

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

Date: Thursday, 27 February 2025
Time: 9.30am
Meeting Room: Upper Harbour Local Board Office
Venue: 6-8 Munroe Lane
Albany
Auckland 0632 and Via Microsoft Teams

Upper Harbour Local Board

OPEN AGENDA

MEMBERSHIP

| | | |
|---------------------------|-------------------------|-------------|
| Chairperson | Anna Atkinson | |
| Deputy Chairperson | Uzra Casuri Balouch, JP | |
| Members | Callum Blair | Kyle Parker |
| | John Mclean | Sylvia Yang |

(Quorum 3 members)

Max Wilde
Democracy Advisor (Upper Harbour Local Board)

18 February 2025

Contact Telephone: (09) 4142684
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1 Nau mai | Welcome

The Chairperson, A Atkinson, will open the meeting with a Karakia.

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 Upper Harbour Local Board:

- a) whakaū / confirm the ordinary minutes of its meeting, held on Thursday, 5 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 Upper Harbour 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 Tauhinu Sea Scout Group - Project Watershed (Boatshed project)

Te take mō te pūrongo Purpose of the report

1. To receive an update from Tauhinu Sea Scout Group on progress of Project Watershed (Boatshed project).

Whakarāpopototanga matua

Executive summary

2. Katie Christoffersen, Chairperson, and Mike Gilby, Group Leader, Tauhinu Sea Scout Group, representing Tauhinu Sea Scout Group, will be in attendance to provide an update on progress of the Tauhinu Sea Scout Group's boatshed development following the local boards letter of support in 2022 and grant in 2023.

Ngā tūtohunga

Recommendation/s

That the Upper Harbour Local Board:

- a) whiwhi / receive the deputation from Katie Christoffersen, Chairperson, and Mike Gilby, Group Leader, Tauhinu Sea Scout Group, representing Tauhinu Sea Scout Group and thank them for their attendance and presentation.

Attachments

- A Project Watershed presentation. 157

8.2 Albany Community Action Trust - Albany Community Based Needs Assessment- Update on Activities.

Te take mō te pūrongo

Purpose of the report

1. To receive an update from the Albany Community Action trust.

Whakarāpopototanga matua

Executive summary

2. Odele Habets, Trustee, Albany Community Action Trust representing the Albany Community Action Trust, will be in attendance to provide an update on activities that Albany Community Action trust have been running based on the Albany Community Based Needs Assessment, including a parental toolbox course partially funded by the Upper Harbour Local Board.

Ngā tūtohunga

Recommendation/s

That the Upper Harbour Local Board:

- a) whiwhi / receive the deputation from Odele Habets, Trustee, Albany Community Action Trust representing the Albany Community Action Trust, and thank her for her attendance and presentation.

Attachments

- A Albany Community Based Needs Assessment Update presentation. 171

8.3 ArtPoint - Proposal to create an arts and community space.

Te take mō te pūrongo

Purpose of the report

1. To receive an update from Art Point.

Whakarāpopototanga matua
Executive summary

2. Abby Storey and Billie Lythberg, representing ArtPoint, will be in attendance to present a proposal regarding ArtPoint creating an arts and community space in a currently unused building in Te Onekiritea / Bomb Point.

Ngā tūhonga
Recommendation/s

That the Upper Harbour Local Board:

- a) whiwhi / receive the deputation from Abby Storey and Billie Lythberg, representing ArtPoint, and thank them for their attendance and presentation.

Attachments

- A ArtPoint - Proposal to create an arts and community space presentation. 185

8.4 ACCESSABLE NZ - All-purpose deck platform and power plinth project in the Sanders House grounds.

Te take mō te pūrongo
Purpose of the report

1. To receive an update from ACCESSABLE NZ on a proposal to build an all-purpose deck platform and power plinth in the Sanders House grounds.

Whakarāpopototanga matua
Executive summary

2. Russell Hughes, Project Manager / Housing Advisor, ACCESSABLE NZ, representing ACCESSABLE NZ, will be in attendance to seek support to build a below 1 metre deck platform and power plinth for community events and performances in the Sanders House grounds.

Ngā tūhonga
Recommendation/s

That the Upper Harbour Local Board:

- a) whiwhi / receive the deputation from Russell Hughes, Project Manager / Housing Advisor, ACCESSABLE NZ, representing ACCESSABLE NZ and thank him for his attendance and presentation.

Attachments

- A ACCESSABLE NZ - Deck platform project presentation..... 199

8.5 Albany Junior High School - Proposal for a pedestrian crossing on Appleby Road

Te take mō te pūrongo Purpose of the report

1. To receive an update from Albany Junior High School.

Whakarāpopototanga matua Executive summary

2. Demian Shaver, Associate Principal and Cushla Shepherd, Principal, Albany Junior High School, representing Albany Junior High School, will be in attendance to give an update on developing a plan to enable students to safely cross Appleby Road before and after school.

Ngā tūtohunga Recommendation/s

That the Upper Harbour Local Board:

- a) whiwhi / receive the deputation from Demian Shaver, Associate Principal and Cushla Shepherd, Principal, Albany Junior High School, representing Albany Junior High School, and thank them for their attendance and presentation.

Attachments

- A Albany Junior High School - Proposal for pedestrian crossing.....209

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.”

Local Board Transport Capital Fund Projects 2025-2026

File No.: CP2025/01704

Item 11

Te take mō te pūrongo

Purpose of the report

1. To allocate new funding from the Local Board Transport Capital Fund to projects to be delivered in the local board area.

Whakarāpopototanga matua

Executive summary

2. The local board approved the allocation of the Local Board Transport Capital Fund at the August 2024 business meeting:
https://infocouncil.aucklandcouncil.govt.nz/Open/2024/08/20240822_UH_MIN_11958.htm#PDF2_ReportName_100712
3. At the time decisions on the Regional Land Transport Plan 2024 – 2034 had not been made.
4. The Regional Land Transport Plan 2024 – 2034 and associated budgets have now been approved which includes an increase in the Local Board Transport Capital Fund
5. There is now an indicative budget of \$605,928 available to the local board to allocate to new projects in the local board area.
6. At the 28 November 2024 workshop local board members discussed potential projects for this funding (as outlined in Attachment A).

Ngā tūtohunga

Recommendation/s

That the Upper Harbour Local Board:

- a) toha / allocate \$375,000 for the Barbados Drive pedestrian crossing
- b) toha / allocate \$120,000 for the Totara Road bus stops upgrade
- c) toha / allocate \$110,928 for the Apollo Drive bus stops upgrade
- d) whakaae / approve as its first priority, that any cost savings from its currently active Local Board Transport Capital Fund 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
- e) whakaae / approve as its second priority, that any further cost savings from the completion of currently active Local Board Transport Capital Fund projects or any alternative funding that becomes available be applied to Clark Road Upgrade - \$370,000.

