

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

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

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## Hibiscus and Bays Local Board

### OPEN AGENDA

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#### MEMBERSHIP

<b>Chairperson</b>	Alexis Poppelbaum, JP
<b>Deputy Chairperson</b>	Gary Brown
<b>Members</b>	Jake Law
	Sam Mills, JP
	Julia Parfitt, JP
	Victoria Short
	Gregg Walden
	Leanne Willis

(Quorum 4 members)

**Louise Healy**  
**Democracy Advisor**

**20 March 2025**

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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 25 February 2025, including the confidential section, 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 - Bays Youth Voice

#### **Te take mō te pūrongo** **Purpose of the report**

1. Deb Humphries, Rachel Gu, Joshua Wang and Rui-Han Ong have requested a deputation to update the local board on the Bays Youth Voice programme.
2. A presentation has been provided and is included as Attachment A to the agenda report.

**Ngā tūhonga  
Recommendation/s**

That the Hibiscus and Bays Local Board:

- a) whakamihi / thank Deb Humphries, Rachel Gu, Joshua Wang and Rui-Han Ong for their presentation and attendance at the meeting.

**Attachments**

A Bays Youth Voice presentation ..... 113

**8.2 Deputation - Mairangi Arts Centre**

**Te take mō te pūrongo  
Purpose of the report**

1. Clint Taniguchi has requested a deputation to update the local board on their activities.
2. A presentation has been provided and is included as Attachment A to the agenda report.

**Ngā tūhonga  
Recommendation/s**

That the Hibiscus and Bays Local Board:

- a) whakamihi / thank Clint Taniguchi for his presentation and attendance at the meeting.

**Attachments**

A Mairangi Arts Centre presentation ..... 121

**8.3 Deputation - Whangaparāoa Hub Community Trust**

**Te take mō te pūrongo  
Purpose of the report**

1. John Davies has requested a deputation to update the local board on their activities and future plans.
2. A presentation has been provided and is included as Attachment A to the agenda report.

**Ngā tūhonga  
Recommendation/s**

That the Hibiscus and Bays Local Board:

- a) whakamihi / thank John Davies for his presentation and attendance at the meeting.

**Attachments**

A Whangaparāoa Hub Community Trust presentation ..... 131

**8.4 Deputation - Ōrewa Reserve Community Association (ORCA)**

**Te take mō te pūrongo**

### Purpose of the report

1. Chris Carter and Ōrewa Reserve Community Association (ORCA) members have requested a deputation to discuss an alternative management strategy for Ōrewa Reserve.
2. A presentation and supporting information have been provided and are included as Attachments A and B to the agenda report.

### Ngā tūhonga Recommendation/s

That the Hibiscus and Bays Local Board:

- a) whakamihi / thank Chris Carter and the Ōrewa Reserve Community Association (ORCA) members for their presentation and attendance at the meeting.

### Attachments

A	Ōrewa Reserve Community Association (ORCA) presentation .....	143
B	Ōrewa Reserve future management report .....	149

## 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.”



# Mairangi Bay Reserves Management Plan review - notification of draft plan material for public feedback

File No.: CP2025/04739

Item 11

## Te take mō te pūrongo

### Purpose of the report

1. To approve public notification of proposed amendments to the 2015 Mairangi Bay Reserves Management Plan.
2. To establish a hearing panel and appoint an independent commissioner to undertake the hearing process.

## Whakarāpopototanga matua

### Executive summary

3. The Hibiscus and Bays Local Board approved the process to vary the 2015 Mairangi Bay Reserves Management Plan (Attachment A to the agenda report) on 27 June 2023 (Resolution number HB/2023/81).
4. The variation was prompted by the Tonkin and Taylor Mairangi Bay Shoreline Management Options Report from 2022, which provides updated findings about coastal hazards impacting the reserve and options to mitigate the effects of climate change (Attachment B to the agenda report).
5. The Tonkin and Taylor Mairangi Bay Shoreline Management Options report highlights that the existing locations within the reserve of the Mairangi Bay Surf Lifesaving Club building, the seawall, and Montrose Terrace through the reserve, are all under threat from coastal inundation due to their positions within the erosion susceptibility zone for 2070. The Tonkin and Taylor Mairangi Bay Shoreline Management Options report recommends relocating these features of reserve infrastructure, so they are setback from this susceptible zone.
6. The scope of the 2015 Mairangi Bay Reserves Management Plan variation was limited to revising the concept plan and associated policies within the plan to provide clarity on how the effects of coastal impacts on the reserve will be managed in future.
7. Given the significant impact of moving key reserve infrastructure features, the plan variation process will involve two rounds of public consultation.
8. The first round of consultation took place between 24 August - 1 October 2023 where the community was asked to submit in writing their ideas to inform the variation.
9. This report seeks approval from the local board to commence the second round of public consultation wherein the community will be asked to submit their feedback on the proposed amendments to the 2015 Mairangi Bay Reserves Management Plan.
10. The proposed amendments consist of revisions to the concept plan and related policies to provide clearer guidance on managing effects of coastal impacts on the reserve in the future.
11. The key moves proposed in the 2025 draft concept plan (Attachment C to the agenda report) include:
  - relocating the Mairangi Bay Surf Lifesaving Club building and storage to the north of the reserve beyond the coastal hazard zone and to improve reserve functionality
  - A future intention to relocate the seawall landward to protect the reserve's coastal edge and ensure long-term resilience
  - reducing carpark provision in the reserve

- incorporating a new destination nature play trail.
12. The key moves in the concept plan are supported by proposed amendments to policies (Attachment D to the agenda report), including:
    - strengthening the focus on mana whenua by incorporating their perspectives and values into policies including design and amenity standards
    - contemplating an increased footprint for the Mairangi Bay Surf Lifesaving Club building that integrates clubrooms and storage into a single location
    - promoting environmental sustainability in the reserve through native planting, habitat restoration, and the implementation of sustainable practices.
  13. Extensive research and additional engagement occurred to inform the proposed amendments to the 2015 Mairangi Bay Reserves Management Plan:
    - on 24 October 2023 an engagement event with community and organisational stakeholders was held
    - Meetings with the Mairangi Bay Surf Lifesaving Club and Surf Lifesaving Northern Region occurred during 2024 to understand surf club requirements and aspirations
    - Technical advice was obtained to understand potential impacts of relocating reserve infrastructure; likely impacts on reserve visitation, utilities, flooding, tree root zones, and insurance and consenting.
  14. In line with section 41(9) Reserves Act 1977, regarding a variation to a reserve management plan, the consultation period will run for one month starting in April 2025.
  15. The report recommends that the local board delegate approval of any minor edits to the proposed plan amendments prior to public notification, to the local board chairperson and deputy chairperson.
  16. The report also recommends the establishment of a hearing panel to conduct the hearing process and make recommendations on submissions to the local board following the hearing.
  17. The recommended hearing panel consists of:
    - an independent commissioner (to act as chairperson)
    - four Hibiscus and Bays Local Board members.
  18. An independent commissioner will ensure Reserves Act 1977 expertise and a high level of independence on the panel, noting the pending 2025 election period.
  19. The decision to approve final amendments to the 2015 Mairangi Bay Reserves Management Plan remains with Hibiscus and Bays Local Board.
  20. Subject to the local board chairperson and deputy chairperson being delegated the power to select an independent hearing commissioner to chair the hearing panel, a shortlist of commissioners will be prepared to select from with the required expertise.
  21. Next steps include setting a hearing date. A hearing report, being a summary of submissions and preliminary staff advice on written submissions, will be made available to the hearing panel and will be published on the council's website ahead of the hearing.

## Ngā tūtohunga Recommendation/s

That the Hibiscus and Bays Local Board:

- a) whakaae / approve public notification of the proposed amendments to the 2015 Mairangi Bay Reserves Management Plan (included as Attachments C and D to the agenda report).

- b) tāpae / delegate to the local board chairperson and deputy chairperson approval of any minor edits to the proposed plan amendments (as outlined in Attachments C and D of the agenda report), prior to public notification.
- c) whakatū / establish a hearing panel, consisting of an independent commissioner and Hibiscus and Bays Local Board members to:
  - i) hear objections and comments from submitters
  - ii) make any changes to the proposed amendments to the 2015 Mairangi Bay Reserves Management Plan, following the hearing process and consideration of submissions
  - iii) make recommendations to the local board about amendments to the 2015 Mairangi Bay Reserves Management Plan following the hearing process.
- d) kopou / appoint to the hearing panel:
  - i) an independent commissioner
  - ii) four Hibiscus and Bays Local Boards members.
- e) tāpae / delegate to the local board chairperson and deputy chairperson the power to select an independent hearing commissioner as chair of the hearing panel
- f) tuhi tīpoka / note the decision to approve final amendments to the 2015 Mairangi Bay Reserves Management Plan will remain with the local board.

## Horopaki Context

### 2015 Mairangi Bay Reserves Management Plan

- 22. The Mairangi Bay Reserves Management Plan (MBRMP) guides the future management, development, and protection of the Mairangi Bay Reserves. The plan was adopted by the Hibiscus and Bays Local Board in March 2015.
- 23. The land within scope of the MBRMP is held under the Reserves Act 1977 and classified as either recreation reserve or local purpose (esplanade) reserve.<sup>1</sup>
- 24. The 2015 MBRMP discusses and includes policies relating to key pieces of reserve infrastructure like the Mairangi Bay Surf Lifesaving Club (MBSLC) building and associated surf club storage space.
- 25. The location of key existing infrastructure in the reserve is illustrated in Figure 1.

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<sup>1</sup> The majority of the land is classified as recreation reserve with a small area in the south classified as local purpose (esplanade) reserve. Refer to page 11 of the 2015 Mairangi Bay Reserves Management Plan for more detail.



Figure 1 – the existing site, with Montrose Terrace (adjacent to the beach) and the MBSLC building (to the south-east) (source: Auckland Council GIS 2022)

26. The 2015 concept plan within the MBRMP includes spatial details around reserve infrastructure (portrayed in Attachment A on pages 24-26).
27. The 2015 concept plan applies to the main beach reserve in Mairangi Bay, which is a small area within this wider reserve network (a diagram showing the area covered by the concept plan is outlined on page 25 of Attachment A).
28. The 2015 concept plan outlines a plan to shift Montrose Terrace and associated car parking inland (westward) from its current location. Since this aspect of the 2015 plan has already been consulted on, adopted by the local board and involves relocating a piece of reserve infrastructure landward, the road shift has been incorporated into the 2025 draft concept plan. Current road location is illustrated above in Figure 1.
29. Auckland Transport is responsible for decision-making in relation to Montrose Terrace, the legal road that bisects the reserve.
30. The scope of the plan variation excludes asking for comment on the proposal to relocate Montrose Terrace as it continues to be the local board's advocacy position in relation to Montrose Terrace.
31. There are no operational issues with the majority of the 2015 MBRMP. It is considered fit for purpose in an operational sense. The central issue prompting the plan variation is understanding how the effects of coastal impacts on the reserve will be managed in the future.

### Plan variation process

32. As the administering body under the Reserves Act 1977 for Mairangi Bay Reserve, the local board is responsible for keeping "*its management plan under continuous review, so that... the plan is adapted to changing circumstances or in accordance with increased knowledge*" pursuant to Section 41(4) of the Reserves Act 1977.
33. The new coastal information and mitigation options provided in the Tonkin and Taylor Mairangi Bay Shoreline Management Options Report (T&T report) is deemed such new information, requiring a review of the MBRMP.

34. The local community has previously been consulted about the intention to vary the concept plan within the MBRMP.
35. The first round of consultation took place between 24 August - 1 October 2023. A total of 178 survey responses were submitted (Attachment E to the agenda report for submissions), with the Georgian Apartments and Mairangi Bay Surf Lifesaving Club submitting on behalf of their respective organisations.
36. Submissions from the first round of consultation have been given full consideration in preparing the proposed amendments to the 2015 Mairangi Bay Reserves Management Plan.
37. In accordance with the discretion in Reserves Act 1977 section 41(9), regarding a variation to a reserve management plan, the consultation period on the proposed amendments to the 2015 Mairangi Bay Reserves Management Plan will run for one month starting in April 2025. There will be a hearing for any submitter wishing to speak to their submission. A hearing panel will consider written and oral submissions and report to the local board with recommendations on amendments to the MBRMP. The local board will approve final amendments to the MBRMP at a business meeting of the local board.

### Current state

38. The MBRMP includes the upgrade of the existing wastewater pump station which has been completed by Watercare, involving the relocation of the Watercare facility within the reserve from 10 Sidmouth Street to a new location at 12 Sidmouth Street.
39. The MBSLC building's lease came to an end on 31 May 2023. The lease is proceeding on a month-by-month basis until terminated or a new lease is granted.
40. The current MBSLC building footprint is within the 2070 erosion prone area. See Figure 2 for imagery of the existing MBSLC building during a storm.



Figure 2 – the Mairangi Bay Surf Lifesaving Club building during a 2016 storm event (source: Matt McNeil, Auckland Council)

## Tātaritanga me ngā tohutohu Analysis and advice

### Proposed amendments to the 2015 Mairangi Bay Reserves Management Plan

#### Relocating MBSLC building and seawall to respond to coastal inundation

41. The T&T report from December 2022 provided an updated assessment of coastal processes, including the likely effects of climate change. This new information was not considered by the 2015 MBRMP (including the concept plan within).

42. The T&T report proposes the relocation of the MBSLC building and associated storage away from the shoreline.
43. The T&T report recommends removing the existing seawalls at the coastal edge of the reserve in a timeline determined by coastal processes, to be replaced by proposed backstop seawalls located inland that will naturalise the transition between the land and sea.<sup>2</sup>
44. Naturalising the coastal edge would increase recreational options for the public to use the beach through a greater range of tides. Currently the public's high tide beach experience is limited by the high tide butting up against the seawall.
45. The 2015 MBRMP contemplates expanding the lease area for the MBSLC building to include new facilities like clubrooms, boat storage, a refreshment kiosk, and public amenities.
46. A new location away from the erosion zone is now proposed for the MBSLC building.
47. The 2025 draft concept plan (Attachment C) proposes to relocate the MBSLC building to the north of the reserve and eventually reposition the existing seawall inland in the future to provide increased high tide beach space.

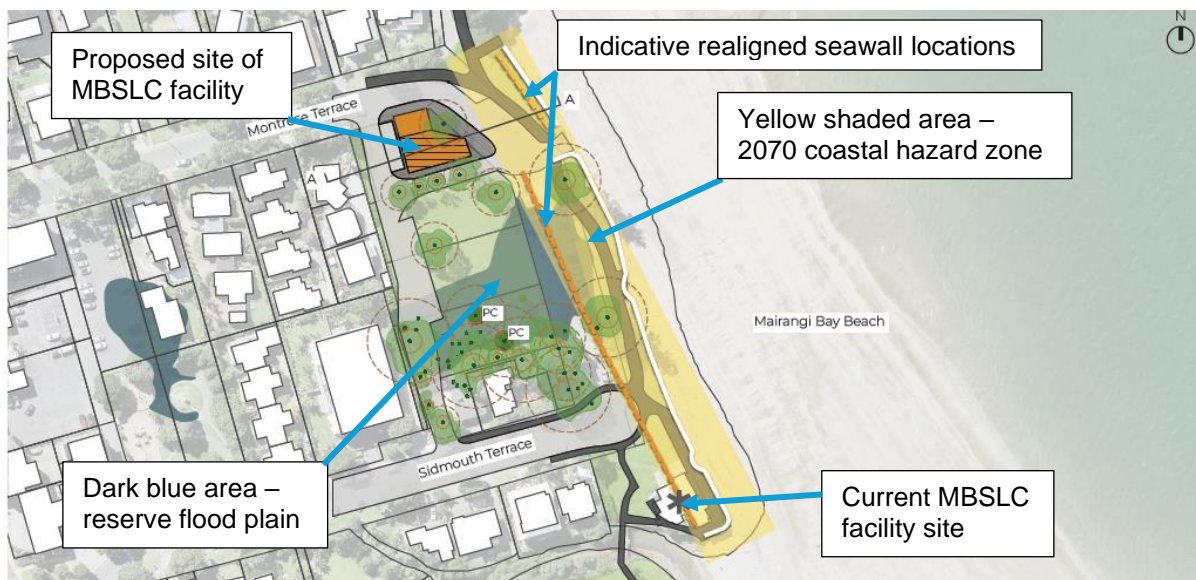


Figure 3 – proposed new locations for MBSLC facility and seawalls (source: WSP consultants 2024)

48. The reasons for relocating the MBSLC building to the north of the reserve include:
  - the surrounding area offers ample curtilage space for MBSLC rescue equipment and training activities
  - the site allows for potential storage integration within the building, eliminating the need for storage to the south of the reserve, and providing additional space around the building for public amenities
  - with convenient access to the public boat ramp, surf club members will not need to drag equipment across the reserve from the current storage position to the south of the reserve, enhancing convenience and efficiency
  - the MBSLC facility could be an emergency management hub for the community at times of distress in a safe, strategic location beyond the flood plain through the centre of the reserve.

<sup>2</sup> This naturalisation process involves reducing maintenance of the existing seawall over time and removing it entirely as it reaches the end of its asset life. The strategy, accompanied by planting of the coastal interface, would naturalise the transition between land and sea.

49. The site offers a secure long-term position for the MBSLC facility with less chance of future relocation required.
50. Other location options for the MBSLC building at the south of the reserve were thoroughly investigated by staff and considered by the local board at local board workshops on 9 July 2024 and 24 October 2024.
51. Alternative locations included a site just north of the proposed cul-de-sac end of Sidmouth Street and a location adjacent to the creek near the existing MBSLC building.
52. The reasons why these locations were not recommended are because they present significant challenges for obtaining resource and building consents, including:
  - natural hazard concerns, with the options either situated within the 2070 coastal hazard zone or directly adjacent to the creek, which swells during heavy rainfall
  - reserve flooding limitations, given the flood plain through the centre of the reserve
  - arboricultural constraints, including potential issues with the rootzones and canopies of the mature Pohutukawa trees
  - underground piping complications, with Watercare commenting that the creek site would “not be preferred,” and that the site just north of the proposed cul-de-sac is constrained by piping limitations
  - and matters associated with insufficient curtilage limiting both southern sites.

#### **Increasing Mairangi Bay Surf Club building footprint**

53. The current MBSLC building has an approximate footprint of 400m<sup>2</sup> over two levels.
54. The 2025 draft concept plan proposes a total footprint of 600m<sup>2</sup> over two levels for the MBSLC building, an increased footprint, to enable surf club activities to consolidate in a single location with associated storage.
55. The proposed building footprint seeks to balance the range of values evident in a small reserve – providing a usable area for the MBSLC whilst still retaining open space for wider community use.
56. The MBSLC have indicated that they would prefer a footprint involving 600m<sup>2</sup> of land area, to enable the consolidation of the patrol base and storage into the one location.
57. The 2025 draft concept plan does not prescribe how 600m<sup>2</sup> over two levels could be configured in terms of ground versus upper floors, to enable community feedback on this initial proposal and to provide more flexibility for a future design process.
58. A larger ground floor footprint would likely have trade-offs for flexibility and wider community recreational use of the northern area of the reserve.

