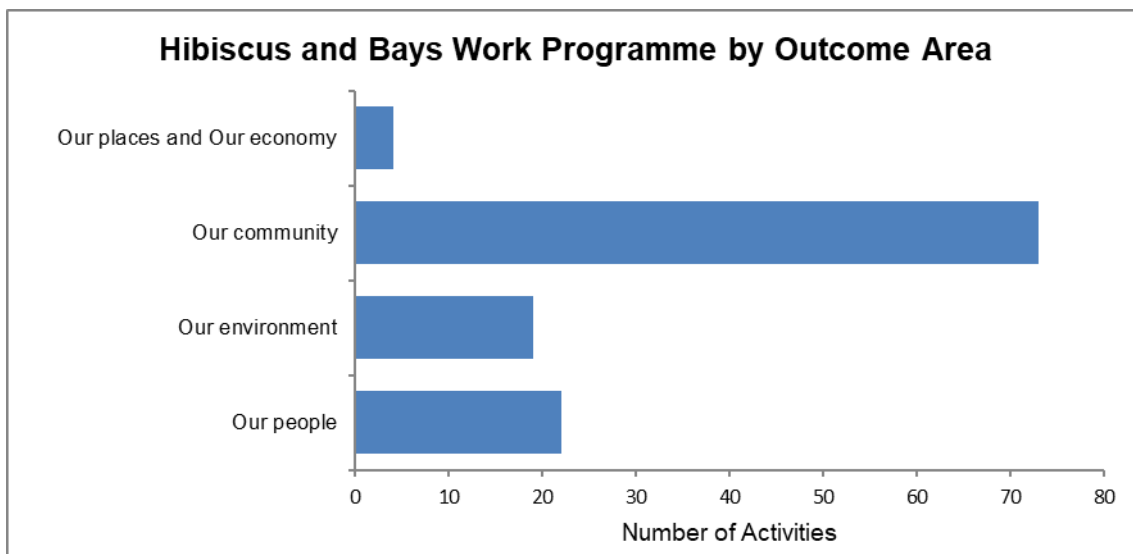
That the Hibiscus and Bays Local Board:

- a) whiwhi / receive the integrated performance report for quarter two, 1 October to 31 December 2024.
- b) tuhi tīpoka / note the financial performance report in Attachment B to the agenda report will remain confidential until after the Auckland Council Group half-year results for 2024/2025 are released to the New Zealand Exchange (NZX), which are expected to be made public on or about 28 February 2025.

Horopaki Context

- The Hibiscus and Bays Local Board has an approved 2024/2025 work programme for the following:
 - Customer and Community Services
 - Local Environmental
 - Auckland Emergency Management.
- The graph below shows how the work programme activities meet local board plan outcomes. Activities that are not part of the approved work programme but contribute towards the local board outcomes, such as advocacy by the local board, are not captured in this graph.