Horopaki

Context

7. Auckland Transport 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 Auckland Transport work together to set 'levels of engagement' for projects and programmes that Auckland Transport is delivering. This process clearly defines the local board's expectations and Auckland Transport'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, Auckland Transport 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, Auckland Transport 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 Auckland Transport fund established in 2012 to allow local boards to deliver small projects in their local area that would not normally be prioritised by Auckland Transport. 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 3-year term. After the finalisation of the Regional Land Transport Plan 2024 - 2034, this budget was increased to \$48.7 million of which \$17 million is approved for the current 2025 financial year and \$20.4 million is endorsed for the 2026 financial year.
11. Therefore, the indicative budget for the Upper Harbour Local Board has been increased from \$1.54 million to \$2.056 million for the 3-year term. The local board has already allocated a portion of this budget to various projects. These projects have either been completed or are currently in the scheme design and investigation optioneering phase (reference link below to resolution number UH/2024/112).
- https://infocouncil.aucklandcouncil.govt.nz/Open/2024/08/20240822_UH_MIN_11958.htm#PDF2_ReportName_100712
12. There is now an indicative budget of \$605,928 available to the local board to allocate to new projects which includes previous unallocated budget of \$91,692.
13. Through this report, Auckland Transport is giving the local board an opportunity to allocate funds to new projects as discussed with the local board at the 28 November 2024 workshop and indicatively costed (Attachment A to this report).
14. This report requests the local board approves as its first priority, that any cost savings from its currently active Local Board Transport Capital Fund 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

Tātaritanga me ngā tohutohu Analysis and advice

Active projects

15. On 28 November 2024, Auckland Transport officers provided advice to the local board about the progress of current projects as outlined in Table 1 below.
16. Local Board Transport Capital Fund projects are at a 'Collaborate' level of engagement, requiring the board to authorise the proposed plans and the additional budget needed.

17. This information is summarised in table 1 below:

| Projects | Resolved Budget + AT Approved budget | Project status | Funds required to be resolved to complete the project |
|---|--------------------------------------|---------------------------------|---|
| Kyle Road Footpaths | \$89,153.69 | Completed | - |
| Bush Rd Shared Path | \$353,813.80 | | - |
| Herald Island Kingsway Road (Causeway) Lighting project | \$478,000.00 | Scheme Design | - |
| Clark Rd zebra crossing upgrade | \$90,000.00 | Investigation / Optioneering | - |
| Picasso Drive zebra crossing | \$375,000.00 | | - |
| UH Wayfinding | \$62,000.00 | | - |
| Sunset Road/ Target Road/ Caribbean Drive roundabout improvements - \$530,000 | - | New Project Ideas | \$605,928 budget available to resolve new projects AT Recommendation – Clark Road upgrade, Totara Road, Apollo Dr bus stops OR Barbados Drive crossing Totara Road, Apollo Dr bus stops |
| Barbados Drive crossing - \$375,000 | | | |
| Totara Road bus stops upgrade- \$120,000 | | | |
| Apollo Drive bus stops upgrade- \$120,000 | | | |
| Clark Rd upgrade - \$370,000 | | | |
| East Coast Road / Spencer Road intersection improvements- \$1,000,000 | | | |



Table 1 – Update on active projects as of 28 November 2024 workshop

New LBTCF Budget

18. At a workshop with Upper Harbour Local Board on 28 November 2024, Auckland Transport confirmed the new budget to be allocated to the Local Board Transport Capital Fund in the 2024-2034 Regional Land Transport Plan.
19. This means that the budget for the three-year programme is now increased to \$2,056,445. Currently the local board has a budget of \$605,928 to allocate to new projects.
20. At the workshop, Auckland Transport provided advice and presented several potential projects, including cost estimates, asking the local board to consider them for funding. Auckland Transport officers also provided advice about the project objectives and feasibility. Additionally, they noted how the projects had been identified and whether the local community had requested the work. This is outlined in Attachment A of the agenda report.
21. This information is summarised in table 2 below:

| Project Name | Project Description | High level cost estimate |
|---|---|--------------------------|
| 79 Barbados Drive, Unsworth Heights (recommended) | The local board requested for upgrade of the refuge island on Barbados Drive to a raised pedestrian crossing to join the shared paths between Barbados Reserve and Unsworth Reserve as outlined below. The scope of the project is to upgrade the existing refuge to a formal dual raised zebra crossing. | \$375,000 |


Item 11


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| <p>Totara Road bus stops upgrade (recommended)</p> | <p>Local Board request for installation of bus shelters on the following sites: Installation of shelter for Bus Stops 5928 & 5929 Totara Road, Whenuapai (AT supports) - Approx. \$120,000.</p> <p>Oteha Valley Road bus stop, stop 4361, presents feasibility challenges due to the grade on the berm and potential risks with residents. An easement may be required, making it a high-risk site. Even with the relocation of the bus stop, the risk remains, and it is not a high-use bus stop. Therefore, the Oteha Valley Road bus stop is not recommended. The estimated cost is approximately \$160,000 or more.</p>  | <p>120,000</p> |
| <p>Apollo Drive bus stops upgrade</p> | <p>The request is to provide new bus shelters at the following bus stops near the shops:</p> | <p>110,928</p> |

| | | |
|---|---|----------------|
| (recommended) | <ul style="list-style-type: none"> • Bus Stop 4209 at 81 Apollo Drive, Rosedale - \$60,000. • Bus Stop 4266 at 87 Apollo Drive, Rosedale - \$60,000  | |
| Total required per recommendations | | 605,928 |

| | | |
|--|--|--|
| <p>Sunset Road/Target Road/Caribbean Drive Roundabout Improvements</p> | <p>Auckland Transport presented a concept plan detailing the costs and specifics of a signalised and raised pedestrian crossing on Sunset Road to enable safe crossing from Caribbean Drive to Target Road noting that the ‘in zone’ primary school for Unsworth Heights is on Target Road and there is currently no safe or easy way for students to cross Sunset Road. This plan is based on Auckland Transport’s investigation and considerations of a range of options that aim to meet the local board’s objective to enabling safe crossing points for pedestrian and school students.</p> <p>At the workshop on the 28th of November 2024, Auckland Transport presented the two options the local board to consider following the request for the safe crossing points:</p> <ol style="list-style-type: none"> Option 1: Provide missing footpaths, pram crossings and cut throughs in the traffic islands of the roundabout. - \$530k Option 2: Full roundabout upgrade- additional traffic lanes, new pedestrian crossings, new footpath connections and changes to the bus stops - \$1.5m-2million. | <p>Option 1- \$530k</p> <p>Option 2: \$1.5m-2million</p> |
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Item 11