#### **Consolidating Mairangi Bay Surf Club building footprint**

59. The MBSLC is temporarily storing equipment in shipping containers positioned to the south of the reserve.
60. The existing MBRMP envisioned a MBSLC storage structure near the roadside of Sidmouth Street on reserve land vacated by the Watercare pump station. This location could face construction and operational issues with potential flood hazards and the rootzones of the mature Pohutukawa trees to the south of the reserve.
61. The 2025 draft concept plan proposes the north of the reserve as the permanent storage for the MBSLC. This location is beyond the flood zone, distanced from the canopy of Pohutukawa trees, and provides the potential for storage to be integrated with the MBSLC building. The north of the reserve also offers convenient access to the public boat ramp.

### Reducing carpark provision to maximise public recreation space

62. As outlined in the 2015 MBRMP, Montrose Terrace within the reserve and its associated car parking is proposed for removal from its current position adjacent and parallel to the beach.
63. The T&T report confirmed the existing road is within the erosion susceptibility area for 2070 and anticipate a reduction in the reserve's size due to future coastal inundation, further necessitating the need to shift the road.
64. Montrose Terrace is a formed legal road, controlled and managed by Auckland Transport and who are responsible for decision-making in relation to the road.
65. The scope of the plan variation excludes seeking public feedback on the proposal to move Montrose Terrace from the east to the west side of the reserve. Instead, it maintains the local board's advocacy position on Montrose Terrace as outlined in the 2015 MBRMP.
66. Since the MBRMP was approved in 2015, there has been a change in approach by council staff around carpark provision on reserve land. It is now considered less appropriate when weighed against the increased competing demands for public open space.
67. To address this, the 2025 draft concept plan proposes reducing carpark provision to maximise public recreational space. Additionally, it suggests accommodating the MBSLC building to the north of the reserve, on the site of an existing overflow carpark.
68. Council staff are also proposing a new pickup/drop off area for reserve visitors to unload equipment near the cul-de-sac end of Sidmouth Street before parking cars more permanently back from the beach.

### Proposed amendments to objectives and policies

69. Objectives and policies in the 2015 MBRMP have been assessed against key moves in the 2025 draft concept plan.
70. Proposed amendments are recommended to some objectives and policies in the 2015 MBRMP to better align with proposed key moves.
71. Proposed amendments are outlined in Attachment D and cover the following themes:
  - strengthening mana whenua and environmental sustainability themes to incorporate these perspectives and values
  - updating lease information and proposed spatial changes to the reserve including recognising the need to balance functions of the surf club with wider community use
  - improving the reserve's connection with the beach and potential for play experiences
  - relocating the seawalls to provide additional high-tide beach space and further recreational opportunities
  - moving development under coastal threat away from the reserve's coastal edge, including the existing playground sited adjacent to the beach. This area will be redeveloped into a new nature play trail under the proposed concept plan.
72. It is also proposed that the plan is updated to replace references to outdated council strategies and to reflect infrastructure works completed in the reserve since 2015.

### Establishing a hearing panel

73. The remaining review steps for the MBRMP variation are:
74. notify final draft MBRMP (with concept plan and proposed policy amendments) for feedback and invite written submissions
  - report by staff advice for the hearing panel being a summary of written submissions
  - hearing and deliberations.
75. preparation of a hearing panel report with recommendations on amendments to the MBRMP



- recommend final MBRMP to local board for approval.
76. The role of the hearing panel is to:
77. consider written submissions on the draft MBRMP.
78. hear oral submissions from submitters on the draft MBRMP.
- make recommendations to the local board about amendments to the draft MBRMP following the hearings process.
79. Under sections 41(6)(d) and 41(10) of the Reserves Act 1977, the local board can determine the composition of the hearings panel and the hearings process.
80. The local board can choose whether the full local board, or some members and independent commissioners will consider and hear submissions and make recommendations or decisions on the final plan.
81. Table 1 describes options for the composition of the MBRMP hearings panel.

*Table 1: Hearings panel structure options and recommendation*

Option	Description	Benefits	Risks
<b>Option 1 – Local board only</b>	The full local board hears submissions and makes decisions on the final plan.	<ul style="list-style-type: none"> <li>• direct involvement of local board</li> <li>• good understanding of local issues and needs.</li> </ul>	<ul style="list-style-type: none"> <li>• no independent commissioners with specialist Reserves Act knowledge</li> <li>• some possible perception of bias/conflicts of interest</li> <li>• very high resourcing/time commitment from local board.</li> </ul>
<b>Option 2 Recommended – Local board panel with an independent commissioner as the chairperson</b>	<p>The local board appoints an independent commissioner to chair a panel, comprising of all or some of the local board members, to consider written submissions and hear oral submissions and make recommendations to the local board on amendments to the draft plan following the hearing.</p> <p>The local board makes decisions on the final plan.</p>	<ul style="list-style-type: none"> <li>• independent commissioner with sound Reserves Act 1977 knowledge, along with local board members with good local knowledge</li> <li>• reduced perceived conflicts of interest/bias</li> <li>• direct local board involvement maintained</li> <li>• lower resourcing commitment from local board if four members involved.</li> </ul>	<ul style="list-style-type: none"> <li>• high resourcing commitment if the panel consists of many local board members.</li> </ul>

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<p><b>Option 3 – Independent commissioners hear submissions and make recommendations to the local board</b></p>	<p>The local board appoints an independent panel comprising of two commissioners to hear and consider the submissions and make recommendations to the local board.</p> <p>The local board makes decisions on the final plan.</p>	<ul style="list-style-type: none"> <li>enables recommendations to be presented to the local board without any perceptions of conflicts of interest</li> <li>perception of independence during 2025 election period.</li> </ul>	<ul style="list-style-type: none"> <li>low local knowledge</li> <li>higher costs for commissioner involvement.</li> </ul>
<p><b>Option 4 - Appoint a committee to hear submissions and make decisions</b></p>	<p>The local board appoints a committee and delegates the decision-making on the management plan to that committee.</p> <p>The committee would have a minimum of three members, at least one of whom is a member of the local board, and an independent commissioner.</p>	<ul style="list-style-type: none"> <li>committee members involved in hearing also involved in decision-making</li> <li>perception of independence during hearing and decision-making processes.</li> </ul>	<ul style="list-style-type: none"> <li>full local board does not adopt the final plan – lowering local board involvement in decision-making process</li> <li>committee would need to follow Standing Orders of the local board, which may be unfamiliar to a Commissioner, requiring support from Local Board Services staff.</li> </ul>

82. For options 1-3, the decision to approve the final MBRMP remains with the local board. Option 4 delegates the decision-making role to a committee of the local board under the Local Government Act 2002.
83. In assessing which of the above options to recommend, staff have considered the following factors:
- retaining local knowledge, input and decision-making in hearing submissions and approving the final plan
  - ensuring Reserves Act experience
  - ensuring a level of independence during the hearing process
  - cost.
84. Option 2 is recommended and comprises of a five member hearings panel. The panel will be led by an independent commissioner, who provides Reserves Act expertise and brings a level of independence, and four local board members who have a good understanding of local issues and needs.
85. Following the establishment of the hearings panel, under section 41(9) of the Reserves Act 1977, the local board can determine the process for a plan variation when it considers the change not to involve a comprehensive review of an existing management plan.

86. Therefore, this report recommends that the second round of public consultation runs for one month starting in April 2025.

## **Tauākī whakaaweawe āhuarangi** **Climate impact statement**

87. This review was necessitated by the release of the 2022 T&T report which includes more recent coastal information on threats posed by coastal processes to existing reserve infrastructure, driven by climate change.
88. The draft MBRMP concept plan and updated policies are proposed to relocate the key reserve infrastructure and provide more sustainable solutions.

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

89. The movement of the reserve infrastructure as proposed in the plan variation has been discussed widely with, and is supported by, council units including Planning, Property and Commercial, Coastal Management, Area Operations, Sport and Recreation and Specialist Operations, amongst others.

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

### **Local board workshops**

90. Council staff attended workshops with the local board on 21 May, 9 July and 29 October 2024. These workshops discussed statutory coastal hazard policies, mana whenua engagement and suggestions for key reserve infrastructure.
91. On 4 February 2025, staff attended a local board workshop to discuss relocating the MBSLC building to the northern part of the reserve. Council subject matter experts explained the rationale for proposing this northern site. During the workshop, local board members raised queries relating to curtilage space, reserve vegetation, underground piping, and other limitations.
92. In response, staff outlined plans to explain rationale for the northern surf club site in the consultation materials for the second round of public engagement.
93. Mairangi Bay Surf Lifesaving Club members attended the majority of local board workshops as observers.

### **Local impacts**

94. Between 24 August and 1 October 2023, the community submitted ideas to inform the management plan review. On 24 October 2023, an engagement event with community and organisational stakeholders was held. The results of both the written consultation and the engagement workshop were discussed with the local board at a workshop on 30 January 2024.
95. Consulting the public twice on the review helps ensure that community views and park issues are considered to inform the plan variation.
96. Mairangi Bay Surf Lifesaving Club members are eager to have the security of a new building footprint and have presented building footprint location options during the plan review process.
97. Council staff have sought the views of neighbours, mana whenua, park users and the wider community during the first round of engagement and will continue to seek a wide range of views as the draft MBRMP is consulted upon.

## Tauākī whakaaweawe Māori Māori impact statement

98. The Reserves Act 1977 is one of the acts in the First Schedule to the Conservation Act 1987. Section 4 of the Conservation Act contains an obligation to give effect to the principles of te Tiriti o Waitangi/the Treaty of Waitangi (te Tiriti/the Treaty).
99. As such, in performing functions and duties under the Reserves Act 1977, such as reviewing a reserve management plan, the local board must give effect to the principles of te Tiriti/the Treaty.
100. The principles of te Tiriti/the Treaty are likely most relevant in making decisions on the MBRMP are:
- partnership – mutual good faith and reasonableness;
  - informed decision making – being well-informed of the mana whenua interests and views. Consultation is a means to achieve informed decision-making; and
  - active protection – this involves the active protection of Māori interests retained under te Tiriti/the Treaty. It includes the promise to protect rangatiratanga and taonga.
101. The Local Government Act 2002 also contains obligations to Māori, including to facilitate Māori participation in council decision-making processes (sections 4; 14(1)(d); 81(1)(a)).
102. Staff presented to the mana whenua parks forum in August 2023. At that stage feedback was only received from Ngāti Manuhiri, who subsequently provided their views about the proposed plan amendments, including around the relocation of the MBSLC building to the north of the reserve and the eventual landward repositioning of the seawall to naturalise the seaward edge of the reserve.
103. Ngāti Manuhiri indicated that the proposed new locations of the reserve infrastructure are the most sustainable given the coastal threats and consent limitations, demonstrating “a forward-thinking approach to climate change adaptation.”
104. Staff are undertaking further engagement with all iwi that have indicated, through council mapping information, that they may have customary interests in the Mairangi Bay Reserve land. This further engagement will ensure there is an opportunity for iwi to provide feedback on the proposed MBRMP amendments, including to:
- enable te ao Māori to be incorporated into the management of the Mairangi Bay Reserves local parks network; and
  - provide an opportunity for mana whenua to express their kaitiaki role.

## Ngā ritenga ā-pūtea Financial implications

105. The local board allocated \$29,847 in 2022/2023 to cover costs associated with the project including public notification, mana whenua and community engagement, specialist technical advice and hearings.
106. Costs associated with public notification (as per the recommendation in this report) and will be met by the project budget.
107. Costs associated with investigating the detailed design of the new MBSLC building are not included in this plan variation process.

## Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

108. The following table outlines the most significant risks and mitigations associated with public notification.

IF <event>	THEN <impact>	Possible mitigations
<p><b>If the community do not sufficiently understand the range of proposals presented in the proposed plan variation.</b></p>	<p>Then the community may not provide relevant feedback.</p>	<ul style="list-style-type: none"> <li>• in consultation material present rationale behind the proposed northern location for the MBSLC building and position of the backstop seawalls</li> <li>• explain limitations of southern location options for the MBSLC</li> <li>• make it easy for a wide range of community members to participate in the engagement process</li> <li>• engaging with the community through multiple channels, aiming to reach those who might not typically participate.</li> </ul>
<p><b>If the plan variation process raises community expectations about funding availability, especially for the new surf club building.</b></p>	<p>Community may potentially have unrealistic expectations regarding the council funding new surf club building.</p>	<ul style="list-style-type: none"> <li>• to manage community expectations, consultation material can explain that securing funding for facility development is not within scope of the plan variation process. Once the plan variation is adopted, this would trigger implementation planning, including investigation of funding streams as required.</li> </ul>

## Ngā koringa ā-muri

### Next steps

109. Next steps to vary the 2015 Mairangi Bay Reserves Management Plan include:
- continue engagement and partnership with mana whenua
  - notify proposed amendments inviting written submissions for a period of at least one month starting in April 2025
  - hold hearings and deliberations.
110. Hearings panel report recommending proposed plan amendments to local board
- local board approval of final amendments to 2015 Mairangi Bay Reserves Management Plan.
111. To support the public consultation, key messaging will explain to the community why the draft management plan review has proposed spatial changes in the reserve to relocate the coastal infrastructure landward.
112. Submissions will be invited via:
- a public notice in the newspaper
  - council's engagement platform AK Have Your Say
  - physical copies of the proposed amendments to be made available in the East Coast Bays Library

- posts on the local board’s Facebook page and an OurAuckland story
- corflute signs will be placed in the reserve
- A letter will be sent MBSLC – who as a lessee are directly affected by the proposal to change the location of the surf club facility
- A letter will be sent to Watercare – as the proposed repositioning of reserve infrastructure could potentially impact the current and future operation and maintenance of the underground infrastructure within the reserve
- letters will be sent to dwellings on Montrose Terrace adjacent to the reserve – as these properties adjoin the site of the proposed MBSLC facility, where residents could be affected by the proposed building's permanent occupation of the reserve
- an email will be sent stakeholders from the Hibiscus and Bays Local Board area.

## Ngā tāpirihanga Attachments

No.	Title	Page
A	Mairangi Bay Reserves Management Plan (2015) <i>(Under Separate Cover)</i>	
B	Mairangi Bay Shoreline Management Options Report (2022) <i>(Under Separate Cover)</i>	
C	Proposed amendments to the concept plan in the 2015 Mairangi Bay Reserves Management Plan <i>(Under Separate Cover)</i>	
D	Proposed amendments to policies in the 2015 Mairangi Bay Beach Reserves Management Plan <i>(Under Separate Cover)</i>	
E	Combined first round submissions <i>(Under Separate Cover)</i>	

## Ngā kaihaina Signatories

Author	Tommo Cooper-Ashmore - Service and Asset Planner
Authorisers	Lesley Jenkins - Local Area Manager Angela Clarke - Head of Service Investment & Programming

## Landowner approval for temporary storage at Sidmouth Street Reserve, and Montrose Terrace, Mairangi Bay

File No.: CP2025/04433

Item 12

### Te take mō te pūrongo Purpose of the report

1. To approve a landowner approval application from the Mairangi Bay Surf Life Saving Club Incorporated for temporary occupation of six containers at Sidmouth Street Reserve, 10 Sidmouth Street, Mairangi Bay and two containers at Montrose Terrace Reserve, 15 Montrose Terrace, Mairangi Bay.

### Whakarāpopototanga matua Executive summary

1. The applicant, Mairangi Bay Surf Lifesaving Club Incorporated, seeks landowner approval for temporary occupation of six shipping containers, currently located at Montrose Terrace, to the old Watercare pumpstation site at Sidmouth Street Reserve, 10 Sidmouth Street, Mairangi Bay.
2. The Mairangi Bay Surf Lifesaving Club Incorporated have been storing equipment within ten containers located within Montrose Terrace Reserve since their previous storage area was demolished to enable the construction of a new pumpstation at 12 Sidmouth Street. Mairangi Bay Surf Lifesaving Club Incorporated has advised the remaining containers will be removed from council land at Montrose Terrace as soon as possible.
3. The proposed temporary container storage location for six containers is the site of the former pumpstation, which was part of a land exchange between Auckland Council and Watercare Services Limited.
4. The proposed agreement for temporary occupation of Sidmouth Street Reserve will consolidate the club's storage requirements onto Sidmouth Street Reserve, with the exception of two 20-foot containers, to remain on Montrose Terrace. Montrose Terrace's use would return to its use for informal recreation.
5. Mairangi Bay Surf Lifesaving Club Incorporated would be responsible for the maintenance of the Sidmouth Street Reserve and the containers intended to remain within Montrose Terrace Reserve.
6. Sidmouth Street Reserve and Montrose Terrace Reserve are included within the Mairangi Bay Reserve Management Plan (2015). The Mairangi Bay Reserves Management Plan is currently under a review process. It is estimated that the Mairangi Bay Reserves Management Plan will be publicly notified in April 2025. Council staff support the relocation of the shipping containers on a temporary basis until the Mairangi Bay Reserves Management Plan process is completed.
7. Mana whenua consultation was undertaken on 25 January 2024, allowing 20 working days to respond. No responses were received.
8. An agreement for temporary occupation of the two reserves is proposed under section 53(1)(f) of the Reserves Act, for a term of 11 months. This term will allow for the completion of the Mairangi Bay Reserves Management Plan review process currently underway, to guide the future permanent arrangements.
9. This report recommends that the Hibiscus and Bays Local Board grants landowner approval to Mairangi Bay Surf Lifesaving Club Incorporated for the storage of the rescue boats and other equipment in the containers, as indicated in Figure 3 below, as an agreement to temporarily occupy the reserves.

## Ngā tūtohunga Recommendation/s

That the Hibiscus and Bays Local Board:

- a) whakaae / approve the landowner approval application from Mairangi Bay Surf Life Saving Club Incorporated for the temporary occupation of six shipping containers at Sidmouth Street Reserve, 10 Sidmouth Street and temporary occupation of two shipping containers at Montrose Terrace Reserve, 15 Montrose Terrace Mairangi Bay.
- b) whakaae / approve council entering into an agreement for temporary occupation with Mairangi Bay Surf Life Saving Club Incorporated at Sidmouth Street Reserve, 10 Sidmouth Street, Mairangi Bay and Montrose Terrace under s 53(1)(f) of the Reserves Act 1977 on the following terms:

<b>Licence area:</b>	356 m <sup>2</sup> at Sidmouth Street Reserve and 36 m <sup>2</sup> at Montrose Terrace
<b>Term:</b>	334 Days (11 months)
<b>Licence commencement date:</b>	On the day the containers are relocated to Sidmouth Street Reserve
<b>Licence fee:</b>	\$1,300.00 plus GST per annum
<b>Maintenance obligations:</b>	Mairangi Bay Surf Life Saving Club Incorporated will be responsible at its cost for the maintenance of the licence area

## Horopaki Context

10. The Mairangi Bay Surf Lifesaving Club (the club) have applied for temporary occupation of six containers, currently located within Montrose Terrace Reserve (Lot 155 DP 13311), to a new site within Sidmouth Street Reserve, 10 Sidmouth Street, Mairangi Bay. The containers are used to store patrol safety boats and other equipment.
11. Two existing 20-foot containers would remain in its current location at Montrose Terrace Reserve. The club have indicated that they intend to move the remaining containers to a non-council site near Rosedale.
12. The proposal consolidates most of the storage needs of the club into one location, tidying up the rest of Montrose Terrace Reserve and allowing for greater use of the reserve for public recreation.
13. The proposed licence area is for 356 square metres within Sidmouth Street Reserve and 36 square metres within Montrose Terrace Reserve, as shown in Figure 5 below.
14. The club would be responsible for all maintenance of the area, including the removal of any graffiti and weeds, and the mowing of the grass at Sidmouth Street Reserve.
15. The occupation of the reserves would be through an agreement for temporary occupation under Section 53(1)(f) of the Reserves Act, allowing for the review of the Mairangi Bay Reserve Management Plan to be completed and a permanent storage solution to be approved.
16. The proposed layout of the containers within Sidmouth Street Reserve is shown in Figure 1 below. The club is proposing to relocate four 20-foot containers and two 40-foot containers to the Sidmouth Street Reserve.