Graph 1: Work programme activities by outcome

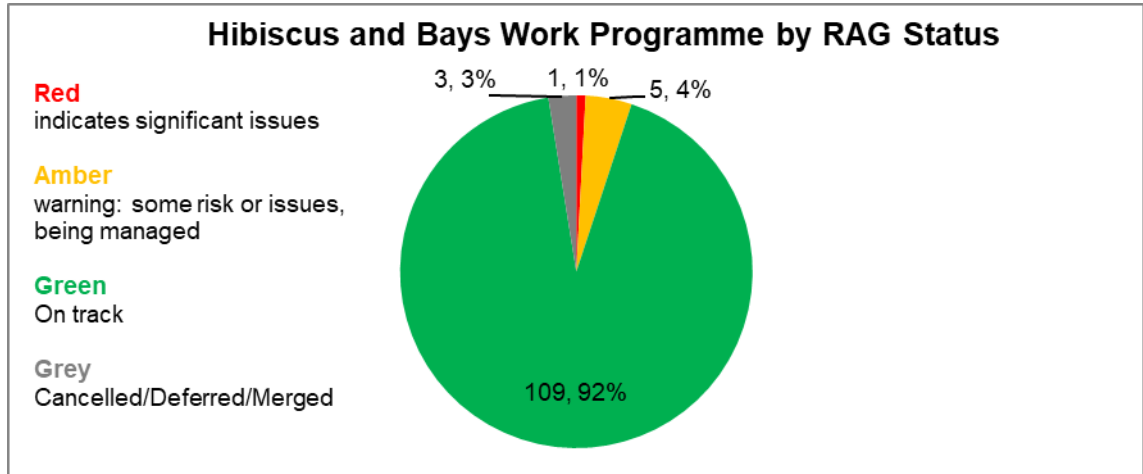


Tātaritanga me ngā tohutohu Analysis and advice

Local board work programme snapshot

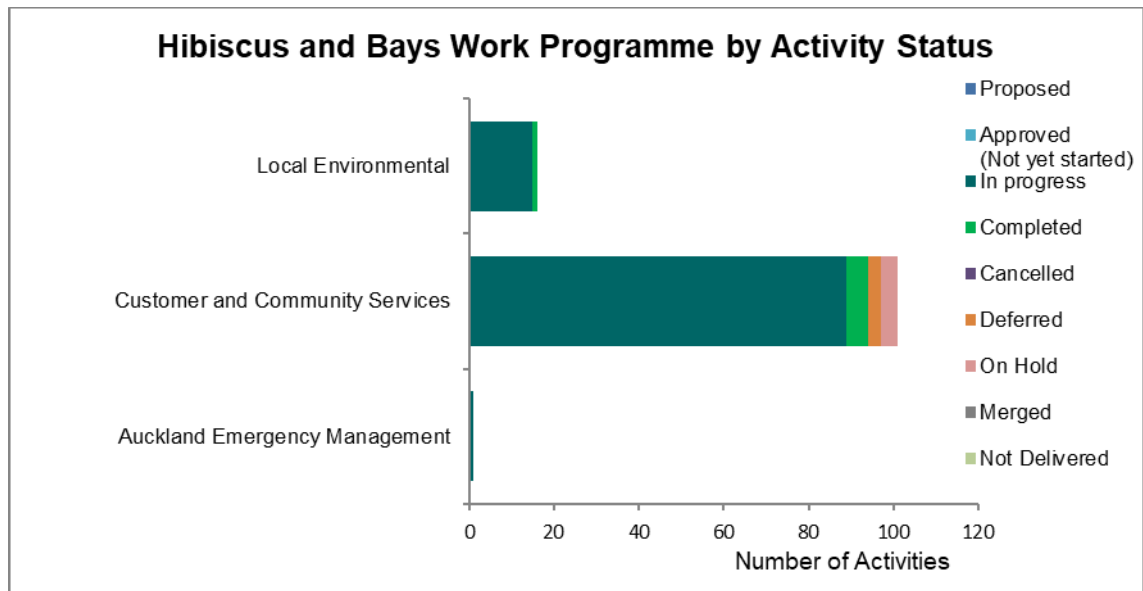
- The graph below identifies work programme activity by RAG status (red, amber, green and grey) which measures the performance of the activity. It shows the percentage of work programme activities that are on track (green), in progress but with issues that are being managed (amber), activities that have significant issues (red) and activities that have been cancelled/deferred/merged (grey).

Graph 2: Work programme performance by RAG status



10. The graph below shows the stage of the activities in each departments' work programmes. The number of activity lines differ by department as approved in the local board work programmes.

Graph 3: Work programme performance by activity status and department



Key activity updates from quarter two

11. Key updates in the delivery of the local board work programmes for quarter two include:
- ID 183: Activation of community led venue partners Hibiscus and Bays. In quarter two, Bays Community Centre have been working in partnership with Age Concern North Shore to hold a falls prevention workshop to address safety concerns for elderly users at the centre. A total of 29 people attended the falls prevention workshop. In November 2024, Heart of the Bays hosted the Active Ageing 2024 expo, which celebrated staying active, connected, and living well in later years. Heart of the Bays also provided St Anne's Hall as the venue for the Browns Bay Love Food Hate Waste Great Big Rescued Food Cook-Off
 - ID 189: Event Partnership Fund Hibiscus and Bays. Funding has been paid to the following event partners: Browns Bay Business Association, Destination Ōrewa Beach, Estuary Arts Charitable Trust, Torbay Sailing Club Incorporated, Hibiscus Rodders, Mairangi Bay Business Association, Torbay Business Association. The following events took place during quarter two: Browns Bay Christmas Parade, Ōrewa

Christmas Parade, Sir Peter Blake Torbay Regatta, Christmas in Mairangi Bay, Christmas Event - Santa Day

- ID 184: Hibiscus and Bays: Citizenship ceremonies. The Civic Events team delivered two citizenship ceremonies in quarter two with 501 people from the local board area becoming new citizens
- ID 724: Ko te wai he taonga: Water is a treasure - Hibiscus and Bays. Four schools and early childhood centres completed the Ko Te Wai He Taonga education programme: Kakapo Creek Children's Garden, St Johns School, Taiaotea Kindergarten, and Glamorgan Kindergarten. The programme included four interactive sessions per group, covering the value of water as a taonga, the importance of clean water, local stream life (including a field trip), and water conservation. At the programme's conclusion, students identified actions to improve water health. One school installed drain litter traps, while three early childhood centres received Wai Care kits for ongoing stream testing
- ID 26017: Streamview Way Park – develop youth park. Consultation workshops have been held at Long Bay College and East Coast Bays Library to find out what assets the community would like to see at the new youth park
- ID 24085: Ōrewa Library - comprehensive renewal including roof. The roof is on, and the building is near close in. Māori designer has provided design and gifted name for the building for consideration by the local board.

Activities with significant issues

12. The following work programme activity has been identified by operating departments as a status of red (behind delivery, significant risk):
 - ID 4511 Long Bay Regional Park - renew footbridge at southern entrance. In quarter two, preliminary costings for the preferred option were provided to the project team for review. To ensure value for money in delivering this critical infrastructure, the team is undertaking a cost comparison exercise to explore potential alternative solutions. Upon receipt of this information, the Project Steering Group will make a recommendation on the final preferred option. A site meeting was held in December 2024, and staff anticipate receiving alternative options and pricing in quarter three. Physical works are not expected to commence this financial year.

Activities on hold

13. The following work programme activities have been identified by operating departments as on hold:
 - ID 16686: Kawerau Metro Park West - develop suburb park
 - ID 30223: Freyberg Park - renew sports field # 3
 - ID 30286: Victor Eaves Park - renew premium cricket ground
 - ID 40242: Murrays Bay Wharf – renewal of handrails
 - ID 18071: Hibiscus and Bays - deliver centre plan improvements
 - ID 20550: Mairangi Bay Reserve - implement development plan.