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| |  <p>It was noted that this intersection sits between two local board boundaries, Upper Harbour and the majority in the Kaipātiki Local Board area. The local board decided to park this project and have discussions with the Kaipātiki Local Board, with a view to having a joint workshop where Auckland Transport can provide quality advice and options, including costs, on how the expenses would be split between both boards.</p> <p>It should also be noted that the Kaipatiki Local Board has other priority projects for their available budget for its Local Board Transport Capital Fund for the 2023-2026 financial term.</p> | |
| <p>Clark Road Upgrade – 61a Clark Road, Scott Point</p> | <p>The upgrades of these frontages (shown in gold and orange) and crossing (in red) are not funded in any AT capital programme.</p> <p>Auckland Transport request the local board to consider these upgrades as part of the Local Board Capital Transport Fund. They would complete missing links in the Scott Point development. Some options are given below:</p> <ol style="list-style-type: none"> a) Option 1: Upgrade the Keith Hay Retirement Village frontage and Church frontage up to the roundabout approx. 150m (shown in orange) including Indented parking spaces, drainage upgrade and a 3 m wide path. b) Option 2: Upgrade the existing raised table courtesy crossing at 61a Clark Rd to a zebra crossing by upgrading lighting, signage and line marking (shown in red) which connects with The Kori shared path. (currently funded by the LB). <p>Please note that any upgrades would ideally be timed with development of the Sustainable Park frontage and developer upgrade of Clark/Scott/Ngaroma House roundabout.</p> <ol style="list-style-type: none"> a) Option 1: Frontage upgrade approx. \$370,000. b) Option 2: Zebra crossing upgrade approx. \$90,000 (currently funded by the local board). | <p>Option 1: \$370,000</p> <p>Option 2: \$90,000 (currently funded by the Local Board)</p> |

| | | |
|---|---|-------------|
| |  | |
| <p>East Coast Road/Spencer Road Intersection Improvements</p> | <p>Auckland Transport presented a concept plan detailing the costs from a public request to provide safety improvements for pedestrians at this intersection. The scope of the project is to signalise this intersection. This intersection is on the boundary of Hibiscus Bays and Upper Harbour Local Board area, but the majority of this intersection sits in the Upper Harbour Local Board area. The estimate cost is \$1,000,000.</p> | <p>\$1m</p> |

Tauākī whakaaweawe āhuarangi Climate impact statement

22. 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.
23. 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

24. The Local Board Transport Capital Fund projects noted for decisions do not impact on Council facilities.

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

25. The Local Board Transport Capital projects were workshopped with the local board prior to this report being submitted.

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, 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

29. The approved overall budget was increased across the region to \$48.7 million of which \$17 million is approved for the 2025 financial year and \$20.4 million endorsed for the 2026 financial year. This means that an indicative budget for the Upper Harbour Local Board has increased from \$1.54 million to \$2.056 million for the 3-year term.
30. Therefore, an indicative additional budget of \$605,928 is available to the Upper Harbour Local Board to allocate to projects for the remainder of the 3-year electoral term.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

31. 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.
32. The costs outlined in this report 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.
33. Auckland Transport manages risk by retaining a 10% 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 Local Board Transport Capital Fund. However, there is always a small risk that more money may be required from the Local Board Transport Capital Fund.

Ngā koringa ā-muri Next steps

34. If the Upper Harbour Local Board resolves to support new projects with its additional funds, Auckland Transport will begin investigation and initial design and report back to the local board.

Ngā tāpirihanga Attachments

| No. | Title | Page |
|-----|--|------|
| A↓ | Local Board Transport Capital Fund workshop presentation 28 November 2024. | 21 |

Ngā kaihaina Signatories

| | |
|------------|---|
| Author | Owena Schuster – Elected Member Relationship Advisor – Auckland Transport. |
| Authoriser | John Gillespie – Head of Stakeholder and Community Engagement – Auckland Transport. |

**Upper Harbour
Local Board Transport Capital Fund
2023-2026**

AT

28th November – Workshop 7

Think before you print

Purpose of today

- Update on the budget that was recently confirmed in November 2024.
- Recap and Update on previous Local Board resolved projects.
- To discuss some new potential projects that were identified during FWP workshops
- Recommend projects to prioritise for the remaining two financial years of 3-year term
- Direction from the local board for the business meeting



Update on budget for this term

- Last year, the total budget for all local boards was reduced from the indicative budget of **\$45m** to **\$29.5m** for the 3-year term. Now this budget has been increased to **\$48.7m**, of which **\$17m** is approved for the current FY25 and **\$20.4m** is endorsed for FY26.
- This means that an indicative budget for the local board has been increased from **\$1.54m** to **\$2.056m** for the 3-year term. Note that the previous budget was already allocated by the board on their current active project, see resolutions in appendices.
- Therefore, an indicative additional budget of **\$514k** + **\$91k(unallocated)** = **\$605k** is now available to the board for the remainder of the 3-year term.

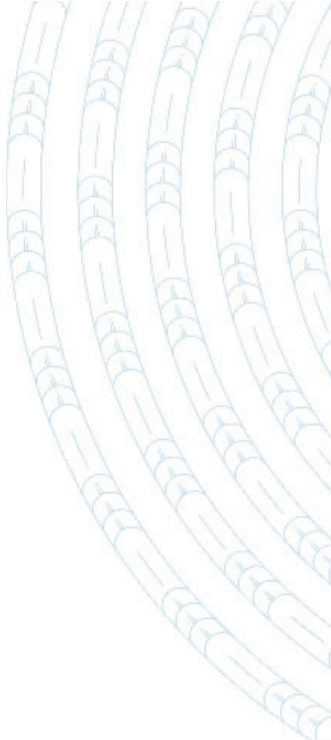


Recap and Update on projects to deliver in 3-year term

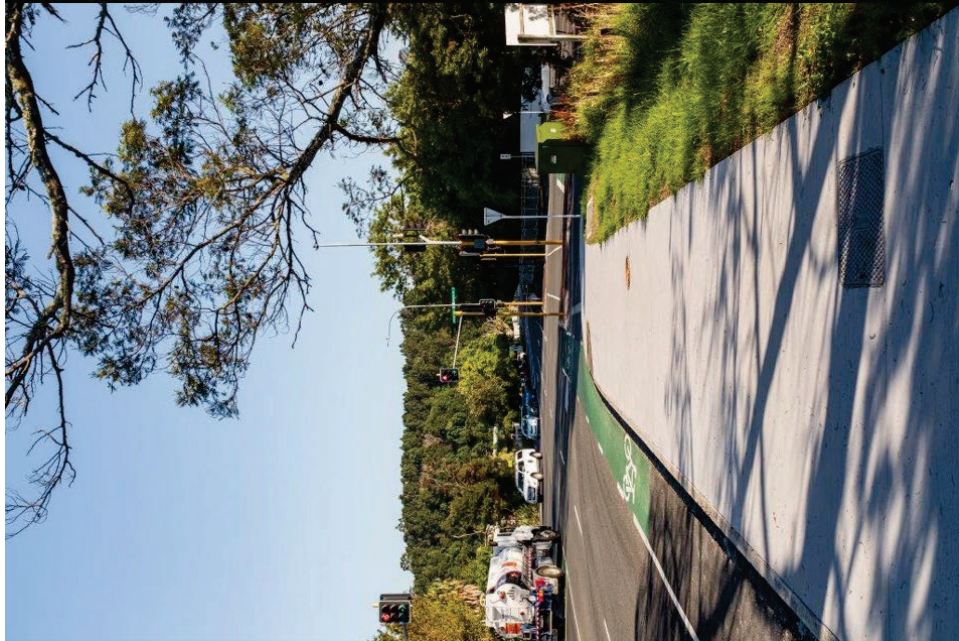
| Projects | Resolved Budget + AT Approved budget | Project Status |
|--|--|---------------------------------|
| Kyle Road Footpaths | \$89,153.69 | Completed |
| Bush Rd Shared Path | \$353,813.80 | Completed |
| Oteha Valley Road Shared Path Cycleway | - | Cancelled |
| Herald Island Kingsway Road (Causeway) Lighting project | \$478,000.00 | Scheme Design |
| Clark Rd zebra crossing upgrade | \$90,000.00 | Investigation / Optioneering |
| Picasso Drive zebra crossing | \$375,000.00 | Investigation / Optioneering |
| UH Wayfinding | \$62,000.00 | Investigation / Optioneering |