17. The club's proposal included the temporary occupation for two 20-foot containers within the Montrose Terrace. The reasons provided for this application is that the containers contain emergency equipment requiring instant access to the beach and water for lifesaving, and on this basis the club are proposing that the two containers would remain sitting next to the waterfront parking on the reserve. All other equipment such as boats and trailers in six containers would be moved to Sidmouth Street Reserve.
18. The club would access the containers from Sidmouth Street, with movements over tree roots and through the Montrose Terrace minimised.



Figure 1: Current occupation area (outlined in orange) and proposed occupation area in red (aerial view).

## Background

19. The Mairangi Bay Surf Lifesaving Club Incorporated has been in existence for over 50 years and currently holds a community lease with Auckland Council, over the area that their clubrooms are situated on, being part of Pt Allot 182 Parish of Takapuna, across the road from Montrose Terrace Reserve. The community lease is for a term of 10 years commencing 1 June 2013 until 30 May 2023. The lease is currently rolling over on a monthly basis until the reserve management plan review is completed.
20. The club provides a professional and experienced lifeguard service from Long Bay to Takapuna and runs a safe water education programme for schools, public and surf lifesaving club members.
21. The club previously had a boat shed adjoining the old Watercare pumpstation site but due to the redevelopment of the wastewater pumpstation, the shed was demolished while the pumpstation and other infrastructure was constructed.
22. Landowner approval for the storage of containers at Montrose Terrace (Lot 155 DP 13311) was approved by the Hibiscus and Bays Local Board at the 12 December 2018 business meeting ([HB/2018/213](#)). The location of the shipping containers was the same location that the 2015 Mairangi Bay Reserve Management Plan proposed for the club storage to be located. The final placement of containers was delayed until Watercare Services Limited had completed the resource consent for the pumpstation. The landowner approval was executed on 12 June 2021 and was for a period of 18 months.



Figure 2: Photo showing the current arrangement of containers on Montrose Terrace.

23. Residents of the Georgian Apartments have made council staff and the Hibiscus and Bays Local Board aware of concerns with the presence of the containers in Montrose Terrace Reserve, relating to the containers disrupting their views of the ocean and the park.
24. In January 2023 the club contacted council to extend the landowner approval and to construct a permanent storage solution at Sidmouth Street Reserve. The club were informed that council could not consider a permanent solution until the reserve management review process was completed.
25. An interim solution was proposed by the club where the club would relocate the containers to Sidmouth Street Reserve on a concrete pad to be constructed by Watercare Services Limited. The local board delegate for landowner approvals supported a variation to the land exchange agreement to allow Watercare to install the concrete pad.
26. In October 2024 the club applied for landowner approval for the occupation of the containers on Sidmouth Street Reserve.
27. The concrete foundation presented in the initial application from the club was not seen to be 'temporary' in nature due to the depth and the width that would impact on tree root health. With the agreement of the club, the application was put on hold until the conclusion of the reserve management plan review process.
28. Following a meeting between the club, residents of the Georgian Apartments, council staff and members of the local board, at the surf clubrooms on 29 January 2025, it was agreed that the club would reapply for landowner approval.

### **Sidmouth Street Reserve (10 Sidmouth Street, Mairangi Bay)**

29. 10 Sidmouth Street, Mairangi Bay (Sidmouth Street Reserve) is legally described as Section 1 SO 533161, comprised in Record of Title 1082696 as a classified recreation reserve.
30. Sidmouth Street Reserve was part of a land exchange agreement between Auckland Council and Watercare (dated 23 June 2020), whereby council and Watercare agreed to exchange 369m<sup>2</sup> of land from 12 Sidmouth Street to 10 Sidmouth Street. The new pumpstation was constructed at 12 Sidmouth Street and the old pumpstation area became a reserve. The pumpstation works were completed in 2024, with 10 Sidmouth becoming open to the public to use as reserve.

31. There are three large Pohutukawa trees within the vicinity of the proposed occupation area. The applicant must implement tree protection measures to prevent adverse effects on the trees.
32. There are no overlays, development restrictions or known sites of significance to Māori that would be affected by this proposal.
33. The proposed layout shown in Figure 3 below, will decrease movements from the containers over tree roots and through Montrose Terrace Reserve.

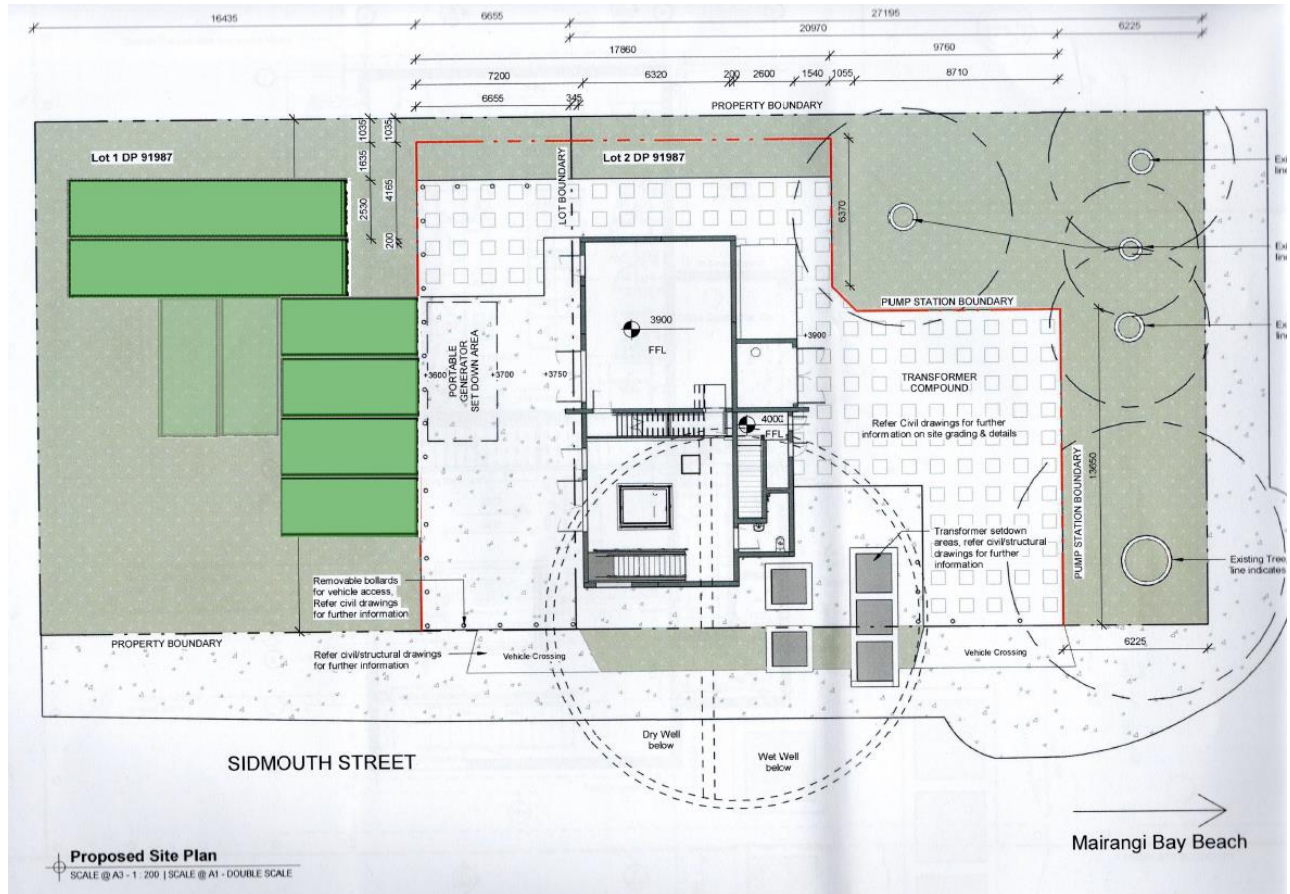


Figure 3: Plan showing the proposed arrangement of containers at 10 Sidmouth Street.

### Montrose Terrace

34. 15 Montrose Terrace in Mairangi Bay is described as Lot 155 DP 13311. Lot 155 is currently held in fee simple by Auckland Council as a classified recreation reserve and is subject to the provisions of the Reserves Act 1977.
35. The containers proposed to remain at Montrose Terrace Reserve are located near the eastern boundary (as shown in Figure 4 below), close to Sidmouth Street. The containers hold the emergency equipment and requires quick access to the beach for lifesaving activities.
36. The visual impact of the containers remaining in Montrose Terrace Reserve is minimised by them located around trees.



Figure 4: Photo of the existing container in Montrose Terrace to remain.

### Agreement for temporary occupation

37. An agreement for temporary occupation of the reserves is proposed.
38. Staff are recommending that council grants approval under section 53(1)(f) of the Reserves Act for a temporary occupation for a term of 11 months. The club will be required to apply after the 11-month term, noting the Mairangi Bay Reserves Management Plan is expected to be adopted before this time and provide certainty for the future use of the reserves. In the meantime, the club can also investigate permanent storage solutions before they need to reapply.
39. Public notification is not a requirement for this type of temporary occupation agreement under the Reserves Act. However, iwi consultation and local board approval is a requirement.

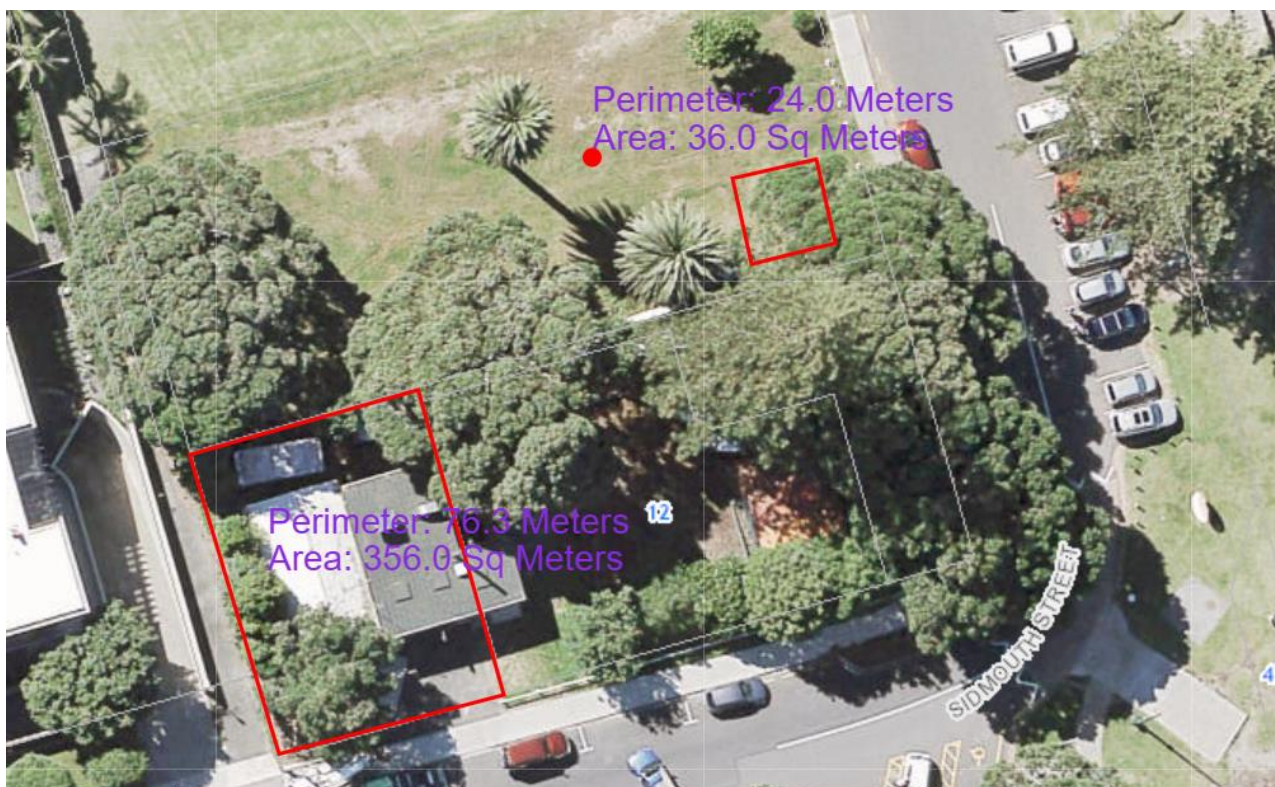


Figure 5: Photo showing the proposed licence area at Sidmouth Street Reserve and Montrose Reserve.

## Tātaritanga me ngā tohutohu Analysis and advice

### Mairangi Bay Reserves Management Plan 2015

40. The Mairangi Bay Reserves Management Plan (MBRMP) was adopted by the Hibiscus and Bays Local Board on 18 March 2015 ([HB/2015/18](#)) after extensive stakeholder and public consultation regarding concept design options for the Mairangi Bay Beach Reserves. This management plan contemplates an extended lease area to provide for redevelopment of the clubrooms and for boat storage area in Montrose Terrace (the area shaded orange and numbered 8 on the concept plan in Figure 6 below).
41. The current area being used for container storage includes the area shown as the clubs storage area. The occupation of Sidmouth Street Reserve would be continuation of the current use of the park, albeit in a slightly different location on the reserve until the future MBRMP variation is adopted and council is in a position to grant a lease to the club for their club rooms and permanent storage site.
42. A lease to the surf lifesaving club is contemplated within the MBRMP, suggesting that a lease to the club has long been considered as part of the reserves intended facilities.
43. Policy 6.3.5, set out in the MBRMP, details that the administering body, Auckland Council, contemplates an increased lease area for the Mairangi Bay Surf Lifesaving Club for new clubrooms (that includes a kiosk) and for boat storage (single story facility).
44. Until the final reserve management plan is adopted, there is uncertainty around the future use of the area and any decisions about a long-term lease or licence to the club should not be made until after the outcomes and formal adoption of the MBRMP have been finalised.



Figure 6: Mairangi Bay Beach Reserves Concept Plan (2015)

### Mairangi Bay Reserves Management Plan Review

45. On 27 June 2023, the Hibiscus and Bays Local Board approved the review of the Mairangi Bay Reserves Management Plan under the Reserves Act 1977, selecting a comprehensive process with two rounds of engagement (resolution [HB/2023/81](#)).
46. Between 24 August - 1 October 2023 the community submitted ideas informing the review, and on 24 October 2023 an engagement event with community and organisational stakeholders was held.
47. It is expected that staff will report to the March or April 2025 local board business meeting recommending public notification of the proposed amendments to the MBRMP, to obtain feedback from the Hibiscus and Bays community and mana whenua.
48. Until the final management plan is adopted, there is uncertainty around the future use of the reserve and any decisions about a long-term lease or licence to the club should not be made until after the outcomes and formal adoption of the MBRMP have been finalised.

### Assessment of the landowner approval application

49. Parks and Community Facilities are aiming to reduce the incremental increase of shipping containers and structures in parks. However, containers used as a temporary storage facility are a pragmatic and affordable solution for storage of equipment which facilitates activity and increased participation.
50. Storage containers on reserve or park land are viewed as exclusive occupation of the land and require Reserves Act 1977 (Act) approval.
51. Negative impacts of the container, such as loss of amenity, can be improved by painting the container a recessive colour. Anti-vandalism topcoat will also be required to discourage graffiti.

52. The proposed temporary relocation of containers is the continuation of an existing activity, however they will be consolidated in a smaller area' and clustered next to an existing building, allowing more use of Montrose Terrace for recreation activities.
53. Before the end of the 11 month period, the club will be required to apply to the council with a plan for a more permanent storage solution.
54. The Reserve Act permits an administering body to enter into an agreement for temporary occupation of land classified as a recreation reserve under either Section 53(1)(f).

#### **Option 1: approve temporary occupation of reserves**

55. The local board approve the landowner application for temporary occupation of six containers at Sidmouth Street Reserve from Mairangi Bay Surf Lifesaving Club Incorporated under section 53(1)(f) of the Reserves Act; and the local board approve temporary occupation of two shipping containers at Montrose Terrace Reserve, 15 Montrose Terrace Mairangi Bay.
56. The proposed temporary occupation will meet the club's storage needs on a smaller footprint and will open up the current container location for greater use by the public.
57. The relocation of the containers to Sidmouth Street Reserve was discussed at the 29 January 2025 meeting which included residents of the Georgian Apartments who expressed general support.
58. The proposal does not completely align with the terms of Section 53(1)(f) as the occupation is not for a set time, and the occupation may last for over a year while the MBRMP review process is undertaken and the applicant finalises a permanent storage solution, and then undertakes the community leasing and landowner approval process.
59. Approving under Section 53(1)(f) provides an immediate interim solution to alleviate concerns from the public about the continued use of the Montrose Terrace with containers and perceived lack of action and addresses the risk of the extended temporary occupation of the current site.
60. The club will be responsible for the re-instatement of the Montrose Terrace.
61. This is the recommended option.

#### **Option 2: decline application and request removal of containers**

62. If the local board declines the application, this will address the various concerns regarding the current reserve occupation but will preclude the applicant from having adequate storage for the safety rescue boats and associated equipment.
63. The club will be required to find alternative storage which could be a greater distance away and could possibly increase rescue response time.

### **Tauākī whakaaweawe āhuarangi Climate impact statement**

64. The proposal does not introduce any new source of emissions and therefore has no impact on greenhouse gas emissions. The containers are to be placed onsite temporarily and therefore will not have long term impacts on the land.
65. Climate change has the potential to impact the proposed container site as the area is located within a flood plain and within a coastal inundation zone.

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

66. The listed internal council specialists were contacted in relation to the application. All specialists have reviewed the proposed application, and a summary of the feedback is noted in the table below:

Table 1: Summary of specialists' feedback

Specialist	Feedback
<b>Parks and Places Specialist</b>	Does not oppose the proposal provided that all surf club equipment (trailers, vehicles) are located within Sidmouth Street Reserve and there is no spillover into Montrose Terrace. Would like the containers to be one colour as per the conditions of the previous landowner approval.
<b>Facilities Manager</b>	No objections to the proposal.
<b>Area Operations Manager</b>	No objections to the proposal provided that this is an interim measure until a permanent solution for storage is known.
<b>Senior Urban Forest Specialist</b>	Prefers the container layout shown in Figure 3 below as all other layout options proposed directed use towards the reserve trees. Has provided tree protection conditions as shown in the next steps.
<b>Community Lease Specialist</b>	No objections to proposal.