Changes to the local board work programme

Deferred activities

14. These activities are deferred from the current work programme into future years:
 - ID 30223: Freyberg Park - renew sports field # 3
 - ID 30286: Victor Eaves Park - renew premium cricket ground

- ID 18071: Hibiscus and Bays - deliver centre plan improvements

Tauākī whakaaweawe āhuarangi **Climate impact statement**

15. Receiving performance monitoring reports will not result in any identifiable changes to greenhouse gas emissions.
16. Work programmes were approved in June 2024 and delivery is already underway. Should significant changes to any projects be required, climate impacts will be assessed as part of the relevant reporting requirements.
17. The local board is currently investing in several environmental and sustainability projects, which aim to build awareness around individual carbon emissions, and changing behaviour at a local level. These include:
 - ID 4004: Hibiscus and Bays storm recovery and resilience – Hibiscus Coast
 - ID 724: Ko te wai he taonga: Water is a treasure
 - ID 572: EcoNeighbourhoods Hibiscus and Bays
 - ID 721: Eco-ECE Programme 2024-2025
 - ID 729: Trash Free Taiāotea (Browns Bay Waste Minimisation Programme)
 - ID 4087: Construction and Demolition Waste Enforcement and Leadership.

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

18. When developing the work programmes council group impacts and views are presented to the local board.

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

19. This report informs the Hibiscus and Bays Local Board of the performance for quarter two, from 1 October to 31 December 2024.

Tauākī whakaaweawe Māori **Māori impact statement**

20. The Hibiscus and Bays Local Board Plan 2023 provides a commitment framework through the development of initiatives that respond to Māori aspirations. The following activities have a Māori outcome focus:
 - ID 507: Te Ao Māori and community led conservation
 - ID 174: Māori responsiveness Hibiscus and Bays
 - ID 4152: Te Kete Rukuruku (Māori naming of parks and places) tranche two
 - ID 175: Local implementation of Ngā Hāpori Momoho (Thriving Communities) councils social wellbeing strategy Hibiscus and Bays
 - ID 3943: Ngā Hāpori Momoho – Thriving Communities implementation opportunities
 - ID 1103: Library services - Hibiscus and Bays
 - ID 721: Eco-ECE Programme 2024-2025
 - ID 4077: Youth-led Activities in East Coast Bays
 - ID 4078: Youth-led Activities in Hibiscus Coast

- ID 1012: Hibiscus and Bays Local Board - Activation of parks, places and open spaces.

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Ngā ritenga ā-pūtea Financial implications

21. This report is provided to enable the Hibiscus and Bays Local Board to monitor the organisation's progress and performance in delivering the 2024/2025 work programme. There are no financial implications associated with this report.

Financial Performance

22. Auckland Council (council) currently has a number of bonds quoted on the NZ Stock Exchange (NZX). As a result, the council is subject to obligations under the NZX Main Board & Debt Market Listing Rules and the Financial Markets Conduct Act 2013 sections 97 and 461H. These obligations restrict the release of half-year financial reports and results until the Auckland Council Group results are released to the NZX on or about 28 February 2025. Due to these obligations the financial performance attached to the quarterly report is excluded from the public.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

23. While the risk of non-delivery of the entire work programme is rare, the likelihood for risk relating to individual activities does vary. Capital projects for instance, are susceptible to more risk as on-time and on-budget delivery is dependent on weather conditions, approvals (e.g., building consents) and is susceptible to market conditions.
24. The approved Customer and Community Services capex work programme include projects identified as part of the Risk Adjusted Programme (RAP). These are projects that the Community Facilities delivery team will progress, if possible, in advance of the programmed delivery year. This flexibility in delivery timing will help to achieve 100 per cent financial delivery for the financial year if projects intended for delivery in the current financial year are delayed due to unforeseen circumstances.
25. Information about any significant risks and how they are being managed and/or mitigated is addressed in the 'Activities with significant issues' section.

Ngā koringa ā-muri Next steps

26. The local board will receive the next performance update following the end of quarter three (31 March 2025).

Ngā tāpirihanga Attachments

| No. | Title | Page |
|--------------------|-------------------------------------------------------------------------------------------------------------------|------|
| A⇒ | Hibiscus and Bays Local Board: 1 October - 31 December 2024 work programme update (<i>Under Separate Cover</i>) | |
| B↓ | Hibiscus and Bays Local Board - Operating performance financial summary - CONFIDENTIAL | |

Ngā kaihaina Signatories

| | |
|------------|-------------------------------------|
| Author | Saskia Coley - Local Board Advisor |
| Authoriser | Lesley Jenkins - Local Area Manager |

Local Board Transport Capital Fund Projects 2025-2026

File No.: CP2025/01148

Item 17

Te take mō te pūrongo Purpose of the report

1. The purpose of this report is to seek authorisation from Hibiscus and Bays Local Board to allocate new approved funding of \$866,241 from its Local Board Transport Capital Fund for the 2025-2026 financial year for new projects for investigation and delivery, and to top up any existing projects which require additional funding.