Kyle Road Footpaths - Completed



Bush Rd Shared Path - Completed

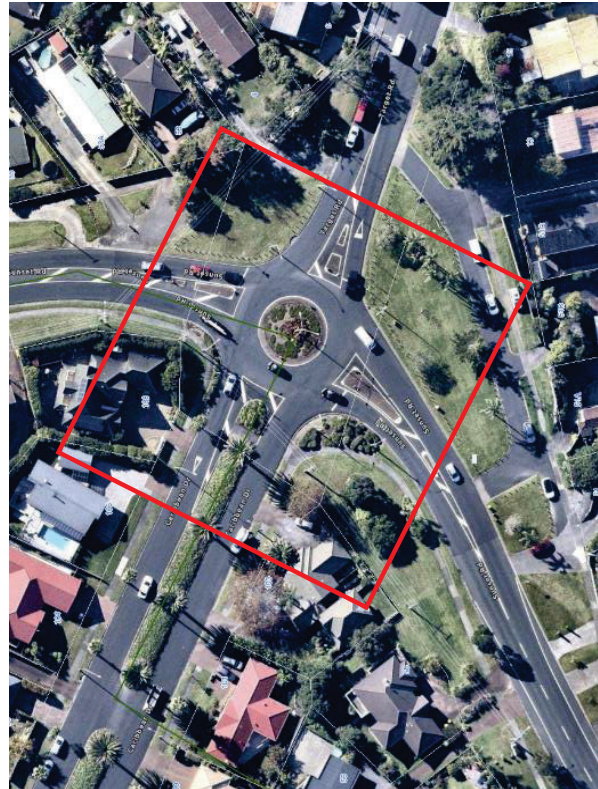


Contingency Projects and other Project Ideas as per the Forward Works Engagement Programme workshop



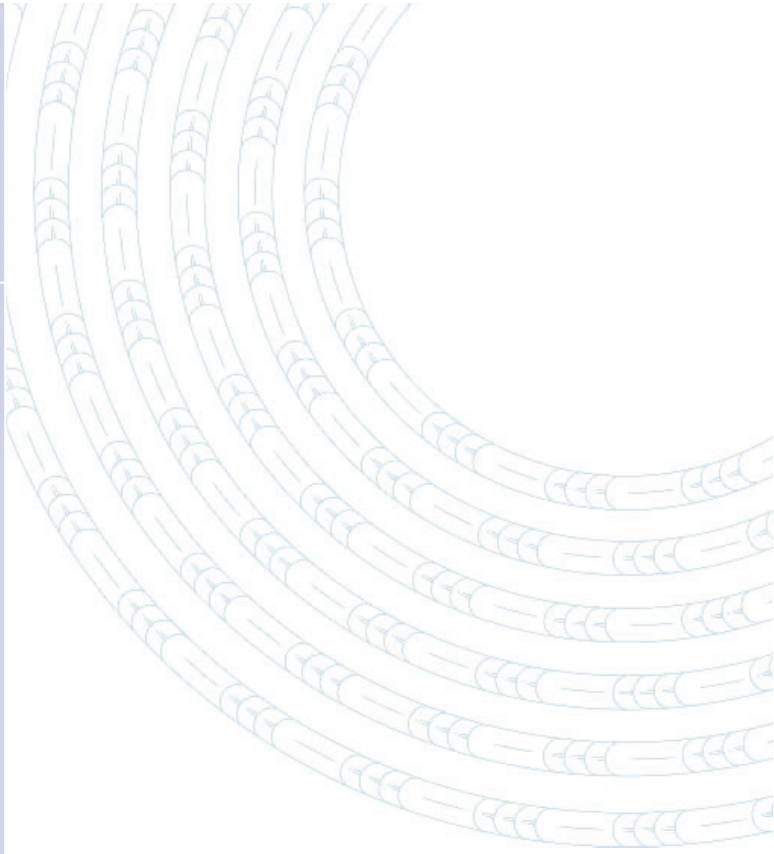
Project Ideas

| Project Name | Address | Project origin if known | Project Description/ Comments/ History | Cost estimate including design |
|---|--------------------------------|-------------------------|--|--|
| Sunset Road/ Target Road/ Caribbean Drive roundabout improvements | 53 SUNSET ROAD, TOTARA VALE | Local Board | "The local board requested for options for a signalised or raised pedestrian crossing on Sunset Road to enable safe crossing from Caribbean Drive to Target Road noting that the 'in zone' primary school for Unsworth Heights is on Target Road and there is currently no safe or easy way for students to cross Sunset Road" This intersection sits between two local board boundaries, Upper Harbour and the majority in Kaipātiki local board area. Option 1: Provide missing footpaths, pram crossings and cut-throughs in the traffic islands of the roundabout. - \$530k Option 2: Full roundabout upgrade- additional traffic lanes, new pedestrian crossings, new footpath connections and changes to the bus stops - \$1.5m-2million. | Option 1: 530,000 Option 2: 1.5 - 2 million |



Project Ideas

| Project Name | Address | Project origin if known | Project Description/ Comments/ History | Cost estimate including design |
|-------------------------|--|-------------------------|---|--------------------------------|
| Barbados Drive crossing | 79 BARBADOS DRIVE, UNSWORTH HEIGHTS | Local Board | "The local board requested for upgrade of the refuge island on Barbados Drive to a raised pedestrian crossing to join the shared paths between Barbados Reserve and Unsworth Reserve as outlined in the map attached to the minutes" The scope of the project is to upgrade the existing refuge to a formal dual raised zebra crossing. | \$375,000 |