67. The proposed new licence to occupy has no identified impact on other parts of the council group. The views of council-controlled organisations were not required for the preparation of this report's advice.

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

68. The application aligns with the following Hibiscus and Bays Local Board Plan 2023 outcomes and objectives:

Table 2: Hibiscus and Bays Local Board Plan 2023 outcomes and objectives.

Outcome	Objective
<b>Outcome Community:</b> <b>there is nowhere better than our local parks and reserves for a picnic, a sports game or meeting friends</b>	“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”. The proposal will relocate the existing containers to a more compact arrangement near existing buildings, increasing the usable reserve space.

69. The Hibiscus and Bays Local Board approved the storage of containers at Montrose Terrace (Lot 155 DP 13311) to enable the demolition of their previous storage site at 10 Sidmouth Street to enable Watercare Services Limited to develop a new pumpstation.
70. The Hibiscus and Bays Local Board approved the land exchange between Watercare Services Limited and Council where the containers are proposed to be relocated to at the old pumpstation site (resolution [HB/2020/61](#)).

## Tauākī whakaaweawe Māori Māori impact statement

71. Auckland Council is committed to meeting its responsibilities under Te Tiriti o Waitangi which are articulated in the council's key strategic planning documents the Auckland Plan, the



Long-term Plan 2024-2034, the Auckland Unitary Plan (Operative in Part), individual local board plans and Kia Ora Tāmaki Makaurau – the Māori Outcomes Performance Measurement Framework.

72. The relevant statutory Treaty of Waitangi / te Tiriti o Waitangi obligations are important. The Reserves Act 1977 is one of the Acts in the First Schedule to the Conservation Act 1987. Section 4 of the Conservation Act contains an obligation to give effect to the principles of the Treaty of Waitangi / te Tiriti o Waitangi.
73. As such, in performing functions and duties under the Reserves Act, decision-makers must interpret the Reserves Act to give effect to the principles of te Tiriti o Waitangi. Treaty obligations are overarching and not something to be considered or applied after all other matters are considered.
74. Treaty principles likely to be relevant include the following:
- partnership – the mutual duties to act towards each other reasonably and in good faith are the core of the Treaty partnership
  - informed decision making – being well-informed of the mana whenua interests and views. Early consultation is a means to achieve informed decision-making
  - active protection – this involves the active protection of Māori interests retained under te Tiriti / the Treaty. It includes the promise to protect rangatiratanga and taonga.
75. The Local Government Act requires that council must take into account community interests, and that council should provide opportunities for Māori to contribute to decision making processes.
76. There are no known sites of value or significance to mana whenua or Cultural Heritage Inventory sites identified in the Auckland Unitary Plan - Operative in Part in relation to the application. No excavation is proposed, so it is unlikely that any archaeological sites will be uncovered, however all landowner approvals include the conditions that:
- “should any items and/or artefacts of significance or value to Mana Whenua surface during the works, all works must cease immediately and accidental discovery protocol and notification procedures must be administered and followed”.
77. Mana whenua consultation was undertaken on 25 January 2024 and involved written correspondence detailing information on the proposed landowner approval and agreement to occupy. This was forwarded to iwi groups allowing 20 working days to respond. No feedback was received during the consultation process.

## Ngā ritenga ā-pūtea Financial implications

78. All costs relating to the landowner approval and preparation of the licence to occupy are borne by Parks and Community Facilities.
79. All ongoing maintenance of the licenced area including any reinstatement required after placement and during delivery will be managed by the applicant. The applicant will reinstate the current container location at Montrose Terrace. There are no material financial operational implications for the Hibiscus and Bays Local Board over and above the existing maintenance requirements of the reserve.
80. On 8 June 2023, the 2023/2024 Annual Budget was approved by the Governing Body, which included changes to the Community Occupancy Guidelines of the rent fee for a community ground lease from \$1 per annum to \$1,300 plus GST per annum effective from 1 July 2023.
81. If the local board chooses to retain the level of rent at \$1, there will be no requirement for the local board to top up the community lease revenue. However, the local board will not have the benefit of the additional revenue of \$1,300 per annum over the initial term of the lease. The level of rent can be reviewed on renewal of the lease and at the expiry of the initial term.

82. Staff have obtained support from Financial Advisory. No concerns were raised regarding the financial implications for the proposed landowner approval and licence to occupy.

## Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

83. The risks and mitigations for approving the application are shown in table 3 below.

Table 3. Identified risks of approving the application

Risk	Mitigation	Risk rating
<b>Visual impact – industrial appearance, vandalism, un-tidy</b>	<p>The containers are already located within the Montrose Terrace. The relocation of the containers are likely to reduce complaints, as the location proposed is over a smaller footprint and clustered next to an existing building (new pumpstation).</p> <p>The club will be responsible for all maintenance and graffiti removal. Conditions will be included in the licence to occupy requiring this. The approval is for a limited timeframe.</p>	Low
<b>Damage to turf/assets and trees</b>	<p>The group will be required to meet with the facilities manager to confirm the date of installation. Any reinstatement required will be at the expense of the club.</p> <p>Tree protection measures will be in place and the club will be required to monitor the health of the trees.</p>	Low
<b>Other users may see the container and request container for their equipment storage</b>	<p>There have been no landowner approval applications from any other applicants at this park. If this does occur, in the first instance they will be directed to the applicant to discuss sharing space. Any application will be assessed on its merits.</p>	Low

84. Any risks associated with the granting of landowner approval are considered to be relatively minor. By granting approval the club will be able to focus on the development of their plans for new facilities, including permanent storage, once the MBRMP has been adopted.

85. There is a risk that the MBRMP process will not be adopted within the 11 month timeframe. An application to occupy the reserves would be required and staff will have to undertake consultation processes in accordance with the Reserves Act.

## Ngā koringa ā-muri Next steps

86. Subject to the Hibiscus and Bays Local Board's approval, a decision will be communicated to the group with a formal landowner approval letter. Conditions will be placed in the landowner approval regarding (but not limited to):

- an agreement to temporarily occupy the reserves for 11 months

- tree protection measures:
  - the urban forest specialist provided five days' notice of moving the containers so they can observe the movement
  - prior to placement of containers or structures within the root zone of Auckland Council trees, a minimum depth of 150mm of aged tree mulch shall be installed, including a buffer of a minimum of 1m around the outside of the footprint (with the exception of where there is existing hardstand)
  - the containers are to be placed on blocks at each corner with a footprint of 300mmx300mm so there is no point loading
  - where ongoing vehicle movements are required within the root zone of Auckland Council trees, appropriate ground protection must be temporarily installed – the ground protection device must be appropriate to the size and weight of the vehicle
  - no pruning or damage is to occur to any Auckland Council trees
  - should it become apparent that any trees are becoming adversely affected by the placement of structures or activities within their root zone, then the activities must cease and Auckland Council's arborist will review and outline what action is required.
- health and safety conditions, such as having a spotter during container placement
- any damage to the park during relocation or shall be reinstated
- the containers to be painted a visually recessive colour to visually mitigate amenity affects
- ongoing maintenance of the containers and grassed area including graffiti removal and mowing
- no equipment to be left on the reserve outside of the containers
- no storage of hazardous chemicals
- ensuring the applicant controls rubbish at the site
- reinstatement of Montrose Terrace Reserve to its original condition, following relocation
- following the completion of the agreement period, all containers and equipment within Sidmouth Street Reserve shall be removed and the ground reinstated to its current condition.

87. Staff will engage with the Mairangi Bay Surf Lifesaving Club Incorporated to finalise the agreement to occupy and subsequent documentation.

## Ngā tāpirihanga Attachments

There are no attachments for this report.

## Ngā kaihaina Signatories

Author	Glenn Riddell - Senior Land Use Advisor
Authorisers	Kim O'Neill - Head of Property & Commercial Business Lesley Jenkins - Local Area Manager

**Item 12**

## Proposed new community lease to Weiti Boating Club Incorporated at Wade River Road Reserve, 1 Fairhaven Walk, Arkles Bay, Whangaparāoa

File No.: CP2025/03264

Item 13

### Te take mō te pūrongo Purpose of the report

1. To approve a new community lease to Weiti Boating Club Incorporated at Wade River Road Reserve, 1 Fairhaven Walk, Arkles Bay, Whangaparāoa.

### Whakarāpopototanga matua Executive summary

2. Weiti Boating Club Incorporated seeks a new community lease to continue occupation and operation from a tenant-owned building at 1 Fairhaven Walk, Arkles Bay, Whangaparāoa (as shown in Attachment A to the agenda report).
3. Weiti Boating Club Incorporated currently holds the lease on the ground which will reach final expiry on 31 March 2025. On expiry, the lease will roll over on a month-by-month basis on the same terms and conditions until terminated or a new lease is granted.
4. The new lease was identified and approved by the Hibiscus and Bays Local Board as part of its Customer and Community Services: Community Leases Work Programme 2024/2025 at their 25 June 2024 local board meeting (resolution number HB/2024/73).
5. Weiti Boating Club Incorporated offers community activities such as boating, facilities of pile moorings, a boat maintenance area, a maintenance shed and a full social programme. These activities align with / support the Hibiscus and Bays Local Board Plan 2023:
  - Our Community – we have more opportunities to connect for recreation, play and to help others in our community than ever before.
6. Weiti Boating Club Incorporated has provided all required information including financials, showing that it has sufficient funds, and it is being managed appropriately. They have all the necessary insurance cover, including public liability insurance, in place.
7. As this is a tenant-owned building, they have an automatic right to re-apply for a new lease at the end of their occupancy term.
8. A site visit has been undertaken by staff on 9 October 2024 and the facility appears to be well managed and maintained.
9. A Community Outcomes Plan has been prepared and is attached to this report (Attachment B to the agenda report).
10. Staff recommend implementing the new rent of \$1300 plus GST per annum in accordance with the updated community occupancy charges under the Community Occupancy Guidelines (updated July 2023).
11. This report recommends that a new community lease be granted to Weiti Boating Club Incorporated for a term of 10 years commencing from 1 April 2025 with one 10-year right of renewal.
12. If the local board decides to grant the proposed new community lease, staff will work with the lessee to finalise the lease agreement.

## Ngā tūtohunga Recommendation/s

That the Hibiscus and Bays Local Board:

- a) whakaae / approve under Section 61b(2A) (a) a new community lease to Weiti Boating Club Incorporated for an area comprising approximately 6,747m<sup>2</sup> located at 1 Fairhaven Walk, Arkles Bay, Whangaparāoa on the land legally described as Allot 667 PSH OF Waiwera under the Local Government Act 2002 (as per Attachment A to the agenda report – Site Map), subject to the following terms and conditions:
  - i) term – 10 years, commencing 1 April 2025, with one 10-year right of renewal
  - ii) rent – \$1300.00 plus GST per annum
  - iii) Community Outcomes Plan - to be appended to the lease as a schedule of the lease agreement (as per Attachment B to the agenda report – Community Outcomes Plan).
- b) whakaae / approve all other terms and conditions in accordance with the Local Government Act 2002, the Auckland Council Community Occupancy Guidelines 2012 (updated July 2023), and the Auckland Council standard form community lease agreement for a new community lease to Weiti Boating Club Incorporated for an area comprising approximately 6,747m<sup>2</sup> located at 1 Fairhaven Walk, Arkles Bay, Whangaparāoa.

## Horopaki Context

13. Local boards have the allocated authority relating to local, recreation, sport, and community facilities, including community leasing matters.
14. The Hibiscus and Bays Local Board approved the Customer and Community Services: Community Leases Work Programme 2024/2025 at their local board meeting on 25 June 2024 (resolution number HB/2024/73).
15. The progression of this lease to Weiti Boating Club at Wade River Road Reserve, 1 Fairhaven Walk, Arkles Bay, Whangaparāoa was part of the approved work programme.
16. This report considers the new community lease as approved on the work programme.

## Land, building and lease

17. Wade River Road Reserve is located at 1 Fairhaven Walk, Arkles Bay, Whangaparāoa (Attachment A - Site Plan - Wade River Road Reserve, 1 Fairhaven Walk, Arkles Bay, Whangaparāoa). The land is legally described as Allot 667 PSH OF Waiwera held in fee simple (owned) by Auckland Council under the Local Government Act 2002.
18. Weiti Boating Club Incorporated holds a community lease for a tenant-owned building on the council-owned land situated at Wade River Road Reserve is located at 1 Fairhaven Walk, Arkles Bay, Whangaparāoa.
19. For a tenant-owned building, all operational and maintenance costs are borne by the lessee.
20. Staff undertook a site visit on 9 October 2024 and have found the building to be well maintained. For over 50 years the group have maintained a regime of upgrades and preventative maintenance on the land and its buildings.
21. The building is primarily used by the group to provide affordable boating and social activities to include weddings and family gatherings for members and their families that are being delivered from the building.
22. These programmes provide boating activities, themed social events, educational evenings, and community involvement benefits from activities that are being delivered from the building.

## Weiti Boating Club Incorporated

23. Weiti Boating Club (the club) Incorporated was established in 1960s with the support of the Waitemata County Council.
24. Through the 1970's the club established a haul out area for boat maintenance and built a floating pontoon and wharf. A diesel pump was installed on the wharf for all mariners.
25. The next decades saw a continuation of hardstand placement, seawalls built and more infrastructure such as dinghy lockers and sheds on the property. Maintenance and upgrades to the clubhouse took place in later years and membership continued to grow.
26. The club's primary purpose today is to provide multiple services to the community and its members including boat moorings, a boat ramp for launching and hauling boats, a hardstand for boat maintenance and a large boatshed for maintenance work. They offer hauling and re-launch services plus use of plant and equipment.
27. The club runs a full calendar of events throughout the year including yacht racing, prize giving, themed social events and educational evenings. A bar is run on the premises for many of these events.
28. The club has been based on the Wade River for 58 years. It is well known within the local community, Auckland region and New Zealand through its sailing activities.
29. The Weiti Boating Club receives income from moorings, hardstand charges, membership fees, some donations and grants.
30. The club has one of the boat ramps on the eastern side of the Whangaparāoa Peninsula and is available to the public and its members. There is high demand over the summer months for the boating services and social activities.
31. The group's membership is open to all in the community who have an interest in boating or wanting a mooring for their vessel.
32. The club currently has 346 members with 80 per cent of its members, users or customers reside in the local area and 20 per cent from outside the local area.
33. The group's activities are coordinated alongside both Manly Sailing Club and Gulf Harbour Yacht Club giving a cross flow of participation in events with the additional benefit of shared resources.
34. The group is acutely aware of its role in protecting the environment, being positioned in a unique situation.
35. They control hardstand runoff with a modern filtration system. They work within the guidelines of the 'Clean Boating' policy, allowing members to clean boat hulls on piles or using the latest in sublift technology offering a fast haul and clean in a captured area ensuring all runoff is again passed through the filtration system.

## Tātaritanga me ngā tohutohu Analysis and advice

36. Under the Community Occupancy Guidelines 2012 (updated July 2023), groups that own their own buildings have an automatic right to re-apply for a new lease at the end of their occupancy term. Weiti Boating Club Incorporated is exercising this right by applying for a new lease. The local board has the discretion to vary the term of the lease if it wishes. However, the guidelines suggest that where a term is varied, it aligns to one of the recommended terms.

## Public notification and engagement

37. Under the Local Government Act 2002, Auckland Council must publicly notify its intention to grant a new community lease if the term is longer than six-months in duration. However,

as the group is contemplated on the recently adopted Hibiscus and Bays Local Park Management Plan 2022, public notification and iwi engagement is not required.

Item 13

### Assessment of the application

38. The group has submitted a comprehensive application supporting the new lease request and is able to demonstrate its ability to deliver sailing activities.
39. The area proposed to be leased to the group consists of approximately 6,747m<sup>2</sup> and is outlined in Attachment A – Site Map.
40. The group has provided financial details which show that accounting records are being kept, funds are being managed appropriately and there are sufficient funds to meet liabilities.
41. The group has all necessary insurance cover, including public liability insurance, in place.
42. The group provides valuable community activities such as boating, facilities of pile moorings, a boat maintenance area, a maintenance shed and a full social programme to local community.
43. A Community Outcomes Plan has been negotiated with Weiti Boating Club Incorporated to identify the benefits it will provide to the community. This will be attached as a schedule to the lease agreement and is attached to the report as Attachment B.
44. Staff recommend that a new community lease be granted to Weiti Boating Club Incorporated for a term of 10 years commencing from 1 April 2025 with one 10-year right of renewal.

### Tauākī whakaaweawe āhuarangi Climate impact statement

45. It is anticipated that activation of the building will not result in an increase of greenhouse gas emission. A shared workspace/community space will however decrease overall energy use, as users will not consume energy at individual workspaces. The shared space will provide opportunity and enable people to enjoy positive healthy lifestyles and will increase capability and connections within local community.
46. To improve environmental outcomes and mitigate climate change impacts, the council advocates that each lease holder:
  - use sustainable waste, energy, and water efficiency systems
  - use eco labelled products and services
  - seek opportunities to reduce greenhouse gas emissions from lease-related activities.
47. All measures taken are aimed at meeting council's climate goals, as set out in Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan, which are:
  - to reduce greenhouse gas emissions to reach net zero emissions by 2050 and
  - to prepare the region for the adverse impacts of climate change.
48. Climate change has a likely potential to impact the lease, as part of the leased area is located in a coastal inundation zone.
49. Consideration of coastal hazards and climate change impacts in this area are addressed through the Whangaparāoa Shoreline Adaptation Plan (SAP).
50. The shoreline adaptation plans are being completed across the Auckland region to consider the impacts of coastal hazards and climate change and respective management strategies for council owned land and assets in the short, medium, and long term.
51. For this area (Stretch 34), the SAP has a recommend strategy of Hold the Line- Maintain Structure and notes *"This area is currently leased from Auckland Council and supports the Weiti Boat Club. In the short and medium term, the revetment protecting this area will continue to guard against erosion but not coastal inundation. At the end of the asset's life an*



*options assessment for this area that considers the increasing risk from inundation will need to be developed. It is recommended that the local community be consulted when future management options for this area are considered”.*

52. Below are snips from Auckland Council (AC) Geomaps that represent the coastal inundation extent under the one per cent AEP (100-year return period) coastal storm event, and one per cent AEP plus one metre of sea-level rise, respectively. This demonstrates that the coastal edge will be exposed to intermittent, temporary coastal inundation in the present day during extreme events. However, with ongoing sea-level rise the frequency, magnitude, and extent of flooding of the area will increase and prompt a need for further consideration of use and risk management in this area as reflected in the SAP.
53. The rock revetments protecting the coastal edge are council-owned and currently assessed to be condition 2 – good but will not provide protection from coastal inundation. There are currently no plans in place to address longer term risks.