Whakarāpopototanga matua Executive summary

2. At its workshop on 3 December 2024, Auckland Transport informed the local board that it had been allocated additional funding after the finalisation of the 2024-2025 Regional Land Transport Plan. Together with savings from currently active projects, the local board has additional funds of \$866,241 to allocate to new projects and active projects which require additional funding.
3. Auckland Transport seeks a decision for the Local Board Transport Capital Fund project Whangaparāoa Road Manly Crossing which requires an additional \$200,000 - \$275,000 to complete.
4. Auckland Transport workshopped options for the above project with the local board on 3 December 2024, at which the local board expressed support for Auckland Transport's preferred option. The options were presented as shown in Attachment B to the agenda report, and a follow-up email responding to questions raised at that workshop was sent to the local board on 19 December 2024 (Attachment C to the agenda report). This report seeks formal endorsement of the preferred design.
5. The local board was presented with a list of candidate projects at the 3 December 2024 workshop together with the indicative costs of the projects (Attachment A to the agenda report). The local board is now invited to allocate funding to any of these projects.
6. The local board has requested cost estimates for additional projects to consider funding from the 2025-2026 financial year budget:
 - Vaughans Road additional safety improvements
 - Maire Road and West Hoe Road Ōrewa footpaths in the vicinity of Nukumea School
 - The Esplanade, Campbells Bay footpath.

Ngā tūtohunga Recommendation/s

That the Hibiscus and Bays Local Board:

- a) whakaae / approve Auckland Transport to complete the Whangaparāoa Road Manly Crossing project in in the current programme with additional required funding of \$275,000 for Option 2a) plus a refuge island on Walbrook Road.
- b) toha / allocate \$591,241 towards Vaughans Road Safety Improvements
- c) tono / request Auckland Transport report back on what additional elements to the Vaughans Road safety upgrade have been made possible with this funding.
- d) tono / request Auckland Transport to add The Esplanade Campbells Bay footpath to the Walking Programme for prioritisation.

- e) whakaae / approve that any cost savings from its currently active projects and/or any new additional funding that becomes available be applied to its active projects if they require additional funding to complete within the current three-year local board programme.

Horopaki Context

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7. Auckland Transport (AT) manages Auckland's transport network on behalf of Auckland Council. Auckland Transport's Kōkiri Agreement provides a structured annual process for local boards to engage with and influence transport projects and programmes. Every year local boards and AT work together to set 'levels of engagement' for projects and programmes that AT is delivering. This process clearly defines the local board's expectations and AT's responsibilities.
8. The levels of engagement noted in the Kōkiri Agreement are derived from the International Association for Public Participation's (IAP2) doctrine, were agreed between Auckland Council and council-controlled organisations in 2020; and are as follows:
- **collaborate** - Auckland Transport and the local board are working together to deliver the project or programme. The local board leads the process of building community consensus. The local board's input and advice are used to formulate solutions and develop plans. Local board feedback is incorporated into the plan to the maximum extent possible. The engagement level for the local board transport capital projects is collaborate
 - **consult** - Auckland Transport leads the project or programme but works with the local board providing opportunities to input into the plan. If possible, AT incorporates the local board's feedback into the plan; and if it is not able to provides clear reasons for that decision
 - **inform** – Auckland Transport leads the project or programme but works with the local board providing opportunities to input into the plan. If possible, AT incorporates the local board's feedback into the plan; and if it is not able to provides clear reasons for that decision.
9. The Local Board Transport Capital Fund (LBTCF) is an AT fund established in 2012 to allow local boards to deliver small projects in their local area that would not normally be prioritised by AT. Since 2020, when COVID-19 lockdowns impacted on Auckland Council's revenue the LBTCF has been reduced.
10. Last year, the total budget for all local boards was reduced from the indicative budget of \$45m to \$29.5m for the three-year term. After the finalisation of the 2024-2034 Regional Land Transport Plan (RLTP), this budget was increased to \$48.7m of which \$17m is approved for the current FY2025 and \$20.4m is endorsed for FY2026.
11. Therefore, the indicative budget for Hibiscus and Bays Local Board has been increased from \$1.889m to \$2.555m for the three-year term. The local board has allocated a portion of this budget to projects already and these projects have either been constructed or are now construction ready.
12. With cost savings from the currently active projects of \$200,000, there is an indicative budget of \$866,241 now available to the local board for to allocate to new projects or to top up current projects where required.
13. Through this report, AT is giving the local board an opportunity to allocate funds to new projects as discussed with the local board at the 3 December 2024 workshop and indicatively costed (Attachment A).
14. This report also requests the local board to approve additional funding of \$200,000-\$275,000 to complete the Whangaparāoa Road, Manly refuge median crossing.

Tātaritanga me ngā tohutohu Analysis and advice

Active projects

18. The following table recaps the status of current active projects in the programme:

| Projects | Resolved budget + AT approved budget | Project status | Cost savings | Funding required to be resolved to complete the project |
|-----------------------------------------------------------------|--------------------------------------|----------------------------------------------------------------------------------------------------|---------------------|---------------------------------------------------------|
| Ōrewa Boulevard Stage 3 | \$35,000.00 | Completed | - | - |
| Saddleback Rise Pedestrian crossing | \$375,000.00 | Internal consultation | - | - |
| East Coast Bay schools | \$148,965.00 | External consultation | - | - |
| Torbay Plaza enhancement | \$30,000.00 | Investigation / optioneering | - | - |
| Deep Creek Road crossing | \$350,000.00 | Investigation / optioneering | - | - |
| Hibiscus Coast Highway / Whangaparāoa Road pedestrian treatment | \$800,000.00 | Construction ready | \$200,000.00 | - |
| Whangaparāoa Road Manly crossing | \$150,000.00 | Investigation / optioneering Option 2a) OR Option 2a) plus median refuge at Walbrook Road | - | \$200,000.00 OR \$275,000.00 |
| | | Total | \$200,000.00 | \$200,000.00 OR \$275,000.00 |

Figure 1 – Update on active projects

19. On 3 December 2024 AT staff provided advice to the local board about the progress of current active projects.
20. Whangaparāoa Road Manly crossing – options for delivery were presented as per Attachment B. Auckland Transport recommended Option 2a, a refuge median crossing east of Manly Fire Station at an additional cost of \$100,000.