Project Ideas

| Project Name | Address | Project origin if known | Project Description/ Comments/ History | Cost estimate including design |
|--------------------------------|---|-------------------------|---|--------------------------------|
| Totara Road bus stops upgrade | To the south of 2 Harewood Street, Whenuapai at Whenuapi Park | Local Board | Local Board request for installation of bus shelters on the following sites: Installation of shelter for Bus Stops 5928 & 5929 Totara Road, Whenuapai (AT supports)- Approx. \$120,000. And Oteha Valley Road bus stop, stop 4361 (feasibility is difficult due to grade on the berm, risk with residents/ easement may be required, this makes it a high-risk site) Even with the relocation of the bus stop the risk remains and it is not a high use bus stop, therefore Oteha Valley Road bus stop is Not recommended - Cost can roughly 160k and above. | \$ 120,000 |
| Apollo Drive bus stops upgrade | Apollo Drive, Rosedale | Public request | The request is to provide new bus shelters at these bus stops at the shops. Bus Stop 4209 - 81 Apollo Drive, Rosedale. - \$60,000. Bus Stop 4266 - 87 Apollo Drive, Rosedale. - \$60,000. | \$ 120,000 |



Public feedback report on the traffic bylaw review

File No.: CP2025/01269

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 this 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 Monday 4 November to Monday 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 this 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 panel deliberation is scheduled for 2 May 2025. This is when 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 panel.

Ngā tūtohunga

Recommendation/s

That the Upper Harbour 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 a local board member(s) to represent these 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 and Auckland Council 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 ([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 Auckland Transport Design and Delivery Committee endorsed the draft proposals and public consultation proposals 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 Monday 4 November to Monday 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 as Attachment B to this 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 (see Attachment A to this 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 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.
28. At a workshop on 8 August 2024, Auckland Transport subject matter experts discussed the traffic bylaw review with the Upper Harbour Local Board.
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 Auckland Transport and Auckland Council 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 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 Auckland Council 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 Upper Harbour Local Board was briefed on the review on 8 August 2024 that provided an opportunity to receive quality advice about the review and its finding. The response from 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 Auckland Transport website - <https://at.govt.nz/about-us/transport-plans-strategies/maori-responsiveness-plan/#about>
44. Using this framework for discussion, Auckland Transport 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 Auckland Transport 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 Auckland Transport Board will adopt provisions for the transport system, while the Auckland Council 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. | 45 |
| B | Upper Harbour Local Board summary of public feedback. | 71 |

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 |

Changes to voting sign locations for the 2025 local elections

File No.: CP2025/01536

Item 13

Te take mō te pūrongo

Purpose of the report

1. To provide the local board with an assessment, to be tabled at the meeting, of proposed changes to voting sign locations for the 2025 local election.
2. To enable the local board to make formal recommendations for any changes to voting sign locations to the Auckland Transport Traffic Control Committee.

Whakarāpopototanga matua

Executive summary

3. This report provides the local board with an assessment, to be tabled, of the proposed changes to voting sign locations for the 2025 local elections.
4. The current election sign locations, last updated in 2022, are listed in Attachment A to this report. Local boards submitted informal proposals for changes in December 2024.
5. Auckland Transport has assessed these proposals, and the findings will be tabled at the local board business meeting.
6. This report seeks formal recommendations from the local board on voting sign location changes. These will be submitted to the Auckland Transport Traffic Control Committee for consideration at their March 2025 meeting.
7. Final changes will be confirmed in March 2025 and the 2025 Candidate Handbook will be updated accordingly.

Ngā tūtohunga

Recommendation/s

That the Upper Harbour Local Board:

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

Horopaki

Context

Regulatory framework

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

Roles and responsibilities

10. Auckland Council and Auckland Transport share responsibility for designating suitable locations and establishing usage conditions for election signs in council-controlled public areas.
11. Auckland Transport controls signs that are on or visible from the Auckland transport system. Auckland Council controls signs in every other case.

12. The Auckland Council Regulatory Committee and Auckland Transport Traffic Control Committee hold delegated authority to implement these regulations by resolution.
13. Since all election signs must face roadways, Auckland Transport has delegated authority to set regulations for election signs via the Auckland Transport Traffic Control Committee.

Current election sign locations

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

Process for changing election sign locations

16. 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.
17. 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.
18. 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.
19. Any recommend changes to voting sign locations will be sent to the Auckland Transport Traffic Control Committee for consideration at their March 2025 meeting.
20. Local boards will be informed of the final changes via memo in late March 2025.

Tātaritanga me ngā tohutohu Analysis and advice

21. Auckland Transport have assessed the December 2024 proposed changes from the local board. The assessment will be tabled at the business meeting.
22. Attachment B to this report provides guidance on suitable election sign site criteria for local boards to consider when suggesting changes.

Tauākī whakaaweawe āhuarangi Climate impact statement

23. The assessment, which will be tabled at the meeting, includes consideration of climate impacts.

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

24. The assessment, which will be tabled at the meeting, includes consideration of council impacts.

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

25. The assessment, which will be tabled at the meeting, includes consideration of local impacts.

Tauākī whakaaweawe Māori Māori impact statement

26. The assessment, which will be tabled at the meeting, includes consideration of Māori impacts.

Ngā ritenga ā-pūtea Financial implications

27. The assessment, which will be tabled at the meeting, includes consideration of financial impacts.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

28. The assessment, which will be tabled at the meeting, includes consideration of risks.

Ngā koringa ā-muri Next steps

29. The Auckland Transport Traffic Control Committee will consider any formal local board recommendations for changes to election sign locations at its March 2025 meeting.
30. 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 | 79 |
| B | Election sign site criteria | 89 |

Ngā kaihaina Signatories

| | |
|------------|---|
| Author | Macleon Grindell - Senior Advisor Operations and Policy |
| Authoriser | 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.: CP2025/00492

Item 14

Te take mō te pūrongo

Purpose of the report

1. To seek local board views on proposed plan change 106 which identifies temporary filming activities on Sites and Places of Significance to Mana Whenua on public places as a permitted activity.

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 proposed 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 (the Bylaw).
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 proposed 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 screen industry, opposition to proposed 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 Upper Harbour 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 proposed plan change 106.
- c) tāpae / delegate authority to the chairperson of Upper Harbour 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 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 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 are proposed to identify temporary filming activities (up to 30 days) as a permitted activity on Sites and Places of Significance to Mana Whenua (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](https://www.aucklandcouncil.govt.nz/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. PC 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:
- a) Māori Heritage Team
 - b) Resource Consents
 - c) 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
 - 1 generally supports PC 106 subject to amendments; otherwise, opposes
 - 3 have not provided formal feedback, but comments made by them have been considered
 - 2 do not oppose PC 106
 - 1 defers to others
 - 1 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 Orakei'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 3-5 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. PC 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 member(s) 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 PC 106 by memorandum.

Ngā tāpirihanga Attachments

There are no attachments for this report.