Figure 1: Map of the coastal inundation extent

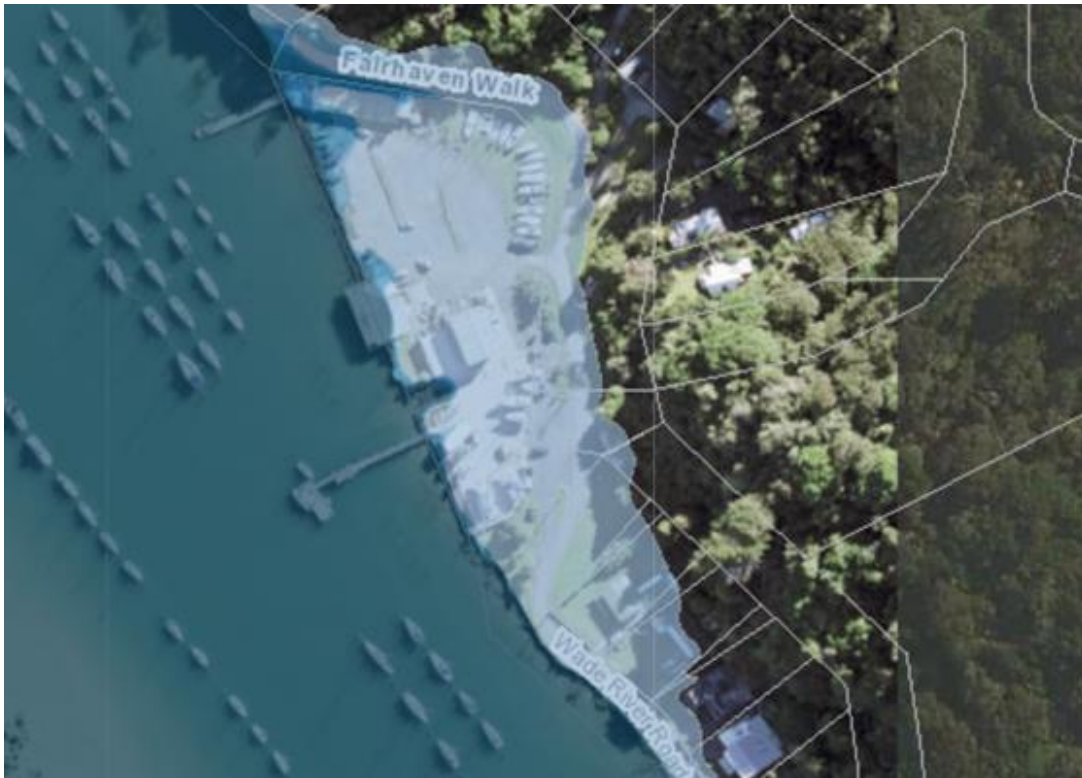


Figure 2: Map of the coastal inundation extent with ongoing sea-level rising.

54. In light of the above information, staff from Coastal Management recommend the proposed new lease could be granted. However, noting the uncertainty associated with timeframes for future sea-level rise and the risks of coastal inundation, it would be prudent to limit the tenure of the lease to prompt future assessment of the site and consideration of appropriate management options.
55. The club have been notified regarding the climate impact risks at this location.
56. As the building is tenant-owned, the group are expected to mitigate against or prepare for any climate change impacts on their assets at this location. The group has further advised that the club will consider the possibility of having to lift the building structures in the longer term if the effects of climate change continue at present rates. The largest asset being the Clubhouse sits on wooden piles and lifting is a practical possibility.

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

57. Council staff from the Community Directorate, including Area Operations, Parks and Places and the Community Broker have been consulted. They are supportive of the proposed new lease.
58. The proposed new lease has no identified impact on other parts of the council group. The views of council-controlled organisations were not required for the preparation of this report's advice.

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

59. The proposed new lease will benefit the community by enabling initiatives that promote sailing related activities for the Hibiscus and Bays Local Board area and its surrounding communities.
60. The assessment of the application was discussed with the Hibiscus and Bays Local Board through a memo on 18 November 2024.

61. The delivered activities align with the Hibiscus and Bays Local Board Plan 2023 outcomes and objectives:
- Our Community - we have more opportunities to connect for recreation, play and to help others in our community than ever before.

## **Tauākī whakaaweawe Māori** **Māori impact statement**

62. As the group is contemplated on the recently adopted Hibiscus and Bays Local Park Management Plan 2022, public notification and iwi engagement is not required.
63. The lessees have agreed, via Community Outcomes Plans, to deliver Māori Outcomes that reflect their local community as per Attachment B.
64. The leases will benefit Māori and the wider community by enhancing Māori education, health and well-being through affordable sailing and social services offered by these community leases.
65. Auckland Council is committed to meeting its responsibilities under Te Tiriti o Waitangi and its statutory obligations and relationship commitments to Māori. The council recognises these responsibilities are distinct from the Crown's Treaty obligations and fall within a local government Tāmaki Makaurau context.
66. These commitments are articulated in the council's key strategic planning documents the Auckland Plan, the Long-term Plan 2024-2034, the Unitary Plan operative in part, individual local board plans and in Whiria Te Muka Tangata – Auckland Council's Māori Responsiveness Framework.
67. Community leasing aims to increase Māori wellbeing through targeted support for Māori community development projects.
68. Community leases support a wide range of activities and groups. Leases are awarded based on an understanding of local needs, interests and priorities. The activities and services provided by leaseholders create benefits for many local communities, including Māori.

## **Ngā ritenga ā-pūtea** **Financial implications**

69. On 8 June 2023, the 2023/2024 Annual Budget was approved by the Governing Body, which included changes to the Community Occupancy Guidelines of the rent fee for a community ground lease from \$1.00 per annum to \$1300.00 plus GST per annum taking effect from 1 July 2023.
70. The group has been advised of the rent level of \$1300.00 plus GST per annum and understands that this will be an additional cost incurred as part of this lease application.
71. Staff have included the new rent level (\$1300.00 plus GST per annum) as a recommendation to the local board in accordance with the Community Occupancy Guidelines (updated July 2023).
72. The final decision lies with the local board for charging rent to community groups subject to a new lease application.
73. If the local board chooses to retain the level of rent at \$1.00, there will be no requirement for the local board to top up the community lease revenue budget.
74. Should the local board agree to implement the \$1300.00 rent, the local board would receive a financial benefit over the lifetime of the lease.
75. The cost recovery increases for community lessees and licensees will provide local boards with a financial lever to ease their respective budgetary constraints.

76. Staff have consulted with the Financial Advisory department of the council. No concerns were raised regarding the financial implications for the proposed new community lease to the group for the tenant-owned building located at Wade River Road Reserve, 1 Fairhaven Walk, Arkles Bay, Whangaparāoa.
77. Ongoing maintenance of these assets including operational costs will be covered by the lessee.
78. As referred to in point 56 under the climate impact statement section, climate risks and mitigations are likely to require financial investment. Weiti Boating Club Incorporated has confirmed the financial capacity to protect and manage its assets, including the Clubhouse. This type of investment is supported by a guaranteed income stream from boat moorings, subscriptions, and hardstand rentals, of which approximately 40 per cent per annum is allocated to asset maintenance and risk mitigation projects.

## Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

79. Risks arising particularly from the proposed ground lease in relation to climate impact and governance issues have been accounted for and mitigated in our recommendations to the local board and by discussing this with the group.
80. Should the local board resolve not to grant the proposed community lease, the group's ability to undertake all current and future activities will be negatively impacted. This will have an adverse impact on the achievement of the desired local board plan outcomes.
81. The new lease affords the groups security of tenure, enabling them to attend to the scheduled maintenance of the facility. Should the building remain unoccupied, there is a risk associated with the lack of maintenance and possible improvements. Council will be liable for the asset/s regardless of whether budget is allocated to or identified for renewals. The renewal of the building will also not appear in the annual work programme.

## Ngā koringa ā-muri Next steps

82. If the local board resolves to the grant the proposed new community leases, staff will work with Weiti Boating Club Incorporated to finalise the lease agreement in accordance with the local board decision.

## Ngā tāpirihanga Attachments

No.	Title	Page
<a href="#">A</a>	Site Map - 1 Fairhaven Walk, Wade Heads, Whangaparāoa	47
<a href="#">B</a>	Community Outcome Plan	49

## Ngā kaihaina Signatories

Author	Angela Zafar - Community Lease Specialist
Authorisers	Kim O'Neill - Head of Property & Commercial Business Lesley Jenkins - Local Area Manager





**Attachment A: Site Plan for the Weiti Boating Club Inc, 1 Fairhaven Walk, Wade Heads, Whangaparāoa 0932**

Location Map and Lease Area  
Lease area outlined in green (approximately 6,747m<sup>2</sup>)







## Community Outcomes Plan

<b>Tenant</b>	Weiti Boating Club Incorporated
<b>Name and Location of Land/Facility</b>	Wade River Road Reserve, 1 Fairhaven Walk, Arkles Bay, Whangaparāoa
<b>Local Board Area</b>	Hibiscus and Bays Local Board
<b>Financial Year</b>	2024/2025
<b>Annual Reporting Date</b>	June 2025
<b>Premises Extent (in m<sup>2</sup>)</b>	6,747m <sup>2</sup>

Performance indicator	Measurement	Target	Tenant result	Verification source
<b>Benefit for Māori</b>				
Māori membership	The percentage of the Tenant's members who identify as Māori at the Reporting Date	7.2 %		membership register
Māori outcomes	Total number of hours that the Tenant has provided programming, activities or services, related to Māori well-being for the Financial Year	181.44 Hours		programming schedule
Māori participation	Total number of Māori participating in programmes, activities or services related to Māori wellbeing education for the Financial Year	25 Participants		programming schedule
<b>Community Outcomes</b>				
Membership numbers	The total number of members at the Reporting Date	346 Members		membership register
Community use	Total number of participants/visitors/ users/customers attended to for the Financial Year	346 People		customer log, enrolment register
Formal programming	Total number of hours that the Tenant has spent providing services, programming, or activities, related to the provision of boating and social services for the Financial Year	2,520 Hours		programming or activity schedule, other supporting documentation
Full time employees	Minimum number of full-time employees (working 30 hours or more per week), at the Reporting Date	0 People		financial statements
Part time employees	Minimum number of part-time employees (working less than 30 hours per week), at the Reporting Date	1 Person		financial statements
Volunteer hours	Total number of volunteer hours for the Financial Year	10 Hours		annual report/financial statements

Formal hireage	Total number of events hosted at the Premises for the Financial Year	0 Events		hireage schedule
<b>Equity</b>				
Low participation and diverse community usage	Total number of hours spent providing services, programming or activities aimed at the Pasifika Community for the Financial Year	181.44 Hours		programming schedule
<b>Asset management</b>				
Facility maintenance plan	Copy of facility maintenance plan	Applicable		Facilities Maintenance Plan
Asset condition	Building condition (grade)	Applicable		Building condition report, not older than 5 years
<b>Governance</b>				
Committee turnover	Percentage of the Tenant's management committee turnover for the Financial Year	<75%		Committee member register
<b>Financial</b>				
Leverage	Total assets against liabilities at the Reporting Date	1 to 1		Financial statements
Cash reserves	Total amount of cash in hand at the Reporting Date	\$5,000		Financial statements

<b>Checklist of documents to be included (not all may be applicable)</b>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
1	Incorporated or charitable trust registration documents	<input checked="" type="checkbox"/>	
2	Financial accounts and report	<input checked="" type="checkbox"/>	
3	Public liability insurance certificate	<input checked="" type="checkbox"/>	
4	Management committee register with contact details	<input checked="" type="checkbox"/>	
5	Membership register	<input checked="" type="checkbox"/>	
6	Programming schedule	<input checked="" type="checkbox"/>	
7	Enrolment register	<input checked="" type="checkbox"/>	
8	Customer report	<input checked="" type="checkbox"/>	
9	Hireage report	<input checked="" type="checkbox"/>	
10	Building insurance (tenant-owned buildings only)	<input checked="" type="checkbox"/>	
11	Facilities maintenance plan (tenant-owned buildings only)	<input checked="" type="checkbox"/>	
12	Building condition report (tenant-owned buildings only)	<input checked="" type="checkbox"/>	

# Auckland Transport Kōkiri / Local Board Transport Agreement - Quarterly update March 2025

File No.: CP2025/03623

Item 14

## Te take mō te pūrongo

### Purpose of the report

1. To receive the March 2025 quarterly update on the Kōkiri / Local Board Transport Agreement 2024-2025.
2. To endorse the Browns Bay Town Centre safety improvement project for public engagement.

## Whakarāpopototanga matua

### Executive summary

3. The Kōkiri Agreement 2024-2025 is a local board's engagement plan with Auckland Transport's work programme.
4. Developing the agreement is an annual process. During this process Auckland Transport provides advice on its work programme, seeks feedback from the local board, responds to this feedback, and establishes an endorsed plan for engaging on work in the local board area.
5. This report provides an update on projects in the local board's Kōkiri / Local Board Transport Agreement 2024-2025.

## Ngā tūtohunga

### Recommendation/s

That the Hibiscus and Bays Local Board:

- a) whiwhi / receive the March 2025 quarterly update on the Kōkiri / Local Board Transport Agreement 2024-2025.
- b) ohia / endorse the Browns Bay Town Centre safety improvement project for public engagement.

## Horopaki

### Context

6. In mid-2023, development of the Kōkiri / Local Board Transport Agreement 2024-2025 (Kōkiri Agreement) was initiated to build a more structured and supportive relationship between local boards and Auckland Transport (AT). The Kōkiri Agreement is formed thru an annual process that includes the following steps:

<b>October/November</b>	Auckland Transport provides quality advice to local boards on the next financial year's work programme.
<b>March</b>	Local boards provide their feedback, prioritise projects or programmes, and request levels of engagement for each project.
<b>April/May</b>	Auckland Transport responds to that feedback, and a Kōkiri Agreement is written for each local board.

<b>June/July</b>	Auckland Transport seeks formal endorsement of the Kōkiri Agreement from local boards.
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7. Auckland Transport reports quarterly on the prioritised projects and programmes listed in the local board’s Kōkiri Agreement.
8. This process provides a clear annual structure for engaging with AT. Local boards are able to influence Auckland Transport’s work programme through the annual Kōkiri Agreement process.

## Tātaritanga me ngā tohutohu Analysis and advice

9. Kōkiri Agreements prioritise the projects or programmes that are of most interest to the local board. Clear local board prioritisation provides Auckland Transport with expectations of transport related objectives, in addition to the objectives provided in the local board plan. This information helps AT to either inform its planning or to offer better explanations for why certain projects or programmes cannot be delivered.
10. However, plans evolve and change, so AT reports quarterly on progress of projects in the Kōkiri Agreement. This means that local boards are kept informed and have a regular opportunity to provide formal feedback to AT about their work programme.
11. The levels of engagement in the Kōkiri Agreement are derived from the International Association for Public Participation’s (IAP2) doctrine and are as follows:

<b>Collaboration</b>	Auckland Transport and the local board work 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.
<b>Consultation</b>	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.
<b>Informing</b>	Auckland Transport leads the project or programme informing the local board about progress. Local board members may be asked to provide their local knowledge and insight by AT, however there is no expectation that the project must be modified based on that input.

12. Attachment A to the agenda report provides updates about all projects and programmes currently listed in this local board’s Kōkiri Agreement 2024/2025. This report also includes the following attachments:
  - attachment B to the agenda report is a quarterly update on road maintenance activities
  - attachment C to the agenda report is a copy of the Browns Bay Town Centre Safety Improvements workshop presentation.

## Tauākī whakaaweawe āhuarangi Climate impact statement

13. This report does not have a direct impact on climate, however the projects it refers to will.
14. 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.

15. Auckland Transport reviews the potential climate impacts of all projects and works hard to minimise carbon emissions. AT'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

16. The Kōkiri Agreement is a product of the Local Board Relationship Project. Auckland Transport started the project in response to a 2022 'Letter of Expectation' directive from the Mayor that stated in part that:  
*"The Statement of Intent 2023-2026 must set out how AT will achieve closer local board involvement in the design and planning stage of local transport projects that affect their communities."*
17. The Kōkiri Agreement gives effect to this intent. Auckland Transport receives local board feedback via regular engagement. Auckland Transport also surveys local board members quarterly about engagement, providing an indication of satisfaction.
18. The Kōkiri Agreement was developed working closely with Auckland Council's Governance and Engagement department.
19. The Kōkiri Agreement is reported to the local board Chair's Forum on a regular basis.
20. This work relies on historical engagement with both Auckland Council and with other major council-controlled organisations (CCOs) through the previous joint CCO engagement plans.

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

21. The local board endorsed the Kōkiri Agreement 2024-2025 at their 23 July 2024 business meeting. This report provides a quarterly update on projects in the agreement.
22. The local board has received a presentation on the Browns Bay Town Centre Safety Improvements project via workshop on 11 February 2025. The proposal has been reviewed by a working group made up of local board members, and the Browns Bay Business Association. This project is at an agreed 'Consult' level of engagement with the local board. At that workshop, the local board indicated they were happy for the proposal to proceed to public engagement.

## Tauākī whakaaweawe Māori Māori impact statement

23. 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.
24. Auckland Transport's Māori Responsiveness Plan outlines the commitment to 19 mana whenua 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>
25. The Kōkiri Agreement is focused on AT's interaction with local boards, as such Māori input was not sought at a programme level. However, when individual projects or operational activities have impact on water or land, AT engages with iwi to seek their views. These views are shared in reports seeking decisions from the local board.

## Ngā ritenga ā-pūtea Financial implications

26. Generally, this report has limited financial implications for the local board because Auckland Transport funds all projects and programmes. However, local boards do have a transport budget, called the Local Board Transport Capital Fund.

27. Updates about Local Board Transport Capital Fund projects are included in this report, but financial implications are reported separately, in project specific decision reports.

## Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

28. If a local board provides any formal direction on changes to the Kōkiri Agreement, there are risks to consider. Firstly, the local board needs to be able to commit to the time required for the level of engagement requested. If decisions are not able to be made or are slowed down by local board decision-making, there can be significant financial costs.
29. Auckland Transport suggests that this risk is mitigated by the local board providing sufficient workshop time to allow for timely discussion of activities listed in Kōkiri Agreement.

## Ngā koringa ā-muri Next steps

30. After local boards receive this report, AT will respond to any additional resolutions.
31. The next quarterly report is planned for June 2025.

## Ngā tāpirihanga Attachments

No.	Title	Page
<a href="#">A</a>	Schedule of Kōkiri Agreement updates	55
<a href="#">B</a>	Road maintenance activities	61
<a href="#">C</a>	Browns Bay Town Centre Safety Improvements presentation	63

## Ngā kaihaina Signatories

Author	Beth Houlbrooke – Elected Member Relationship Partner
Authorisers	John Gillespie – Head of Stakeholder and Community Engagement Lesley Jenkins - Local Area Manager

### Auckland Transport's Quarterly Update

Noting, the 'Status' column is marked either **black**, **green**, **orange**, **red**, or **grey**.

- **Black** indicates the project or the programme has been completed.
- **Green** indicates the project or the programme is on target.
- **Orange** indicates a situation where the project or the programme is facing a minor issue.
- **Red** indicates a situation where the project or the programme is facing a significant issue.
- **Grey** indicates the project or the programme has been removed.