21. On 19 December 2024 the project manager sent the local board a memo responding to questions raised in the 3 December 2024 workshop. At that time the memo still indicated an additional \$100,000 would be required to complete the project.
22. Subsequently, AT has added a refuge on Walbrook Road as instructed by the local board to improve pedestrian safety in this location.

Preferred Solution

Option 2a – Refuge Median Crossing East of Manly Fire Station

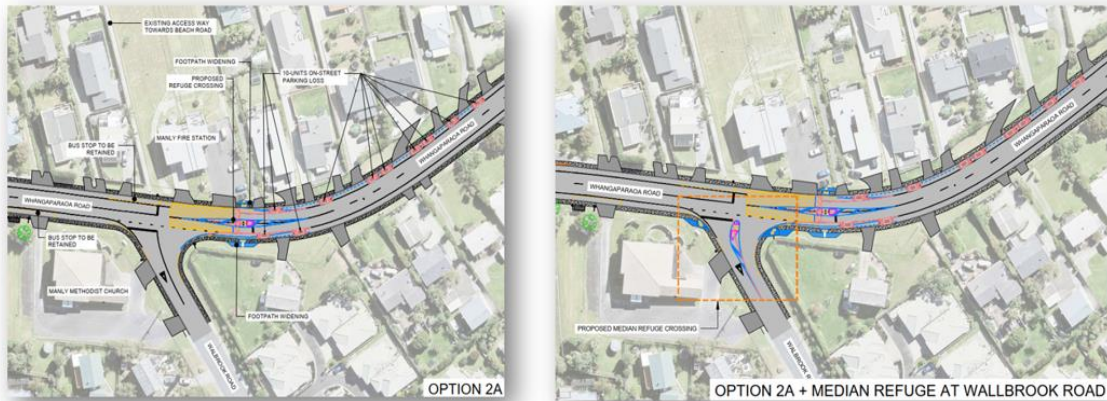


Figure 2 – Map of proposed works at Whangaparāoa Road

23. There is currently \$150,000 allocated to this project. Following the workshop and feedback on the designs from the local board, AT now have a more detailed cost estimate for the enhanced project.
 24. The cost of the project is higher as we have included additional improvements as requested by the local board:
 - additional pedestrian refuge on Walbrook Road
 - two driver feedback signs
 - high friction surfacing
 - additional footpath works
 - additional line marking and marking on the approaches to the crossing.
- Also, the additional work incurs a higher Temporary Traffic Management Plan cost as this is a busy arterial road.
25. With the above additions this project will require approximately \$275,000 additional funds for Option 2a) plus median refuge on Walbrook Road, or \$200,000 for Option 2a), to complete. This is greater than the indicative \$100,000 as advised in the workshop and memo.
 26. Following the workshop on 3 December 2024, options for the above project have now been further investigated and the following updated cost estimates are provided for the two options:

| Projects | Whangaparāoa Road - (Option 2a) | Whangaparāoa Road - (Option 2a + median refuge at Walbrook Road) |
|-----------------------------------|-----------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|
| Design | 1x refuge on Whangaparāoa Road + 2 x DFS + High Friction surfacing + lots of new line marking | 2 x refuges + new footpath + 2 x DFS + High Friction surfacing + lots of new line marking |
| Current allocated budget | \$150,000.00 | \$150,000.00 |
| Additional budget required | \$200,000.00 | \$275,000.00 |

27. Local Board Transport Capital Fund projects are at a 'Collaborate' level of engagement, so require the local board to authorise the proposed plans and additional budget required.

New LBTCF Budget

28. Auckland Transport attended a workshop with the local board on 3 December 2024. At this workshop, AT confirmed that through the 2024-2034 RLTP process, additional budget was now available for the board to allocate to new LBTCF projects.
29. With this new budget and savings from current active projects, the local board now has an indicative budget of \$866,241.
30. At the workshop, AT presented a number of candidate projects with indicative costing for the local board to consider for funding (Attachment A).
31. After discussion, the local board indicated that its priorities lay with the projects in the following table:

| Project name | Project description | High level cost estimate |
|-----------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| Vaughans Road additional safety improvements | There is an existing project being delivered by Auckland Transport with a budget of \$2m to make safety improvements to Vaughans Road, Long Bay to enable it to be opened up to Te Oneroa Way in the 2025-2026 financial year. | \$591,241 |
| Total new projects | | \$591,241 |
| Whangaparāoa Road Manly crossing | Additional funds required to complete the project. | \$275,000 |
| Total required | | \$866,241 |