Ngā kaihaina Signatories

| | |
|-------------|--|
| Author | Eryn Shields - Team Leader - Planning |
| Authorisers | John Duguid - General Manager Planning and Resource Consents Lou-Ann Ballantyne - General Manager Governance and Engagement |

Auckland Council's Quarterly Performance Report: Upper Harbour Local Board for quarter two 2024/2025

File No.: CP2025/00210

Item 15

Te take mō te pūrongo

Purpose of the report

1. To provide the Upper Harbour Local Board with an integrated performance report for quarter two of the 2024/2025 financial year, 1 October 2024 – 31 December 2024.
2. To approve the allocation of local film permit revenue within the Upper Harbour Local Board 2024/2025 Work Programme.

Whakarāpopototanga matua

Executive summary

3. This report provides a retrospective overview of the financial and non-financial performance of Auckland Council against the agreed 2024/2025 Upper Harbour Local Board Work Programmes for the period 1 October 2024 – 31 December 2024 – quarter two.
4. The work programme is produced annually and aligns with Upper Harbour Local Board Plan 2023 outcomes.
5. The key activity updates from the 2024/2025 work programme (Attachment A) for the reporting period include:
 - Activation of community led venue partners Upper Harbour (Activity ID 404) – Albany Community Hub, Meadowood Community House, Sunderland Lounge – Te Rere and Headquarters – Te Mahere have all provided an update for quarter two as outlined in Attachment C of this agenda report.
 - Upper Harbour – renew park buildings (Activity ID 30238) – The Rosedale Park toilet block renewal is now complete.
 - Gills Reserve - install concrete path and renew tracks (Activity ID 16553) - The renewal of the track network at Gills Reserve is now complete.
 - Upper Harbour Local Board, community and business emergency response plans and resilience programme (Activity ID 3977) – The local board adopted the Upper Harbour Emergency Response Plan at the December 2024 business meeting.
 - Construction Waste Education and Leadership Upper Harbour (Activity ID 1441) - Regular proactive monitoring resulted in 55 site visits, eight site visits to larger sites, five illegal dumping incidents reported and six referrals to compliance.
 - Māori responsiveness Upper Harbour (Activity ID 403) – An art activation at an ArtPoint event held in Hobsonville in November, was delivered in partnership with Te Kawerau a Maki and Te Ohu o Onekiritia
6. 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 activities are reported with a status of red (behind in delivery):
 - Attwood reserve - investigate, design and repair wharf and boat ramp (Activity ID 4481)

7. The financial performance report for the quarter in Attachment B 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.
8. The local board received \$3,817 film permit revenue for filming on local spaces for the 2023/2024 financial year which is available to be reallocated to a project that will be delivered by 30 June 2025.

Ngā tūtohunga Recommendation/s

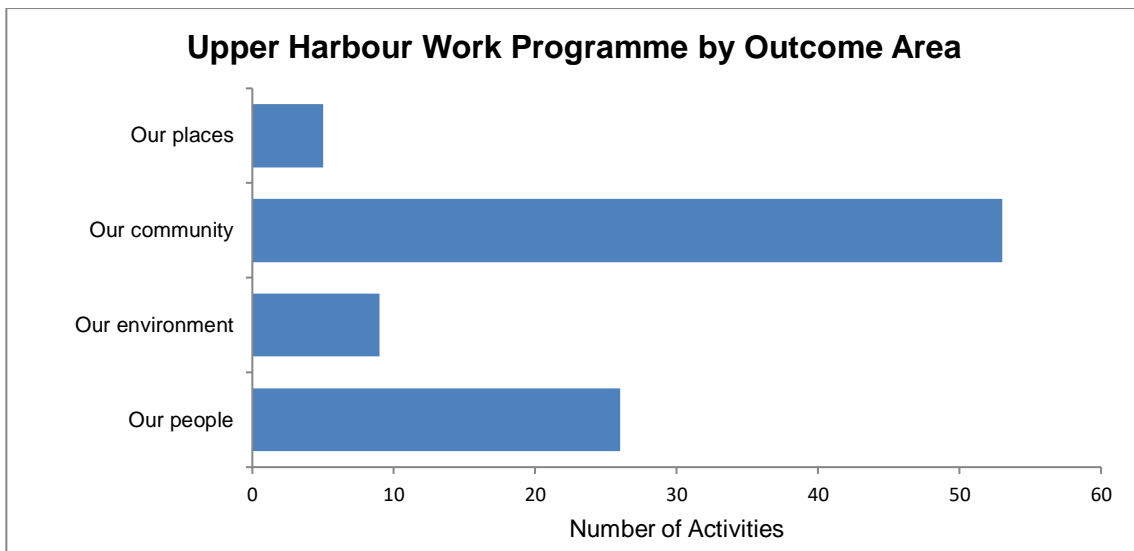
That the Upper Harbour Local Board:

- a) receive the performance report for quarter two of 2024/2025 ending 31 December 2024 as outlined in Attachment A to the agenda report.
- b) note the financial performance report in Attachment B of 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.
- c) approve the allocation \$3,817 film permit revenue for filming to Activity ID 410 Community Grants Upper Harbour.

Horopaki Context

9. The Upper Harbour Local Board has an approved 2024/2025 work programme for the following operating departments:
 - Customer and Community Services
 - Local Environmental
 - Auckland Emergency Management
 - Local Governance.
10. The graph below shows how the work programme activities meet Upper Harbour Local Board Plan 2023 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