COLLABORATE:		March 2025	Status
Projects or programmes the local board wants to 'collaborate' with AT to deliver.			
Building a new pedestrian refuge island on 956 Whangaparāoa Road, Manly, near the Fire Station.		The second phase of the design process includes installation of an additional refuge island on the Walbrook Road intersection. This solution will help pedestrians cross the road and stop vehicles on Whangaparāoa Road turning right at speed.  Since the updated solution is different than the one originally presented, the Hibiscus and Bays Local Board approved an additional \$275,000 at its business meeting on 24 February 2025 to complete. It will now progress to internal consultation and will be carried out by the Design Review Panel.  The next phase will encompass scheme design, external consultation, and detailed design.	
Building a new pedestrian crossing at 141 Deep Creek Road, Torbay project.		A new option was submitted via memorandum to the Hibiscus and Bays Local Board and presented to Torbay Kindergarten, receiving positive feedback.	



	<p>The project is currently undergoing internal consultation to identify efficiencies.</p> <p>An engineer's estimate will be developed and assessed to confirm project delivery within the allocated budget.</p>	
Building a pedestrian crossing at Saddleback Rise, Murrays Bay project.	<p>External consultation, or liaising with agencies like emergency services, Council, other CCOs and utility companies to see if the proposal for a pedestrian crossing at Saddleback Rise will impact their operations, is underway. The initial engineer's estimate confirms the project can be delivered within budget.</p> <p>After this is done, the project will progress to the detailed design phase.</p>	
Building a pedestrian crossing, footpath on the island, and driver feedback sign at the intersection of Whangaparāoa Road and Hibiscus Coast Highway, and a new footpath from this crossing to 57A Hibiscus Coast Highway.	<p>Construction started on December and is on track for completion by end of February.</p>	
Various minor safety improvements in the vicinity of East Coast Bays Schools project.	<p>The design of minor safety improvements around East Coast Bays Schools has been updated to incorporate some of the school's requests.</p> <p>The Traffic Control Committee resolution report is in progress.</p> <p>Next step will be construction.</p>	
Better pedestrian access and facilities at Torbay Plaza.	<p>AT advised the Hibiscus and Bays Local Board to complete the pedestrian project in two phases. The first phase is placement of planter boxes within the Plaza in a way to stop trucks from using the pedestrianised zone. AT is currently organising transport.</p> <p>The second phase will be establishing a loading zone in the service lane for small trucks or vans.</p>	





<b>CONSULT:</b>		<b>March 2025</b>	<b>Status</b>
Projects or programmes the local board wants to 'consult' with AT about.			
Browns Bay Town Centre improved pedestrian facilities project.		Subject to endorsement from Hibiscus and Bays Local Board and feedback from engagement, the new pedestrian facilities in Browns Bay will progress to detail design and possibly construction before July.	
Silverdale Town Centre improved pedestrian facilities project.		The project team will discuss the plans for improving pedestrian facilities in the Silverdale Town Centre with the Hibiscus and Bays Local Board soon and will prepare a memo summarising the plan before the workshop.	
AT advises to include as a "Consult" in future updates.			
Ōrewa Town Centre Parking Review		AT advice is that any projects generated from the Ōrewa Town Centre Parking Review should be added into the next Kōkiri Agreement at a 'Consult' level of engagement. This will need to be ratified by a local board decision. The parking team presented an update on the review to the Hibiscus and Bays Local Board at the 11 March 2025 workshop.	



<p><b>INFORM:</b></p> <p>Projects or programmes the local board wants to be 'informed' about as AT delivers it.</p>	<p>March 2025</p>	<p>Status</p>
<p>94 Brightside Road raised zebra crossing project.</p>	<p>A design for a flush zebra crossing at 94 Brightside Road is ready and is currently undergoing AT internal checks and reviews.</p>	
<p>Any new 'hit sticks' anywhere in the local board area.</p>	<p>No new hit sticks planned so far.</p>	
<p>Beach Road pedestrian refuge project.</p>	<p>The Beach Road Pedestrian Refuge is currently being redesigned without speed bumps or raised tables.</p>	
<p>Gulf Harbour Drive Astrolabe Place to Regency Park Drive new footpath project.</p>	<p>AT is waiting for its Design Review Panel to sign off on the design for the Gulf Harbour Drive Astrolabe Place to Regency Park Drive footpath.</p>	
<p>Murrays Bay Sailing Club new footpath and pedestrian crossing project.</p>	<p>External consultation, or liaising with agencies like emergency services, Council, other CCOs and utility companies to see if the proposal for a Murrays Bay Sailing Club new footpath and pedestrian crossing would impact their operations started in February 2025.</p>	
<p>Sunrise Avenue raised zebra crossing project.</p>	<p>AT has finished investigating the Sunrise Avenue raised zebra crossing and plans to install new high friction surface and signs before July this year.</p>	
<p>Wade River Road, Arkles Bay new footpath project.</p>	<p>This project is paused until after Penlink is finished. This is due to AT Metro potentially using that area as their bus turn around block. If we design the footpath now, AT will need to accommodate bus route requirements which may or may not be delivered.</p>	
<p>Construction of the Whangaparāoa Bus Station.</p>	<p>AT has \$2.9 million of local share funding (money provided by Auckland Council that New Zealand Transport Agency may match) in the 2025-27 financial year. The scope of the next phase will be informed by the outcomes of the Whangaparāoa Transport Study, which is planned to be complete in March 2025.</p>	



East Coast Road improvements.	As per the September update, funding is expected from financial year 2025-2026 to finalise the design. No further update.
Glenvar Road upgrade.	As per the September update, funding is expected from financial year 2025-2026 to finalise the design. No further update.
Improved Public Transport to Whangaparāoa Peninsula including Gulf Harbour ferries.	Public engagement for the Whangaparāoa Public Transport Study closed on 1 December 2024. More than 2,900 responses were received. AT is now reviewing the feedback, and a summary report will be published by the end of March 2025.
Safer pedestrian facility outside Gulf Harbour School rear entrance to Gulf Harbour Drive.	Concept design has been sent to AT's Design Review Panel for review. The panel's review should be finished by the end of March 2025.
Safer pedestrian facility outside Wentworth Primary School on Gulf Harbour Drive.	A design for a safer pedestrian facility outside Wentworth Primary School on Gulf Harbour Drive is currently being assessed by AT's Design Review Panel.
Vaughans Road upgrade.	AT workshopped the Vaughans Road Upgrade with Hibiscus and Bays Local Board in December 2024. The Hibiscus and Bays Local Board approved funding of \$591,241 from their Local Board Transport Capital Fund 2025-2026 towards additional safety improvements on this project. It will therefore move to the 'Collaborate' engagement level list of projects in Kōkiri for the purposes of reporting on what additional elements to the safety upgrade this funding has made possible. Public engagement about the scheme is planned during March or April 2025.





Road Name	Suburb	Work Type	Start	End	Project Length (in meters)	Day or Night works	Start Date	End Date
Marsh Avenue	Forrest Hill	Resurfacing (chip seal)	East Coast Road	Selwyn Crescent	115	Day	6/02/2025	28/02/2025
Mirwill Road	Rothesay Bay	Resurfacing (chip seal)	Hyde Road	Beechwood Road	117	Day	6/02/2025	28/02/2025
Datura Place	Sunnynook	Resurfacing (chip seal)	Sequoia Place	Cul-De-Sac	76	Day	6/02/2025	28/02/2025
Alexander Avenue (Waiake)	Torbay	Resurfacing (chip seal)	Deep Creek Road	Cul-De-Sac	721	Day	6/02/2025	28/02/2025





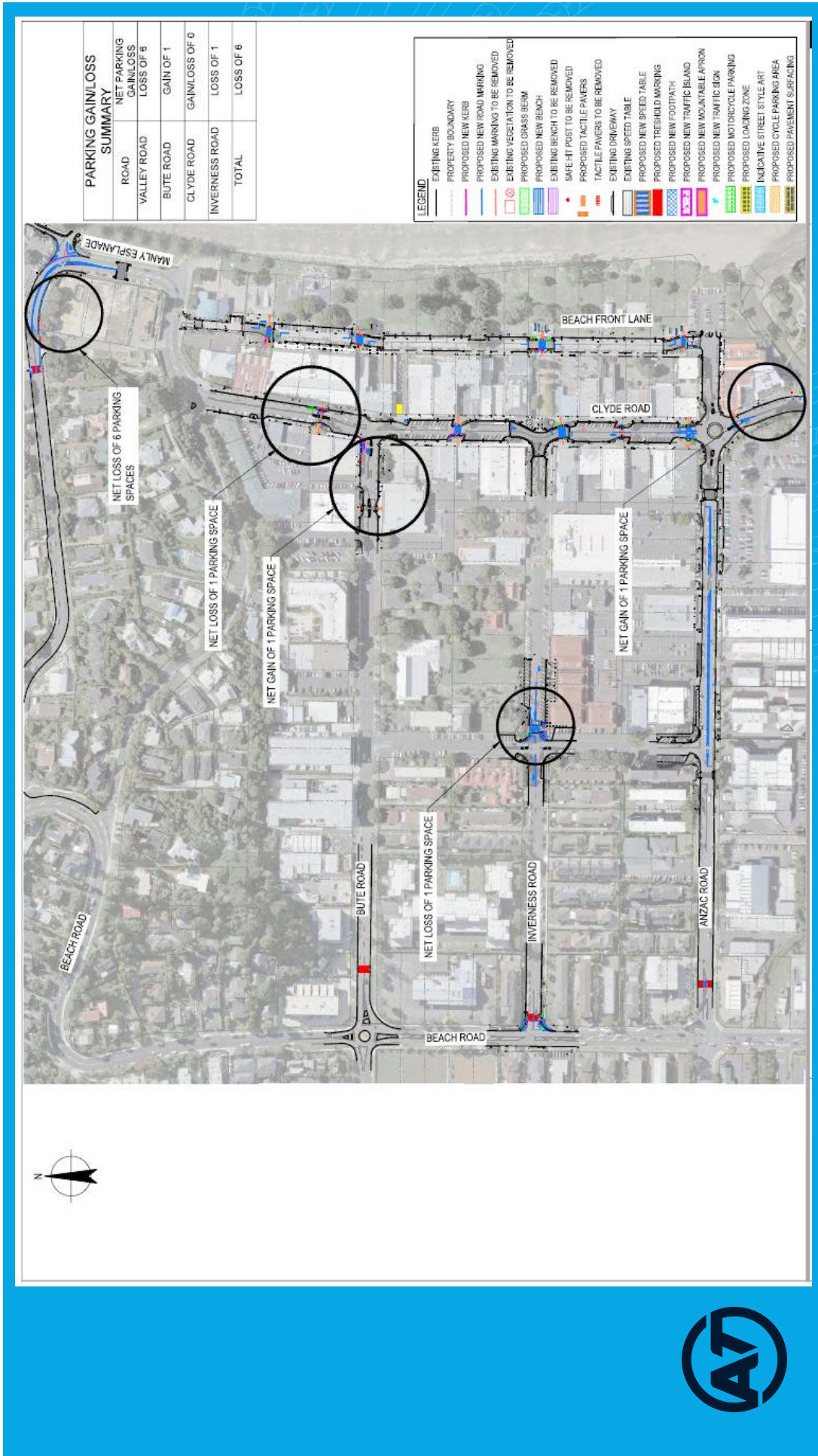
The image shows the cover of a document. The background is a solid blue color with a pattern of white, concentric, wavy lines that resemble a stylized coastline or a series of ripples. In the top left corner, there is a small white square containing a logo of a stylized tree with red, green, and blue leaves. In the top right corner, there is a yellow circular logo with the text 'Think before you print' and a small leaf icon. Below this logo, the date '11 February 2025' is printed in white. The main title of the document is 'Browns Bay Town Centre Safety Improvements', written in large, bold, white, sans-serif capital letters, centered on the page. In the bottom right corner, there is a white circular logo with the letters 'AT' inside, representing Auckland Transport.

# Background

1. Browns Bay Town Centre attracts a high number of pedestrians throughout the day due to the local businesses, restaurants, residential dwellings, and beachfront.
2. Crash data for the period 2018 to 2022 (5 years) shows that there were 19 reported injury crashes within the town centre. Five of these crashes involved pedestrians or cyclists.
3. Many roads within the town centre have a straight geometry and wide carriageways which encourage higher speeds.
4. To reduce the number of injury crashes, AT in collaboration with the working group have produced designs which aim to provide safer crossing facilities and reduce speeds through the town centre.



























## Kōkiri - Setting priorities for Auckland Transport project and programme engagement 2025/2026

File No.: CP2025/03629

Item 15

### Te take mō te pūrongo Purpose of the report

1. To provide feedback on Auckland Transport's proposed work programme for 2025/2026.

### Whakarāpopototanga matua Executive summary

2. Auckland Transport has been building a more structured and effective process for local boards to engage with and influence transport projects and programmes.
3. At this stage in the second year of Kōkiri (part of the Local Board Relationship Project), Auckland Transport is seeking formal views on the proposed work programme for 2025/2026.
4. Auckland Transport workshopped the forward works programme with the local board on 19 November 2024 and 4 February 2025 to aid developing views on priorities.
5. After the local board provides formal views, Auckland Transport will provide a response to the local board before delivering a draft local board transport agreement (Kōkiri) to June 2025 business meetings for adoption.

### Ngā tūtohunga Recommendation/s

That the Hibiscus and Bays Local Board:

- a) whiwhi / receive the forward works programme brief, considered the information provided and local board requests Auckland Transport to apply the following levels of engagement to these projects:
  - i) collaborate about the following programmes:
    - A) all Local Board Transport Capital Fund projects
  - ii) consult about the following projects or programmes:
    - A) Browns Bay Town Centre improvements project
    - B) Silverdale Town Centre improvements project
    - C) Glen Road, Browns Bay new footpath project
    - D) Vaughans Road safety improvements project
    - E) any projects generated from the Ōrewa Town Centre parking review.
  - iii) inform the local board about these projects or programmes:
    - A) 228-258 Hibiscus Coast Highway, Ōrewa footpath upgrade project
    - B) Poplar Lane bus stop - 353 Whangaparāoa Road, Stanmore Bay footpath upgrade project
    - C) 3-75 Vipond Road, Stanmore Bay footpath upgrade project
    - D) 8 Gulf Harbour Drive to Astrolabe Place new footpath project
    - E) 323 Gulf Harbour Drive zebra crossing project

- F) 416 Whangaparāoa Road pedestrian crossing project
  - G) 94 Glencoe Road, Browns Bay pedestrian refuge project
  - H) 91 Vipond Road, Stanmore Bay pedestrian crossing project
  - I) 94 Brightside Road, Stanmore Bay flush zebra crossing project
  - J) 6 Sunrise Avenue, Mairangi Bay pedestrian crossing improvements project
  - K) Glenvar Road / East Coast Road intersection and corridor improvements
  - L) installation or relocation of bus stops, shelters and upgrades to existing infrastructure in the Public Transport Minor Projects programme
  - M) East Coast Road / Wilks Road right turning bay project
  - N) changes to bus routes in the Public Transport Services programme
  - O) route protection of the Warkworth future strategic transport network
  - P) new transport infrastructure projects in the Milldale development.
- b) tuku / provide the following projects or programmes for Auckland Transport to consider for inclusion in future work programmes:
- i) The Esplanade, Campbells Bay footpath project.

## Horopaki Context

### Project Kōkiri

6. In mid-2023, Kōkiri was initiated to build a more structured and supportive relationship between local boards and Auckland Transport (AT).
7. The project was in part a response to the *2020 Review of Auckland Council's council-controlled organisations* which highlighted the need for local boards and AT to work more meaningfully and collaboratively.
8. Auckland Transport has taken steps to improve information flow and local board decision-making, including:
  - instituting an annual forward works programme briefing for all local boards
  - increasing the number of updates sent to local boards
  - providing local board insights in all project engagement
  - participating in Auckland Council's CCO Engagement Plan reporting.
9. Auckland Transport aims to provide a better basis for communication and understanding of roles, responsibilities, limitations, and opportunities.
10. The overall purpose of this process is to identify local board interest in AT projects and programmes and to clearly express the preferred levels of local board engagement.
11. The levels of engagement are derived from the International Association for Public Participation's (IAP2) doctrine; and are as follows:

<b>Collaboration</b>	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.
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<b>Consultation</b>	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.
<b>Informing</b>	Auckland Transport leads the project or programme informing the local board about progress. Local board members may be asked to provide their local knowledge and insight by AT , however there is no expectation that the project must be modified based on that input.

## Tātaritanga me ngā tohutohu Analysis and advice

12. Auckland Transport first provided quality advice on the forward works programme at a workshop on 19 November 2024.
13. The local board has continued to workshop the forward works programme with their AT Elected Member Relationship Partner on 4 February 2025.
14. This report seeks to confirm local board feedback on the proposed work programme and seek views on how the local board wants to work together with AT.
15. Auckland Transport recommends that the local board prioritises work programme items aligned to transport goals stated in their local board plan.
16. The local board should prioritise a list of projects and programmes for each of the three levels of engagement (collaborate, consult and inform).
17. Auckland Transport resource is limited. Projects in the collaborate and consult require significant staff and elected member time such as:
  - providing quality advice, including technical advice on options and their costs as well as benefit analysis. Often this advice involves written advice and the opportunity to ask experts questions at a workshop
  - considering the advice, time is required for members to process and understand the advice provided
  - making a formal decision i.e., feedback about a project or programme requires a report to be submitted and a resolution made at a public meeting.
18. Auckland Transport recommends the local board reserves categorising projects in collaborate and consult for the projects of highest priority, such as local board transport capital fund projects.
19. Other projects and programmes that may be at the 'collaborate' level include any projects which the local board has delegated financial control over either by AT, council or by another government agency like New Zealand Transport Agency Waka Kotahi.
20. There may also be projects or programmes that a local board wants to deliver but is not currently identified in AT planning. Local boards may choose to advocate for these projects or programmes.
21. There may be projects or programmes that the local board considers are not supported by the community it represents. This report provides an opportunity for the local board to express its community's concerns about proposed work. Auckland Transport will consider and may decide not to proceed with these projects based on the local board's feedback.

## 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. In 2022, the mayor provided AT with a *Letter of Expectation* which directed AT to improve the relationship with local boards, including providing more opportunity to influence decision-making. Specifically, that:  
*"The Statement of Intent 2023-2026 must set out how Auckland Transport will achieve closer Local Board involvement in the design and planning stage of local transport projects that affect their communities."*
25. Auckland Transport's '2023-26 Statement of Intent' reflects this direction stating that:  
*"We (Auckland Transport) will engage more meaningfully and transparently with Local Boards, recognising that they represent their communities, and that they should have greater involvement in local transport projects that affect those communities. This means a genuine partnership where we seek to understand the unique and diverse needs of each Local Board at a regional level, not just by project. We will work in partnership to integrate those needs into our planning. We will support Local Boards to communicate integrated local transport planning to their communities."*
26. Project Kōkiri provides an annual process where local boards prioritise a group of key programmes or projects, identifying them to AT, and setting engagement levels that capture the local board's expectations. This plan forms the basis for regular reporting on key programs and projects. Project Kōkiri will be supported by regular updates to provide transparency.
27. Project Kōkiri was developed working closely with Auckland Council's Governance division. It has also been reported generally monthly to the local board Chair's Forum and discussed with a reference group of local board chairpersons.
28. Further, this work relies on historical engagement with both Auckland Council and with other council-controlled organisations.