32. The Vaughans Road safety improvements project was also workshopped via a presentation to the local board on 3 December 2024 (Attachment D to the agenda report).
33. Other projects considered:

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| Project name | Project description | High level cost estimate |
|---------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| 672 Beach Road, Browns Bay crossing | Request to investigate a safe pedestrian crossing at or near 672 Beach Road, Browns Bay, with walkway connection through Philson Terrace. Low pedestrian demand from observations, a complicated site, retaining wall and footpath might be required. Therefore, the cost of this will be high. | \$600,000 |
| Bakehouse Lane one-way northbound treatment | Changes required to make the road one-way include kerb buildout at both intersections making it tighter to physically restrict the traffic, realigning the parking, marking changes and new signage. Stormwater upgrades may be required. | \$500,000 |
| Moana Avenue right turn ban at Hibiscus Coast Highway intersection | Auckland Transport did some investigation at this intersection in the past, but it was put on hold with the opening of the new Puhoi to Warkworth SH1 connection. Recent weekend observations at peak traffic in November 2023 were carried out and no significant delays on Moana Avenue have been observed. Auckland Transport believes that opening of the new motorway has decreased traffic volumes on Hibiscus Coast Highway (HCH). Therefore, whether the operational issues are still present at this intersection will need to be re-investigated and Tamariki Ave/HCH intersection needs to be part of this investigation. This can be done as part of Bakehouse Lane one-way project if that goes ahead. | TBA |
| East Coast Road / Spencer Road intersection improvements | The request is from the ward councillor and the public to provide safety improvements for pedestrians at this intersection. The scope of the project is to signalise this intersection. This intersection is on the local board boundary with Upper Harbour Local Board and would need collaboration with that local board to agree priority and cost share. | \$1,000,000 |
| East Coast Road / Kowhai Road intersection improvements | The request is to upgrade this intersection to address congestion and traffic delay concerns from the public. The scope of the project is to upgrade the intersection by signalising it. This intersection is on the local board boundary with Devonport-Takapuna Local Board and would need collaboration with that local board to agree priority and cost share. | \$1,000,000 |
| Maire Road and West Hoe Heights Ōrewa footpaths | To improve pedestrian safety for school children living in vicinity of Nukumea School. The scope of the project is to provide new footpath from 8 Harvest Avenue to West Hoe | \$1,000,000 plus |

| | | |
|---------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| | <p>Heights roundabout and from the roundabout to 136 West Hoe Heights where the existing footpath ends.</p> <p>This project can be funded by AT through the Walking Programme. Therefore, AT recommends local board not allocate any budget from LBTCF to this project.</p> | |
| The Esplanade Campbells Bay footpath | <p>The request is to provide a new footpath on the northern side of The Esplanade. There is an existing footpath already on one side of the road. The request is also to provide a footpath on the northern side as there is a walkway from View Road that connects on the northern side and also potentially a crossing point.</p> <p>Is this a high-priority improvement from the whole local board? If yes, AT can add this project to the Walking Programme for funding consideration. Therefore, AT recommends local board not allocate any budget from LBTCF to this project.</p> | \$270,000 |
| Ōrewa Boulevard bike racks | <p>The request from deputy chairperson Brown was for bike stands at different locations on Ōrewa Boulevard, the number of stands is subject to available space on the footpath so to be confirmed. This is something the AT operations team can fund under their reactive budget. Therefore, AT recommends local board not allocate any budget from LBTCF to this project.</p> | TBA |

34. The Hibiscus and Bays Local Board is invited to allocate funding to any of the above projects.
35. Auckland Transport does not recommend that the local board use its LBTCF to fund Maire Road and West Hoe Heights footpaths, as this is a large project that is not at a stage that would enable delivery within the required timeframe for the LBTCF programme, which must be delivered within the 2025-2026 financial year, and can be funded through Auckland Transport's Walking Programme.
36. The Hibiscus and Bays Local Board may wish to consider funding the projects in the above table from a future funding allocation in the next political term.

Tauākī whakaaweawe āhuarangi Climate impact statement

37. Auckland Transport engages closely with the council on developing strategy, actions and measures to support the outcomes sought by the Auckland Plan 2050, the Auckland Climate Action Plan and the council's priorities.
38. Auckland Transport reviews the potential climate impacts of all projects and works hard to minimise carbon emissions. Auckland Transport's work programme is influenced by council direction through Te-Tāruke-ā-Tāwhiri: Auckland's Climate Plan.

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

39. The LBTCF projects noted for decision do not impact on council facilities.

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

40. The LBTCF projects were workshopped with local board members prior to this report being submitted. At the 3 December 2024 workshop, local board members expressed support for the Vaughans Road safety improvements as a priority for the use of their LBTCF.

Tauākī whakaaweawe Māori Māori impact statement

41. Auckland Transport is committed to meeting its responsibilities under Te Tiriti o Waitangi and its broader legal obligations in being more responsible or effective to Māori.
42. Auckland Transport's Māori Responsiveness Plan outlines the commitment to 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. This plan is available on the Auckland Transport website - <https://at.govt.nz/about-us/transport-plans-strategies/maori-responsiveness-plan/#about>
43. In this case, neither decision involves a significant decision in relation to land or a body of water so specific Māori input was not sought.