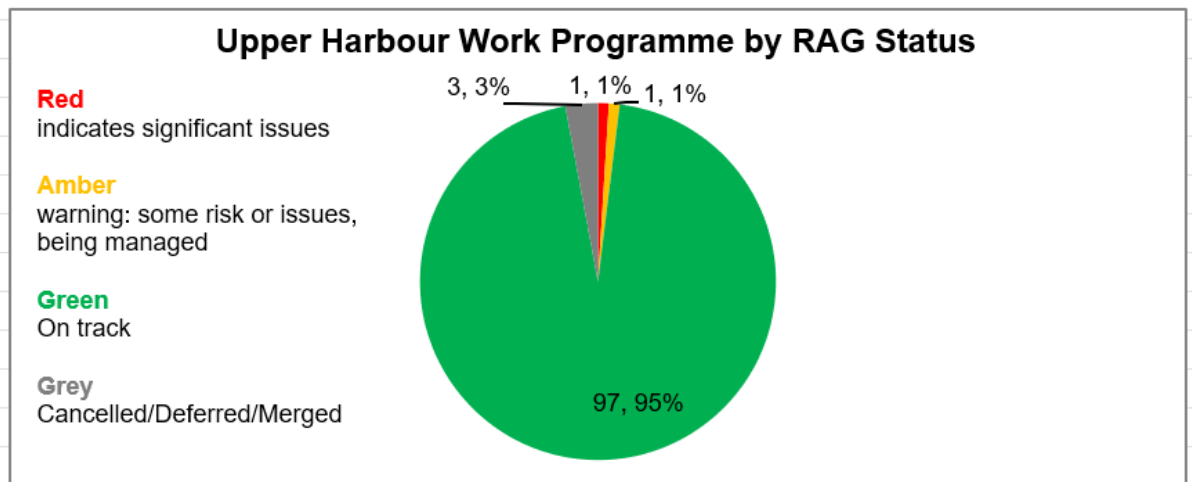


Tātaritanga me ngā tohutohu Analysis and advice

Local Board Work Programme Snapshot

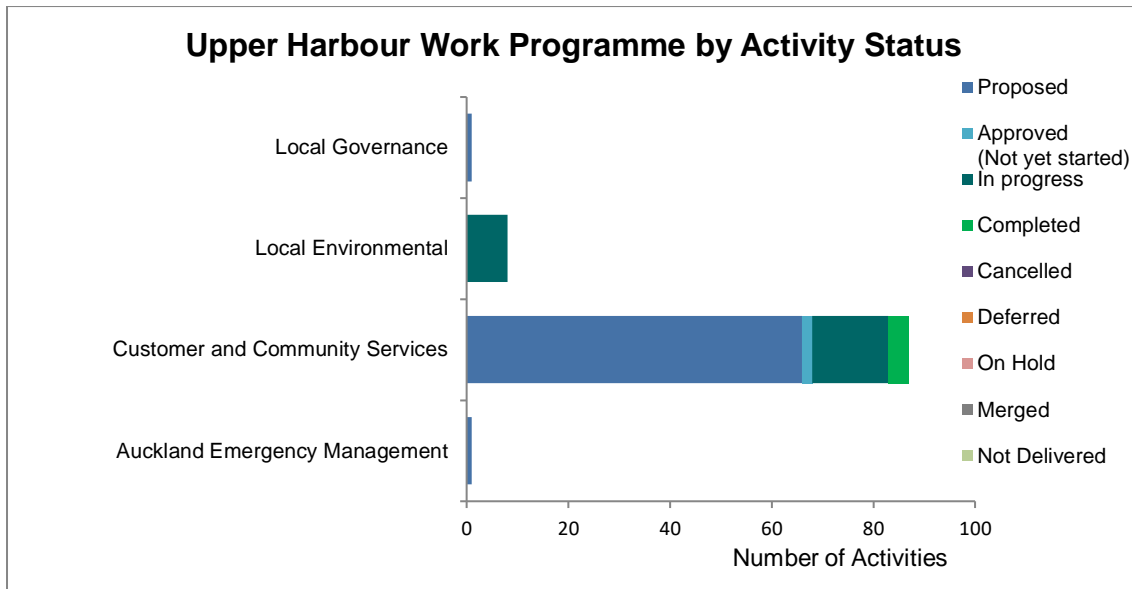
11. The graph below identifies work programme activity by RAG status (red, amber, green and grey) which measures the performance of the activity. It shows the percentage of work programme activities that are on track (green), in progress but with issues that are being managed (amber), activities that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

Graph 2: Work programme performance by RAG status



12. 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

13. The key achievements in the delivery of the local board work programmes for 2024/2025 during quarter two include:

- Activation of community led venue partners Upper Harbour (Activity ID 404) – Albany Community Hub, Meadowood Community House, Sunderland Lounge – Te Rere and Headquarters – Te Mahere have all provided an update for quarter two as outlined in Attachment C of this agenda report.
- Upper Harbour – renew park buildings (Activity ID 30238) – The Rosedale Park toilet block renewal was completed
- Gills Reserve - install concrete path and renew tracks (Activity ID 16553) - The renewal of the track network at Gills Reserve is now complete.
- Upper Harbour Local Board, community and business emergency response plans and resilience programme (Activity ID 3977) – The local board adopted the Upper Harbour Emergency Response Plan at the December 2024 business meeting.
- Construction Waste Education and Leadership Upper Harbour (Activity ID 1441) - Regular proactive monitoring resulted in 55 site visits, eight site visits to larger sites, five illegal dumping incidents reported and six referrals to compliance.
- Māori responsiveness Upper Harbour (Activity ID 403) – An art activation at an ArtPoint event held in Hobsonville in November was delivered in partnership with Te Kawerau a Maki and Te Ohu o Onekiritia.

Activities with some issues currently being managed

Ethnic Peoples Plan (Activity ID 4015) – Amber RAG status

14. In the 2023/2024 financial year the local board approved a new project and associated funding to develop and implement in collaboration with community and key stakeholders an Upper Harbour Ethnic Peoples Plan to inform how the local board support their diverse communities to achieve their goals and aspirations.
15. The Asian Network Incorporated (TANI) has been carrying out the first phase of this work however due to initial low participation, additional efforts were made through community outreach to increase engagement.

16. Funding for the 2024/2025 financial year had been approved to carry out phase two of this work however this was not expected to be implemented until phase one was completed.
17. A mitigation plan which includes early implementation of outcomes identified during development of the ethnic peoples plan has been identified in the current financial year.
18. This project has been reported with the RAG status Amber to acknowledge for the quarter two reporting period there was potential risk for this year's funding allocation being under spent.
19. Future reporting is expected to be updated as green and on track in quarter three.

Attwood reserve - investigate, design and repair wharf and boat ramp (Activity ID 4481) - Red RAG status

20. The project team have engaged an alternate design engineer to progress this project to detailed design to deliver best value outcomes for this project.
21. The project is currently delayed by over three months therefore reported with a red RAG status.
22. To mitigate further delays the project team are exploring options to expedite delivery.
23. An update on estimated project start date is expected in quarter three.

Changes to the local board work programme

Activities with changes

24. The following work programme activity has been amended to reflect minor change, the implications of which are reported in the table below. The local board was informed of this minor change, and they were made by staff under delegation in consultation with the local board.

Table 1: Minor change to the local board work programmes

| ID/Ref | Activity Name | Change | Reason for change |
|--------|-------------------------------|--|---|
| 3833 | Upper Harbour – Play Advocacy | Minor amendment to approved further Local Board decision points to “local board to provide views via memo prior to implementation” in the work programme | The current local board workshop schedule is at capacity for the first half of 2025. This minor amendment supported by the local board removes the requirement to seek views at a workshop but rather via memo, removing the risk of delays to the project |

25. At the October 2024 business meeting the local board approved variations to the Upper Harbour Local Board Work Programme 2024/2025 allocating \$1.4 million to a number of activities and projects across the work programme.
26. The Upper Harbour Local Board Work Programme 2024/2025 has been amended to reflect the local board decisions:
https://infocouncil.aucklandcouncil.govt.nz/Open/2024/10/20241024_UH_MIN_11960.htm#PDF2_ReportName_102856

Film Permit Revenue

27. The local board received \$3,817 film permit revenue for filming on local spaces for the 2023/2024 financial year which is available to be reallocated to an activity or project that will be delivered by 30 June 2025.
28. This report recommends that the local board consider allocating the film revenue to Activity ID 410 Community Grants Upper Harbour.