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

29. The local board had a forward works programme briefing on 19 November 2024 to receive quality advice on the programme. The response from both elected members and staff supporting local boards has been positive. They have been specifically supportive of the large amount and quality of information provided, the detailed discussion with subject matter experts, and attendance at workshops by AT executive leaders.
30. There was an additional workshop on 4 February 2025 with the AT Elected Member Relationship Partner to discuss the proposed programme and help support local boards to develop their views.
31. Subsequent to the 4 February 2025 workshop, AT's Parking team presented an update on the Ōrewa Town Centre parking review on 11 March 2025. Auckland Transport's advice is that any projects generated from the review should be included in Kōkiri at a 'Consult' level of engagement with the local board.

## Tauākī whakaaweawe Māori Māori impact statement

32. 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.
33. 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 AT website - <https://at.govt.nz/about-us/transport-plans-strategies/maori-responsiveness-plan/#about>

## Ngā ritenga ā-pūtea Financial implications

34. This decision has no financial implications for Hibiscus and Bays Local Board because AT funds all projects and programmes.
35. Local boards do have a transport budget through the local board transport funds, and these projects are included in this report. However, their financial implications are reported separately.

## Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

36. The proposed decision does carry some risk. First, the local board needs to be able to commit to the time required for the level of engagement requested. If decisions are not able to be made or are slowed down by local board decision-making, there can be significant financial costs to AT and therefore the ratepayer.

## Ngā koringa ā-muri Next steps

37. After receiving this report, AT will review the formal feedback from all local boards.
38. Auckland Transport may engage with the local board directly after receiving their formal resolutions to clarify positions or to discuss the proposed levels of engagement.
39. By mid-May 2025, AT will provide a memo outlining its response to this report. This memo will provide the basis for future engagement.
40. In June 2025, AT will draft a report with an attached annual 'Kōkiri' (local board transport agreement) stating how AT and the local board will engage over the next 12 months.

## Ngā tāpirihanga Attachments

No.	Title	Page
A	2025-2026 forward works programme brief ( <i>Under Separate Cover</i> )	

## Ngā kaihaina Signatories

Author	Beth Houlbrooke – Elected Member Relationship Partner
Authorisers	John Gillespie – Head of Stakeholder and Community Engagement Lesley Jenkins - Local Area Manager

**Item 15**



## Hibiscus and Bays Local Board views on the draft Contributions Policy 2025

File No.: CP2025/04772

Item 16

### Te take mō te pūrongo

#### Purpose of the report

1. To provide local board views on the draft Contributions Policy 2025 for inclusion in the Governing Body decision report on 1 May 2025

### Whakarāpopototanga matua

#### Executive summary

2. The most-recent full review of the contributions policy, was completed and adopted in December 2021, based on the investments in the Long-term Plan 2021-2031. This was operational from 10 January 2022.
3. In April 2023, the Governing Body adopted the Contributions Policy 2022 Variation A which added investments over a 30-year period to support growth in Drury.
4. In June 2024, the council adopted its new Long-term Plan 2024-2034, which sets out capital expenditure plans for this period. The Contributions Policy 2025 now proposed for adoption reflects these decisions.
5. The draft Contributions Policy 2025 also includes investments over a longer time horizon for the Inner Northwest, and Auckland Housing Programme and to update the investments to be made in Drury beyond 2031. This follows through on the agreement in principle from December 2021 (FIN/2021/119) and subsequent noting in April 2023 (GB/2023/63).
6. The remaining Investment Priority Area, the City Centre/City Rail Link stations, will be added as a next step later in 2025/early 2026 as more information becomes available. Also, in this timeframe updates will be made for additional investments in Drury West, and stormwater in Mt Roskill and Māngere.
7. The Governing Body approved consultation on the draft Contributions Policy 2025 in September 2024 and consultation took place from September to December 2024.
8. A memorandum and summary of feedback received from consultation was circulated to all local board and Governing Body members in February 2025. These are attached to this report as Attachment F to the agenda report.
9. This was followed up with subject matter expert attendance at local board workshops as requested by individual local boards.
10. Any local board views agreed through this report will form an attachment to the decision-making report being presented to Governing Body on 1 May 2025.

### Ngā tūtohunga

#### Recommendation/s

That the Hibiscus and Bays Local Board:

- a) tuku / provide views on the draft Contributions Policy 2025 for inclusion in the Governing Body decision report on 1 May 2025.

## Horopaki Context

11. Development contributions (DCs) allow for an equitable and proportionate share of the total cost of growth-related capital expenditure to be recovered from the development community. The Contributions Policy sets out how the council will recover from new development an appropriate and fair share of the cost of infrastructure investment attributable to growth.
12. Auckland's population has grown substantially over the 12 years to the end of 2024, from 1.4 million to over 1.8 million at an average of 1.4 per cent annually. It is forecast to continue to grow, with approximately 200,000 more Aucklanders expected by 2034. The population is expected to grow by a further 400,000 by 2054<sup>3</sup>.
13. To support the development enabled by the Auckland Unitary Plan (AUP), we are facing both immediate and longer-term demands for infrastructure in growth areas. If we do not adequately plan for the delivery and funding of this infrastructure, the cumulative effects of this development could lead to an unfair rates burden on future ratepayers or a risk of infrastructure shortfalls for future residents.
14. Auckland Council's current contributions policy was introduced in January 2022 and later updated from June 2023 to extend cost recovery in Drury over a 30-year period instead of the previous 10-year approach.
15. Between September and November 2024, the council consulted on a proposal to adopt a new policy that incorporates updated capital expenditure from the Long-term Plan 2024-2034 (LTP), revised growth and interest rate forecasts, adjustments to project costs, and extended investment planning for Drury.
16. The proposed policy also expands the 30-year cost recovery model to other Investment Priority Areas (IPAs), including the Inner Northwest (Red Hills, Westgate, and Whenuapai) and Auckland Housing Programme (AHP) areas in Tāmaki, Māngere, and Mt Roskill. In addition, several smaller adjustments aim to ensure fairer cost distribution between ratepayers and developers.
17. The policy proposed for consultation included \$10.3 billion in growth-related capital investment in the period to 2034, increasing the average development contribution from \$21,000 to \$30,000, while contributions in Drury would rise from \$70,000 to \$83,000. The proposed policy also provided for \$10.9 billion of investment in Drury, Inner Northwest, and the AHP areas in the period beyond 2034. With these investments included the average DC price across the region would rise to \$50,000. Different charges apply to different geographical areas based on the relevant activity funding areas in the proposal.
18. The Consultation Document (CD) provided to support consultation set out the key issues to be considered in assessing the proposal. The CD can be found at Attachment C to the agenda report. The key changes set out in consultation are summarised below.

### Update for decisions in the LTP 2024-2034 and updates to Drury

19. The draft Contributions Policy 2025 that was consulted on updated the capital expenditure projects to reflect the decisions made since 2021 and the associated investment planned over the 10-year timeframe of the LTP.
20. The key changes include:
  - level crossings – Takanini (\$550 million)
  - development of new town square in Henderson (\$12.5 million)
  - Waterview catchment separation (\$59 million) – updated costs.

<sup>3</sup> The current population estimate is based on the most recent population estimates from StatsNZ. The post-covid period has been one of particularly high volatility with growth exceeding expectations. Future forecasts are based on the current 'most likely' Auckland growth scenario, AGSv1.1. These figures are the central scenario noting that the low and high are +/- 300,000 either side.

21. The current contributions policy included projects which are now funded as part of the NZ Upgrade Programme. Government decisions on the NZ Upgrade Programme had not been made at the time the Contributions Policy 2022 Variation A was adopted. We are now removing these projects from the policy as they are not expected to require council funding and there is no basis to recover any costs for them. Contributions collected for these projects to date will be re-allocated against similar projects within the same funding area.
22. The assessment of requirements for stormwater infrastructure in Drury has now been completed. This identified one project the council would need to deliver in addition to those that would be provided by developers as a condition of resource consent, and this has been included in the draft policy. Some adjustments have now also been made to the timing of projects including reducing investment and deferral of the timing of open space acquisitions. The assumptions made for investments in Drury over the longer horizon have also been reviewed based on the latest available information and the capital expenditure included in the policy has been updated. This includes updated land cost assumptions, alignment with the Cost Estimation guide published by Auckland Transport, and the latest growth forecasts. These changes raised the DC price for Drury that was consulted on from \$70,000 to \$83,000.
23. The draft policy will include a list of over 1,700 programmes and projects for which the council will seek to recover the growth share of costs through development contributions (see Attachment B to the agenda report).
24. The table below shows the total investments with a growth component in transport, stormwater, reserves, and community facilities over the LTP period and their funding source in the CD. In this analysis and that which follows later it is assumed that National Land Transport Fund from Waka Kotahi will fund 51 per cent funding of qualifying transport projects.

Funding source	CAPEX investment type \$ millions				
	Transport	Reserves	Community spaces	Stormwater	Total funding
<b>Total NZTA Waka Kotahi</b>	3,569	0	0	0	<b>3,569</b>
<b>Total rates</b>	3,072	557	301	463	<b>4,393</b>
<b>Total development contributions</b>	893	1,005	127	309	<b>2,334</b>
<b>Total CAPEX</b>	<b>7,534</b>	<b>1,562</b>	<b>428</b>	<b>772</b>	<b>10,296</b>

25. As a result of the capital expenditure changes in the period to 2034, updated forecasts of NZTA Waka Kotahi funding and dwelling construction, and adjustments to the investments in Drury before and after 2034 the weighted average development contributions price for a standard residential unit would rise from \$21,000 under the Contributions Policy 2022, Variation A to \$30,000 under the draft Contributions Policy 2025. The average price increase is driven by the increased level of investment within the LTP period in the IPAs. This is a weighted average and varies widely by location depending on the investments the council plans to make to support growth in each area.

### Inclusion of investments in IPA areas beyond 2034

26. The consultation proposed the addition of investments beyond 2034 to support growth in the IPA areas. The proposed investments and consequent changes to DC prices for each of the IPA areas is set out below.

#### Inner Northwest

27. The LTP provides for investment of \$155 million in transport and \$139 million in reserves between 2024 and 2034. The table below shows the investments with a growth component in transport, reserves, and community facilities beyond 2034 and their funding sources. No stormwater investment is required by the council as the nature of infrastructure needed in

this area is such that it is expected to be delivered by developers as a condition of resource consent.

Total investments and funding source by activity in the Inner Northwest over a longer horizon \$ millions			
Funding source	Transport	Reserves	Community facilities
Total NZTA Waka Kotahi	1,142	0	0
Total rates	558	118	82
Total development contributions	1,366	903	133
<b>Total CAPEX</b>	<b>3,066</b>	<b>1,021</b>	<b>215</b>

28. The additional funding requirement would increase the contributions price for the Inner Northwest from an average of \$25,167 per household unit equivalent (HUE) to an average of around \$98,000 per HUE when the investments beyond 2034 are added. Different charges apply to different geographical areas based on the relevant activity funding areas in the proposal. The proposed charges are set out in the table below.

Changes to funding area charges in the Inner Northwest over a longer horizon				
Funding area	Current DC charge	Proposed DC for investments within the LTP period incl regional and sub-regional DCs	Proposed DC price for investments beyond LTP	Total proposed price including all investments incl regional and sub-regional DCs
Whenuapai	\$25k	\$27k	\$75k	\$102k
Redhills	\$25k	\$27k	\$62k	\$89k
Westgate	\$23k	\$34k	\$61k	\$95k

*Māngere Auckland Housing Programme area*

29. The LTP provides for investment of \$46 million in transport and \$23 million in reserves between 2024 and 2034. The table below shows the transport investments with a growth component beyond 2034 and their funding sources. Investments in stormwater infrastructure will be added in 2025 once further work is completed.

Total investments and funding source by activity in Māngere over a longer horizon \$ millions			
Funding source	Transport	Reserves	Community facilities
Total NZTA Waka Kotahi	292	0	0
Total rates	531	0	0
Total development contributions	89	0	0
<b>Total CAPEX</b>	<b>912</b>	<b>0</b>	<b>0</b>

30. The additional funding requirement would increase the contributions price for the Māngere Auckland Housing Programme from an average of \$18,123 per HUE to an average of around \$29,000 per HUE when the investments beyond 2034 are added.

*Mt Roskill Auckland Housing Programme area*

31. The LTP provides for investment of \$44 million in transport and \$15 million in reserves between 2024 and 2034. The table below shows the transport investments with a growth component beyond 2034 and their funding sources. Investments in stormwater infrastructure will be added in 2025 once further work is completed.

Total investments and funding source by activity in Mt Roskill over a longer horizon \$ millions			
Funding source	Transport	Reserves	Community facilities
<b>Total NZTA Waka Kotahi</b>	594	0	0
<b>Total rates</b>	677	0	0
<b>Total development contributions</b>	344	0	0
<b>Total CAPEX</b>	<b>1,615</b>	<b>0</b>	<b>0</b>

32. The additional funding requirement would increase the contributions price for the Mt Roskill from an average of \$20,406, per HUE to an average of around \$52,000 per HUE when the investments beyond 2034 are added. Different charges may apply depending on the combination of activity funding areas a development falls within. The primary driver of the higher DCs in the above range is the recovery of historic stormwater investments in the Inner West Triangle and the Waitemata Central funding areas.

*Tāmaki Regeneration area*

33. The LTP provides for investment of \$76 million in transport, \$67 million in stormwater, \$87 million in reserves, and \$1 million in community facilities between 2024 and 2034. The table below shows the investments with a growth component in transport, community facilities and stormwater beyond 2034 and their funding sources.

Total investments and funding source by activity in Tāmaki over a longer horizon \$ millions				
Funding source	Transport	Reserves	Community facilities	Stormwater
<b>Total NZTA Waka Kotahi</b>	181	0	0	0
<b>Total rates</b>	194	0	41	18
<b>Total development contributions</b>	171	0	19	788
<b>Total CAPEX</b>	<b>546</b>	<b>0</b>	<b>60</b>	<b>806</b>

34. The standard of service for stormwater in Tāmaki has been planned to deliver the same level of service as in the Inner Northwest and Drury. This is higher than the service level presently provided by historical investment in the other brownfields areas that aren't expected to develop. Accordingly, the scale of and cost of the investment required to redevelop the area is substantial.
35. The additional funding requirement would increase the contributions price for Tāmaki from \$31,157 per HUE to \$119,114 per HUE when the investments beyond 2034 are added.

## Other proposed changes to the policy

### *Funding areas*

36. Changes were proposed to funding areas to provide a more refined allocation of costs to development areas to better reflect beneficiaries of the planned infrastructure. The new proposed funding areas include:
  - new sub-regional funding areas at Paerata, Whau, Inner Northwest
  - a new local funding area at Avondale.
37. Changes to neighbouring funding areas were proposed to accommodate these new areas.
38. A number of other refinements were proposed to local and sub-regional funding areas to better reflect the beneficiaries of infrastructure. Details of these changes are included in Attachment E to the agenda report: Funding area maps.

### *Other changes*

39. Some technical changes were proposed to the policy to clarify its intent and ensure fairness. Changes were highlighted in the draft policy in Attachment A to the agenda report.
40. Aside from the proposed changes discussed, the Contributions Policy 2022, Variation A was recommended as appropriate and fit for purpose and it was proposed to continue the unamended provisions in the current policy into the new policy.

## Tātaritanga me ngā tohutohu Analysis and advice

41. Key issues addressed in the CD related to the uncertainty inherent in taking a 30-year view of growth and the infrastructure investment required to support that along with the impact that higher DCs would have on current landowners planning to develop and whether higher DCs would impact on house prices. Key points made in the advice that supported the adoption of the draft policy for consultation on these issues is set out below. Further advice on these matters and other issues raised in consultation will form part of the advice to the council on 1 May 2025.
42. The uncertainty associated with long-term planning is managed through the three-yearly review of our infrastructure planning priorities and funding through the council's LTP. This allows the council to manage the risk of the pace of growth changing from our forecasts and consequent changes in the required infrastructure.
43. Continuing with a 10-year focus would continue the uncertainty for developers, landowners, and other infrastructure providers. It would also make it difficult to recover a fair share of the funding of expected capital expenditure in years 11-30 from early developers to address the longer-term cumulative impacts of their development. This would risk development occurring without adequate infrastructure and place more demand on future ratepayers.
44. These changes will not materially impact on house prices, which are driven by supply and demand and are not determined via a cost-plus methodology. That is, the developers are price takers. Their market power is limited, given they are part of a larger market, and their products are substitutable for near equivalents. Higher DC prices will eventually flow through to lower prices for raw land as the cost of enabling infrastructure is capitalised into the land value. However, they may have a short-term negative impact on the pace of development as developers respond to the change. Developers must absorb the cost into a lower land value. Depending on their financial position, they may either proceed with development, defer development and hold the land awaiting future value uplift, or on-sell the land to another developer. Staff consider that these short-term effects are outweighed by better cost signalling and associated longer-term benefits.
45. As these investments are being planned over decades, they are subject to refinement as investment plans are developed further, development intentions change, and economic

conditions fluctuate. Future contributions policies will be updated as more refined information becomes available.

### *Consultation*

46. Public consultation ran from 30 September to December 2024, featuring webinars, in-person events, and an opportunity for submitters to present directly to councillors.
47. Materials released to support consultation included the following documents attached to this report:
  - attachment A: Draft Development Contributions Policy 2025
  - attachment B: Schedule 8 Assets for which development contributions (DCs) will be used
  - attachment C: Consultation Document - Contributions Policy 2025
  - attachment D: How we set Development Contributions – Cost Allocation Methodology
  - attachment E: Funding area maps
  - attachment F: Memorandum and Summary of consultation feedback

### *Feedback received*

48. A total of 147 submissions were received, including 46 from organisations.
49. Key concerns raised included the impact of higher contributions on house prices and development, uncertainty around 30-year planning and cost escalation, the scale of stormwater investment in Tāmaki, delays in infrastructure investment, consideration of alternative funding sources, transparency of information, and specific issues with funding areas and projects.
50. A full analysis of the feedback can be found in Attachment F to the agenda report.

### **Updates for final policy for adoption**

51. Officers are analysing the points raised in the submissions. Advice on these points and further analysis conducted since the consultation process, including updated growth and economic forecasts, will be incorporated in advice to the Governing Body for decision making, planned for 1 May 2025. Potential changes to the proposed policy will also be presented at that time.
52. The Government has announced intended reforms to infrastructure funding and financing as part of the Going for Housing Growth policy program. The reforms are planned for implementation alongside council long-term plans in 2027. The exact form the reforms take will only be confirmed once legislation has passed. Staff consider that the contributions policy will still be required for at least the next two years and the council should continue with the updates and improvements proposed.

### **Tauākī whakaaweawe āhuarangi Climate impact statement**

53. Planning now for the funding of investments to support growth in the IPAs will ensure that the council is better able to deliver the infrastructure required for development in the IPAs to manage climate impacts of development and to connect to the rest of the city with a reduced climate impact. The proposal provides for early developers to meet a share of the costs of the infrastructure they will benefit from and create the need for, to address the cumulative impacts of growth.
54. If plans for securing a share of funding with DCs from early developers aren't made now, greater demands will fall on future ratepayers to deliver this infrastructure. While adjustments can be made to the DC policy in the future these can't retrospectively secure revenue from early developers. General rates are the only practical alternative funding source to make up this shortfall. Given the competing demands on general rates there is a

real risk that all the funding required won't be available in the future. This will mean the council won't be able to deliver the level of investment required, leading to a greater negative climate impact.