Ngā ritenga ā-pūtea Financial implications

44. The local board transport capital project decisions in this report do have financial implications, reducing the LBTCF by \$866,241.00.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

45. The proposed decisions do have some risk, any construction project can be affected by a range of factors including weather, contract availability or discovery of previously un-identified factors like unmapped infrastructure.
46. The costs outlined in Attachment A are indicative costings and selected projects may cost more or less than the amount indicated. Once projects are selected, further investigation will confirm project costings.
47. Auckland Transport manages risk by retaining a 10 per cent contingency on the projects and historically there are several occasions in the organisation has used budget surpluses in other programmes to support delivery of the LBTCF. However, there is always a small risk that more money may be required from the LBTCF.

Ngā koringa ā-muri Next steps

48. The following activities or actions are planned:
- if the Hibiscus and Bays Local Board resolves to authorise the Whangaparāoa Road Manly Crossing project for construction, it will progress to the next stage of internal and public engagement
 - if the Hibiscus and Bays Local Board resolves to support new projects with its additional funds, AT will begin investigation and initial design and report back to the local board.

Ngā tāpirihanga Attachments

| No. | Title | Page |
|-------------------|-------------------------------------------------------------------------|------|
| A | LBTFCF workshop presentation - 3 December 2024 | 85 |
| B | Whangaparāoa Road Manly crossing upgrade presentation - 3 December 2024 | 101 |
| C | Memo re Whangaparāoa Road Manly crossing - 19 December 2024 | 113 |
| D | Vaughans Road Safety Improvements presentation - 3 December 2024 | 115 |

Ngā kaihaina Signatories

| | |
|------------|-----------------------------------------------------------------------------------|
| Author | Beth Houlbrooke – Elected Member Relationship Partner, Auckland Transport |
| Authoriser | John Gillespie – Head of Stakeholder and Community Engagement, Auckland Transport |

Chairperson's report

File No.: CP2025/00219

Te take mō te pūrongo Purpose of the report

1. To receive the chairperson's update on recent activities of the chairperson, itemised by outcomes in the Hibiscus and Bays Local Board Plan 2023.

Whakarāpopototanga matua Executive summary

2. Items noted in this report are intended to be key highlights, not a full overview of all activity.

Our People

3. Te Herenga Waka o Orewa Marae hosted their community celebration for Waitangi Day again this year, which members J Parfitt, J Law and I attended.
4. We trialed a 'drop-in' community session where members of the public could come and chat with us informally. We held this in the lobby of East Coast Bays Library between 10.30 am and 12.00 pm on 14 February 2025 which was highly successful and a very positive way to connect in with our community. Member G Walden and I were busy talking to people the whole time. We had about four individuals and one group of eight to ten people who had come specifically because they saw it advertised, and the rest were people coming and going from the library. Our thanks and gratitude to our Engagement Advisor for supporting us to do this. We have Annual Budget drop-in sessions planned for Whangaparāoa Library on 14 March 2025 10.30 am – 12.00 pm and East Coast Bays Library on 22 March 2025 10.30 am – 12.00 pm. Following these, we will review the success of location/times/days and look to book further drop-in events.

Our Community

5. North Harbour Stadium and Domain Precinct Working Group: The chairpersons and deputies of Hibiscus and Bays and Upper Harbour Local Boards ('Steering Group') have been tasked with co-leading a locally led working group to develop the way forward for North Harbour Stadium (as per the Budget Committee and Governing Body Long-term Plan resolutions). Updates since my December 2024 report include:
 - on 6 December 2024 we had an 'advance notice to market' go out that announced an upcoming Expression of Interest (EOI) process, which later launched on 20 January 2025. The EOI was published via the Government Electronic Tendering Service (GETS) and invited submissions from parties interested in taking over the operational functions at NHS. Submissions close 28 February 2025 and those that meet the pre-conditions of the EOI will be reviewed by an evaluation panel made up of local board, Tātaki Auckland Unlimited (TAU) and local and independent representatives. If a preferred proposal is found, a recommendation will be made to the TAU Board to approve entering into negotiations with the preferred operator, with a view to contracts being in place for mid-2025
 - this work to identify a new operator is stage one of the Steering Group's planned work. Stage two will be a study into the long-term future governance, management, ownership, operations and funding for the stadium and precinct. This project is still in the formative stage and discussion on how this will be resourced and funded are underway.
6. Following some mixed messages circulating in the community, a number of our Auckland Council staff took the time to meet some of the Mairangi Bay Surf Lifesaving Club (MBSLSC) board members and Georgian Apartment residents on site on 29 January 2025

to discuss the view issue created by the surf club's storage containers as a collective group to ensure accuracy of information.

7. On 10 February 2025, following a workshop item regarding the Mairangi Bay Reserve Management Review and location option analysis for the MBSLSC, members J Parfitt, G Walden and I met the some MBSLSC board members on site. They had undertaken some thinking since the workshop regarding the pros and cons of options 1, 1a and 3 which I reported back to the local board at our 11 February 2025 members time meeting.
8. I attended the Watercare Army Bay Community Liaison Group (CLG) meeting on 9 December 2024. Aside from Watercare staff, in attendance was myself, Councillor Wayne Walker and one member of the community. This is the first CLG meeting Watercare have held since 2019 (which is a requirement of their discharge consent). I have provided feedback to Watercare that they needed to reflect on the time that they have not hosted these required meetings and asked them to go back to the drawing board in setting these up in a genuine manner, noting that their old CLG list had now become out of date.
9. On 14 January 2025 I met with Rotary Browns Bay member John Cliffe who was following up on previous discussions held with the club on potential ideas to progress for the benefit of our community. They are interested in progressing a piece of work to 'reinvigorate' the Browns Bay Village Green with the view to seeking the local board's support, creating a plan and ideas alongside wider stakeholders (including council staff) and to eventually seek funding support via the Coastguard Sunday Markets fund. I will be suggesting to the club to come in for a deputation.