Tauākī whakaaweawe āhuarangi Climate impact statement

29. Receiving performance monitoring reports will not result in any identifiable changes to greenhouse gas emissions.
30. 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.

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

31. 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

32. This report informs the Upper Harbour Local Board of the performance for quarter two ending 31 December 2024.

Tauākī whakaaweawe Māori Māori impact statement

33. The Upper Harbour Local Board Work Programme contains a number of activities aimed at delivering outcomes for Māori in the 2024/2025 financial year.
34. Highlights for the reporting period include:
 - An additional \$10,000 locally driven initiatives operational funding was allocated to Activity ID 403 Māori Responsiveness at the October 2024 business meeting to support delivery of Māori outcomes
 - Te Ohu o Onekiritia partnered with Te Kawerau a Maki to support rangatahi (young people) in Hobsonville and Scott Point schools in learning and sharing pūrākau (storytelling)
 - An art activation at the ArtPoint event held in Hobsonville in November was delivered in partnership with Te Kawerau a Maki and Te Ohu o Onekiritia
 - A workshop on the Te Kete Rukuruku programme was held in quarter two
 - Planning for Te Ao Māori and Community Led Conservation programme has commenced with two successful meetings held with Te Kawerau a Mak to progress with the cultural induction delivery.

Ngā ritenga ā-pūtea Financial implications

35. This report is provided to enable the Upper Harbour Local Board to monitor the organisation's progress and performance in delivering the 2024/2025 work programme.

36. The local board received \$3,817 film permit revenue for filming on local spaces for the 2023/2024 financial year which is available to be reallocated to a project that will be delivered by 30 June 2025.

Financial Performance

37. 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

38. 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.
39. 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.
40. 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

41. The local board will receive the next performance update for quarter three (January 2025 – March 2025) at the May 2025 business meeting.

Ngā tāpirihanga Attachments

| No. | Title | Page |
|-----|--|------|
| A | Upper Harbour Local Board 2024/2025 performance report quarter two | 109 |
| B | Upper Harbour Local Board financial report to December 2024 - CONFIDENTIAL | |
| C | Activation of community led venue partners Upper Harbour - reporting quarter two 2024/2025 (<i>Under Separate Cover</i>) | |

Ngā kaihaina Signatories

| | |
|------------|--|
| Author | Heather Skinner - Senior Local Board Advisor |
| Authoriser | Lesley Jenkins - Local Area Manager |

Item 15

Hōtaka Kaupapa / Governance forward work calendar

File No.: CP2024/18495

Te take mō te pūrongo Purpose of the report

1. To receive the updated Hōtaka Kaupapa / governance forward work calendar for March 2025 – May 2025.

Whakarāpopototanga matua Executive summary

2. The Hōtaka Kaupapa / governance forward work calendar for the Upper Harbour Local Board is in Attachment A to the agenda report. The calendar is updated monthly, reported to business meetings, and distributed to council staff.
3. The Hōtaka Kaupapa / governance forward work calendars were introduced in 2016 as part of Auckland Council's quality advice programme and aim to support local boards' governance role by:
 - ensuring advice on meeting agendas is driven by local board priorities
 - clarifying what advice is expected and when
 - clarifying the rationale for reports.
4. The calendar also aims to provide guidance for staff supporting local boards and greater transparency for the public.

Ngā tūtohunga Recommendation/s

That the Upper Harbour Local Board:

- a) whiwhi / receive the Upper Harbour Local Board Hōtaka Kaupapa / governance forward work calendar for March 2025 – May 2025 (refer to attachment A to the agenda report).

Ngā tāpirihanga Attachments

| No. | Title | Page |
|-----|---|------|
| A↓ | Hōtaka Kaupapa / Governance forward works calendar for March 2025 - May 2025. | 139 |

Ngā kaihaina Signatories

| | |
|------------|---|
| Author | Max Wilde - Democracy Advisor (Upper Harbour Local Board) |
| Authoriser | Lesley Jenkins - Local Area Manager |

Workshop records

File No.: CP2024/18496

Item 17

Te take mō te pūrongo Purpose of the report

1. To receive the records of the Upper Harbour Local Board workshops held on Thursday 21 and 28 November 2024. A copy of the workshop records is attached (refer to attachments A and B to the agenda report).

Whakarāpopototanga matua Executive summary

2. Local board workshops are held to give local board members an opportunity to receive information and updates and have discussion on issues and projects relevant to the local board area. No binding decisions are made or voted on at workshop sessions.

Ngā tūtohunga Recommendation/s

That the Upper Harbour Local Board:

- a) whiwhi / receive the records of the Upper Harbour Local Board workshops held on Thursday 21 and 28 November 2024 (refer to attachments A and B to the agenda report).

Ngā tāpirihanga Attachments

| No. | Title | Page |
|-------------------|--|------|
| A | Upper Harbour Local Board - record of workshop 21 November 2024. | 143 |
| B | Upper Harbour Local Board - record of workshop 28 November 2024. | 145 |

Ngā kaihaina Signatories

| | |
|------------|---|
| Author | Max Wilde - Democracy Advisor (Upper Harbour Local Board) |
| Authoriser | Lesley Jenkins - Local Area Manager |

Local Board Members' Reports - February 2025

File No.: CP2024/18497

Item 18

Te take mō te pūrongo Purpose of the report

1. To provide an opportunity for members to update the Upper Harbour Local Board on matters they have been involved in over the last month.

Whakarāpopototanga matua Executive summary

2. An opportunity for members of the Upper Harbour Local Board to provide a report on their activities for the month.

Ngā tūtohunga Recommendation/s

That the Upper Harbour Local Board:

- a) whiwhi / receive the verbal and written local board members reports.

Ngā tāpirihanga Attachments

There are no attachments for this report.

Ngā kaihaina Signatories

| | |
|------------|---|
| Author | Max Wilde - Democracy Advisor (Upper Harbour Local Board) |
| Authoriser | Lesley Jenkins - Local Area Manager |

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

That the **Upper Harbour 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.

15 **Auckland Council's Quarterly Performance Report: Upper Harbour Local Board for quarter two 2024/2025 - Attachment B - Upper Harbour Local Board financial report to December 2024**

| 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 related to the financial results of the Auckland Council group 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. |

ATTACHMENTS

| | | | |
|----------|--------------|---|----------|
| Item 8.1 | Attachment A | Project Watershed presentation. | Page 157 |
| Item 8.2 | Attachment A | Albany Community Based Needs Assessment Update presentation. | Page 171 |
| Item 8.3 | Attachment A | ArtPoint - Proposal to create an arts and community space presentation. | Page 185 |
| Item 8.4 | Attachment A | ACCESSABLE NZ - Deck platform project presentation. | Page 199 |
| Item 8.5 | Attachment A | Albany Junior High School - Proposal for pedestrian crossing. | Page 209 |