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

55. The information prepared for consultation on the draft Contributions Policy 2025 was developed in conjunction with the following council-controlled organisations and council units:

- Auckland Transport
- Public Law
- Policy
- Planning and Resource Consents
- Eke Panuku Development Auckland
- Healthy Waters and Flood Resilience
- Service Strategy and Partnerships
- Chief Economist unit
- Spatial Analysis and Modelling.

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

56. The DC price varies by location depending on the cost of infrastructure required to support development in an area. These locations do not usually align to local board areas.
57. A local board briefing session was held on 30 September 2024 to brief members on this topic. Local boards have received a memorandum to update them on the review of the contributions policy and the feedback from public consultation. Eighteen local boards accepted an offer for workshop briefing sessions which were held in March 2025. The purpose of this report is to seek local board views.

## Tauākī whakaaweawe Māori Māori impact statement

58. Development contributions are assessed against the demand that different types of development generate on council infrastructure. Māori developments are assessed under broader development types based on the demand they generate. For example, kaumātua housing is treated the same as retirement villages, and marae are considered under community facilities.
59. Iwi authorities with mana whenua interests were contacted prior to the start of consultation to seek expressions of interest in discussing and providing feedback on the proposed changes. All iwi authorities were also notified when consultation opened, further advising of how they could have their say. The Mana Whenua forum and other council forums were advised of the consultation.
60. Seven submitters on the proposal identified as Māori. One response supported the proposed changes to update the policy for changes to the LTP and to reflect growth beyond 2034 in the IPA areas and four were opposed. In regard to the changes to Drury and the other changes proposed two were in favour and two against. The only comment received was that new development needs to be fully funded by developers.



## Ngā ritenga ā-pūtea Financial implications

61. The Long-term Plan 2024-2034 assumes DCs revenue of \$2.0 billion over the LTP period. After completing the analysis of the cost of investments in the LTP that can be recovered with DCs and the impact of the proposed policy changes, it was estimated that the revenue would be \$2.6 billion. The achievement of this revised revenue forecast requires, as a first step, the implementation of a contributions policy updated for the capital expenditure decisions in the LTP, and the other changes proposed in this report.

## Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

62. Forecasting long-term growth, infrastructure investment, and development contributions (DCs) carries risks, but these can be managed through the triennial long-term plans, policy adjustments, and reallocation or refunds of DCs if planned assets are not delivered.
63. There is a risk that projected development and DC revenue may not be met, which will be managed by monitoring consent applications and DC revenue.
64. The council ensures its contributions policy complies with legislation, but given the proposed increases in DCs, some developers may challenge the policy.

## Ngā koringa ā-muri Next steps

65. The Governing Body will consider the feedback and updates to the proposed policy and make a decision on the final policy adoption on 1 May 2025.

## Ngā tāpirihanga Attachments

No.	Title	Page
A	Draft Development Contributions Policy 2025 ( <i>Under Separate Cover</i> )	
B	Schedule 8 Asset for which development contributions will be used ( <i>Under Separate Cover</i> )	
C	Consultation Document - Contributions Policy 2025 ( <i>Under Separate Cover</i> )	
D	How we set Development Contributions – Cost Allocation Methodology ( <i>Under Separate Cover</i> )	
E	Funding area maps ( <i>Under Separate Cover</i> )	
F	Memorandum and Summary of consultation feedback ( <i>Under Separate Cover</i> )	

## Ngā kaihaina Signatories

Author	Andrew Duncan - Manager Financial Policy
Authorisers	Lou-Ann Ballantyne - General Manager Governance and Engagement Lesley Jenkins - Local Area Manager Michael Burns - General Manager Financial Strategy



# Local board views on draft plan change to add trees and groups of trees to the Auckland Unitary Plan Operative in Part and to the Notable Trees overlay

File No.: CP2025/03653

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## Te take mō te pūrongo Purpose of the report

1. To provide local board views on a draft plan change which seeks to add trees and groups of trees to Schedule 10 of the Auckland Unitary Plan Operative in Part.

## Whakarāpopototanga matua Executive summary

2. Decision-makers on a plan change to the Auckland Unitary Plan must consider local boards' views on the plan change if local boards provide their views.
3. The purpose of the draft plan change is to add approximately 169 trees and 27 groups of trees across the region to the Auckland Unitary Plan Schedule of Notable Trees, and to the Notable Trees Overlay in the Auckland Unitary Plan maps. The proposed additions are derived from nominations received from the public over the course of the last decade, and which have been held in council's database. The 169 trees and 27 groups affect approximately 160 properties.
4. Any additional analysis necessary will be undertaken following receipt of local board views. The final draft plan change, including local board views, will be reported to committee seeking authorisation to notify the plan change for submissions. If authorisation is given by the committee, it is anticipated that the plan change will be notified in May 2025.
5. The local board will have a second opportunity to express its views on the plan change after the period for submissions is complete.

## Ngā tūtohunga Recommendation/s

That the Hibiscus and Bays Local Board:

- a) tuku / provide local board views on draft plan change to add approximately 169 trees and 27 groups of trees across the region to Auckland Unitary Plan Schedule of Notable Trees (Schedule 10), and to the Notable Trees Overlay in the Auckland Unitary Plan maps.

## Horopaki Context

### Decision-making authority

6. Each local board is 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 these documents' contents. Decision-makers must consider local boards' views when deciding the content of these policy documents (sections 15-16 [Local Government \(Auckland Council\) Act 2009](#)). Accordingly, local boards' views are relevant to finalising a draft plan change (to be notified for submissions). A plan change will be included in the Auckland Unitary Plan (AUP) if it is later approved.

## Tātaritanga me ngā tohutohu Analysis and advice

### Plan change overview

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7. The purpose of the draft plan change is to address all of the nominations for notable trees that council has held in its database over the last 10-12 years. All nominations have been progressively evaluated, with a view to adding them to Auckland Unitary Plan Schedule of Notable Trees (Schedule 10), and the corresponding mapped overlay which spatially sets out the locations of all notable trees and notable groups found in the schedule.
8. Schedule 10 currently contains approximately 3000 'line items' representing thousands of trees and groups of trees. It is a very large and dynamic schedule, which undergoes constant change through consenting activities such as subdivision, resource consent processes and other changes as a result of emergency works (in the case of dangerous or storm-affected trees, for example). Schedule 10 is an amalgam of all the legacy councils' similar schedules which contained lists of specially protected trees. These were 'rolled over' into the Proposed AUP (PAUP) prior to the AUP being made partially operative in November 2016.
9. Schedule 10 is managed by the AUP through a policy and rule framework. The Regional Policy Statement (RPS) in the AUP (Chapter B4.5. Notable Trees) contains the objectives and policies (including the criteria for scheduling), while Chapter D13. Notable Trees overlay contains the district-level objectives and policies and sets out the rules framework for how activities affecting notable trees are treated. Schedule 10 itself is found in Chapter L Schedules. The AUP maps contain the Notable Trees overlay which spatially sets out the locations of all notable trees and groups throughout the region, using specific symbology.
10. A number of plan changes have been undertaken in the last five years relating to Schedule 10 and Chapter D13 of the AUP. However, there has not been a comprehensive plan change that has attempted to evaluate and address all of the nominations received by council. These nominations have been sporadic but regular, and also include those trees which were requested to be included at the time of the PAUP through the public submission process.
11. All nominations that seek to add trees and groups to the Schedule are triaged to ensure they are 'eligible' to progress through to the site evaluation stage. Those that are found to already be included in Schedule 10, or which are duplicate nominations, or those which nominate trees that are no longer present on the site, for example, are not added to the on-site application which council and consultant arborists use to assess trees.
12. The evaluation process is a detailed exercise based on the criteria as set out in the RPS. Each tree, and group of trees, is evaluated against each criterion and provided with a score. The criteria are based on the following:
  - a) heritage or historical association;
  - b) scientific importance or rarity;
  - c) ecosystem service or environmental function;
  - d) cultural association and accessibility
  - e) intrinsic value: the trees are intrinsically notable because of a combination of factors including size, age, vigour and vitality, stature and form or visual contribution.
13. Approximately 160 new 'line items' representing 169 trees and 27 groups have been found to meet the criteria and are proposed to be put forward to the plan change with a view to adding them to Schedule 10 and the corresponding Notable Trees overlay maps.
14. The plan change addresses the nominations only and does not seek to alter any of the objectives and policies, or any part of the rules framework relating to Notable Trees.

15. A summary of the numbers of trees and groups of trees according to local board area that are proposed to be added to Schedule 10 is included as Attachment A to the agenda report. The table also includes the districts within the local board areas that will be affected by the addition of trees and group of trees.
16. Additional information for Hibiscus and Bays is included as Attachment B to the agenda report.

## Tauākī whakaaweawe āhuarangi Climate impact statement

### Context

17. 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).
18. Both council's climate goals (climate adaptation and climate mitigation) are relevant and align with the requirement for Resource Management Act 1991 (RMA) decision-makers to:
  - have particular regard to the effects of climate change (section 7(i) RMA), and
  - to 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.
19. It is considered that the draft plan change has positive climate considerations. The proposed formal protection through scheduling of 169 trees and 27 groups of trees across the region will contribute positively to carbon sequestration and therefore is beneficial to mitigating the effects of climate change.

### Local board views – climate

20. It is not considered that the plan change will affect any local board in particular in terms of climate change. Across local board areas, the collective addition of approximately 169 trees and 27 groups of trees will be beneficial in terms of their contribution to climate change mitigation by ensuring the retention of and formal protection of a number of trees.

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

21. Many of the trees and groups of trees are located on council reserves and also on road reserves which are the domain of Auckland Transport. All owners of land upon which a nominated tree or group is located were notified as part of a mail-out to advise of an upcoming site visit by a council or consultant arborist. As part of the notification process, they will again be contacted if a tree or group is one of those included in the qualifying number for inclusion to the plan change. All owners and affected parties (including council departments and Auckland Transport) will have the opportunity to participate in the submission process.

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

22. The purpose of the draft plan change is to add approximately 160 new 'line items' to Schedule 10 of the AUP, representing 169 trees and 27 groups of trees.
23. This draft plan change affects all local boards, except for Aotea/Great Barrier Local Board and Waiheke Local Board.

24. There are no funding impacts on local boards as a result of the plan change.
25. This report is the mechanism for obtaining local board views. The committee will be provided with the local board's resolution when considering whether to authorise notification of the draft plan change.

### **Tauākī whakaaweawe Māori** **Māori impact statement**

26. If the local board chooses to provide its views on the plan change it includes the opportunity to comment on matters that may be of interest or importance to Māori well-being of Māori communities or Te Ao Māori (Māori worldview).
27. Council is required to consult with iwi authorities when preparing a plan change. Consultation is currently underway simultaneously with all iwi authorities. Feedback will be incorporated into the plan change.
28. Later in the plan-making process, the planner will analyse 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. The plan change does not trigger an issue of significance as identified in the Schedule of Issues of Significance (2021) and Māori Plan (2017, Houkura Independent Māori Statutory Board).

### **Ngā ritenga ā-pūtea** **Financial implications**

29. The plan change does not pose any financial implications for the local board's assets or operations.
30. Costs from undertaking the plan change are met by existing council budgets.

### **Ngā raru tūpono me ngā whakamaurutanga** **Risks and mitigations**

31. The local board will be unable to provide its views and preferences on the draft plan change, if it does not pass a resolution. This report provides the mechanism for the local board to express its views and preferences in contributing to formulation of the draft plan change.
32. If the local board chooses not to pass a resolution at this business meeting, the opportunity to influence policy prior to public notification is forgone (there is a later opportunity to comment on the plan change, following the close of submissions).
33. 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 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**

34. Local boards will provide feedback at March 2025 business meetings. Any additional analysis necessary will be undertaken following receipt of local board views.
35. The final draft plan change, including local board views, will be reported to committee in May 2025 seeking authorisation to notify the plan change for submissions.
36. After submissions close, a second report will provide an opportunity for views and preferences of the local board, which will then be included in a hearing report for the decision-makers on the plan change. The local board may appoint a local board member to speak to the local board's views at the plan change hearing.

## Ngā tāpirihanga Attachments

No.	Title	Page
<a href="#">A</a>	Proposed additions of trees and groups by local board and areas within each local board	97
<a href="#">B</a>	Additional information - Hibiscus and Bays	99

## Ngā kaihaina Signatories

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Authorisers	John Duguid - General Manager Planning and Resource Consents Lou-Ann Ballantyne - General Manager Governance and Engagement Lesley Jenkins - Local Area Manager













## Chairperson's report

File No.: CP2025/00220

### 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. On 18 February 2025 I sat in on a panel event for the community, hosted by Hibiscus Coast Youth Hauora Network, that was focused on youth mental health. It was good to hear the range of groups participating in the network and talking about the services and support they provide in this space.
4. I attended an International Women's Day event on 5 March 2025 at Auckland Transport hosted by Auckland Government Women's Network which is a great and supportive network to join.
5. Deputy Chairperson G Brown and members J Parfitt, V Short and G Walden and I attended the local board's Annual Plan consultation 'have your say' event at Whangaparāoa Library on 14 March 2025. There were several people eager to discuss an array of issues not necessarily related to the Annual Plan. To me, this reinforced the need for, and importance of the local board continuing to host informal catch up events so that we are available to talk with and assist local residents. Thank you to our engagement advisor for all her hard work in organising and setting up these events for us.
6. I was invited to speak at the New Zealand Chinese Cultural Day celebrations at Browns Bay Beach Reserve on 16 March 2025. This event has been hosted by Auckland Chinese Families Network for a number of years at Campbells Bay School, but they have outgrown the space. The opportunity to host it in a more public space was a great way to share and celebrate Chinese culture more widely with the community, beyond the 300 plus families involved. Thank you to Ben Yu and all the organisers and also to the Browns Bay Business Improvement District Manager for supporting them with guidance about hosting an event on the beach reserve.

#### Our Community

7. North Harbour Stadium and Domain Precinct Working Group: The chairpersons and deputies of the Hibiscus and Bays and Upper Harbour Local Boards ('steering group') have been tasked with co-leading a locally led working group to change the operational management of the stadium and to develop the future pathway forward for North Harbour Stadium (as per the Budget Committee and Governing Body Long-term Plan resolutions). Updates since my February 2025 report include:
  - stage one update: on 28 February 2025 the Expression of Interest process to identify a new operator of North Harbour Stadium closed and now submissions from parties are being 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 in April 2025 to approve entering into negotiations with the preferred operator, with a view to contracts being in place for mid-2025.

- stage two update: this work will look into the long-term future governance, management, ownership, operations and funding for the stadium and precinct. This project is being scoped to better understand what it will entail, and our local board and the Upper Harbour Local Board are currently consulting on local contributions to this work in our Annual Plan 2025/2026 which is out for feedback until 28 March 2025.
8. On 22 February 2025 I attended Whangaparāoa Library's 20<sup>th</sup> Anniversary Celebration Day with members J Parfitt, G Walden, J Law and S Mills. Former Rodney Mayor John Law, Councillors W Walker and J Watson and I spoke about the history of library services in the area, the development of the building and the wonderful services and support our librarians provide our community.

### Our Environment

9. Members J Parfitt, G Walden, V Short and I attended a Ko Te Wai He Taonga celebration at Sherwood Primary School. Their second lot of rainwater barrels they received are supporting their rapidly expanding gardens, which in turn support their Garden to Table programme.

### Our Places and Our Economy

10. On 26 February 2025 members G Brown, J Parfitt, V Short and Upper Harbour Local Board Chairperson A Atkinson and I attended a presentation from New Zealand Road Safety Products. Their roundabout in Waiuku was a trial with Auckland Transport and is yet to be reviewed officially by Auckland Transport. This review may be important information for us and other local boards to take into account when we are planning our future local board capital fund given the products appear to be durable, cheaper and quicker to install, and easier to part-replace when required.
11. Deputy Chairperson G Brown and I met with Waitemātā Local Area Commander Stefan Sagar and Acting Rodney Local Area Commander Mike Rickards on 13 March 2025. They noted that the volume of crime is down across both subdivisions and the Gang Acts 2024 is proving to be an enormously helpful tool for them. We spoke about homelessness issues across different suburbs and support they are happy to provide to some of our residents' associations and business associations who are asking for assistance to reduce crime.
12. I note that member J Law has sought information from Auckland Transport to better understand why the cancellation rate of ferry services in Gulf Harbour is up significantly since December 2024, and why end of day bus service replacements for cancelled services are not taking people back to the ferry terminal in Gulf Harbour where their vehicles are parked. I welcome further updates from Auckland Transport on how they are planning to rectify this situation as soon as possible.

### Other matters

13. I am pleased that a letter co-signed by all 21 local board chairpersons was well-received by Mayor Wayne Brown. In a letter from the Chief Financial Officer on 17 March 2025, the unexpectedly high cost-pressures local boards were facing from their facilities and services will be borne as a regional cost for 2025/2026. This will be a one off and cost pressures will need to be planned for in 2026/2027 by each local board. It however at least provides local boards the time and opportunity to plan accordingly as opposed to the late advice of the significant cost pressures we were delivered as the Annual Plan 2025/2026 went out for consultation. For the Hibiscus and Bays Local Board this means that we will not have \$800,000 of cost pressures on our budget in 2025/2026 and will be planning on spending the \$1.3 million budget uplift from Fairer Funding to further deliver on our local board plan 2023. We will be planning for our expected cost pressures in 2026/2027.
14. The Local Government Commission (LGC) has made its final determinations on the representation arrangements for the election of Auckland Council to be held on 11 October 2025. The outcome is that LGC is upholding council's final proposal and therefore no boundary changes for our local board or the wider Albany Ward will be taking place. Last month the LGC heard and considered appeals to Auckland Council's determination before making its final ruling. This is where the Devonport-Takapuna Local Board had tried to argue

taking some suburbs from the East Coast Bays, without any public consultation. Our local board's response to this proposition that had not public input or evidence of 'communities of interest' was strong and well received by the commissioners.

## 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

There are no attachments for this report.

## Ngā kaihaina Signatories

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





## Hōtaka Kaupapa - Policy Schedule for March 2025

File No.: CP2025/00228

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 March 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 March 2025.

### Ngā tāpirihanga Attachments

No.	Title	Page
A	Hōtaka Kaupapa – Policy Schedule for March 2025.	107

### Ngā kaihaina Signatories

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











## ATTACHMENTS

Item 8.1	Attachment A	Bays Youth Voice presentation	Page 113
Item 8.2	Attachment A	Mairangi Arts Centre presentation	Page 121
Item 8.3	Attachment A	Whangaparāoa Hub Community Trust presentation	Page 131
Item 8.4	Attachment A	Ōrewa Reserve Community Association (ORCA) presentation	Page 143
Item 8.4	Attachment B	Ōrewa Reserve future management report	Page 149



























































































