Our Environment

10. Members J Parfitt, G Walden and I attended the Trash Free Taiaroa Christmas BBQ on 10 December 2024 alongside a range of our stakeholders like the Browns Bay Business Improvement District.

Our Places and Our Economy

11. On 12 December 2024 I presented to the Watercare Board meeting regarding the Army Bay Wastewater Treatment Plant. No new consents to build will be able to connect to the wastewater network until the plant has been upgraded, which is expected in about 2031. I voiced our frustration and disappointment that communications about this matter had been too slow to reach the local board, and communications to the wider sector had either not happened or been insufficient. I left them with three questions to respond to our local board about:
 - Watercare were too slow to communicate the reality of this situation to the industry, to elected members and to the community. Going forward, how clear and transparent is Watercare going to be regarding constraints and critical situations?
 - are you working on alternative solutions to expedite an upgrade to reduce the community and economic impact?
 - how are you going to be nimbler in your infrastructure planning in the future, particularly given the uncertain environment looming with the Fast Track Approvals Bill?

Watercare have responded to our local board (Attachment A to the agenda report), and I have sought an update from them about how investigations are proceeding in acquiring alternative technology for the plant to be upgraded sooner than anticipated.

Ngā tūtohunga Recommendation/s

That the Hibiscus and Bays Local Board:

- a) whiwhi / receive the chairperson's update on recent activities of the chairperson, itemised by outcomes in the Hibiscus and Bays Local Board Plan 2023.

Ngā tāpirihanga Attachments

| No. | Title | Page |
|-------------------|--------------------------------------------------------------------------------------------|------|
| A | Army Bay Wastewater Treatment Plant: Watercare's response to Hibiscus and Bays Local Board | 131 |

Ngā kaihaina Signatories

| | |
|------------|-------------------------------------|
| Author | Alexis Poppelbaum – Chairperson |
| Authoriser | Lesley Jenkins - Local Area Manager |

Hōtaka Kaupapa - Policy Schedule for February 2025

File No.: CP2025/00227

Item 19

Te take mō te pūrongo Purpose of the report

1. To receive the Hibiscus and Bays Local Board with the Hōtaka Kaupapa – Policy Schedule for February 2025.

Whakarāpopototanga matua Executive summary

2. This report contains the Hōtaka Kaupapa – Policy Schedule, a schedule of items that will come before the Hibiscus and Bays Local Board at business meetings over the coming months.
3. The Hōtaka Kaupapa – Policy Schedule for the Hibiscus and Bays Local Board is included as attachment A to the agenda report.
4. The Hōtaka Kaupapa – Policy Schedule aims to support local boards' governance role by:
 - ensuring advice on agendas is driven by local board priorities
 - clarifying what advice is required and when
 - clarifying the rationale for reports.
5. The Hōtaka Kaupapa – Policy Schedule will be updated every month. Each update will be reported back to business meetings and distributed to relevant council staff. It is recognised that at times items will arise that are not programmed, and the schedule is subject to change. Local board members are welcome to discuss changes to the calendar.

Ngā tūtohunga Recommendation/s

That the Hibiscus and Bays Local Board:

- a) whiwhi / receive the Hōtaka Kaupapa – Policy Schedule for February 2025.

Ngā tāpirihanga Attachments

| No. | Title | Page |
|-----|----------------------------------------------------|------|
| A | Hōtaka Kaupapa – Policy Schedule for February 2025 | 137 |

Ngā kaihaina Signatories

| | |
|------------|-------------------------------------|
| Author | Louise Healy - Democracy Advisor |
| Authoriser | Lesley Jenkins - Local Area Manager |

Exclusion of the Public: Local Government Official Information and Meetings Act 1987

That the **Hibiscus and Bays Local Board**

- a) whakaae / agree to exclude the public from the following part(s) of the proceedings of this meeting.

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

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

16 Auckland Council's Quarterly Performance Report: Hibiscus and Bays Local Board for Quarter Two 2024/2025 - Attachment B - Hibiscus and Bays Local Board - Operating performance financial summary

| Reason for passing this resolution in relation to each matter | Particular interest(s) protected (where applicable) | Ground(s) under section 48(1) for the passing of this resolution |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7. | s7(2)(j) - The withholding of the information is necessary to prevent the disclosure or use of official information for improper gain or improper advantage. In particular, the report contains detailed financial information that has an impact on the financial results of the Auckland Council group half year result, that requires release to the New Zealand Stock Exchange.. | s48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7. |

C1 Acquisition of land at Whangaparaoa for future open space

| Reason for passing this resolution in relation to each matter | Particular interest(s) protected (where applicable) | Ground(s) under section 48(1) for the passing of this resolution |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7. | s7(2)(h) - The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities. s7(2)(i) - The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations). In particular, the report contains information that, if made public, may adversely impact the council's position in current and upcoming negotiations. | s48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7. |

ATTACHMENTS

Item 8.2 Attachment A Supporting information

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