



# Board Report



**Date**

Wednesday, 26 April 2017

**Time**

Commencing at 9.00 am

**Venue**

Panuku Development Auckland  
Level 2, Pier 21 Building,  
11 Westhaven Drive, Freemans Bay



# Board Agenda

**Where:** Level 2, Pier 21 Building, 11 Westhaven Drive, Freemans Bay, Auckland

**When:** Wednesday, 26 April 2017 | 9.00 am – 2:00 pm

**Board Members:** Richard Aitken – Chair  
 Dr Susan Macken – Deputy Chair  
 Anne Blackburn – Director  
 Evan Davies – Director  
 Richard Leggat – Director  
 Paul Majurey – Director  
 Mike Pohio – Director  
 Martin Udale – Director

**In attendance:** Roger MacDonald – Chief Executive  
 David Rankin – Chief Operating Officer  
 Carl Gosbee – Director Corporate Services  
 Angelika Cutler – Director Corporate Affairs  
 Rod Marler – Director Place and Design  
 Ian Wheeler – Director Portfolio Management  
 Allan Young – Director Development  
 David Gurney – Company Secretary

		Timing
1.	<b>Board Meeting with Rangitira</b>	9:00am
	<b>Morning Tea</b>	10.00am
2.	<b>Opening of Public Meeting</b> 2.1 Apologies 2.2 <a href="#">Directors' Interests</a> 2.3 <a href="#">Directors' Board Meeting Attendance Register</a> 2.4 <a href="#">Minutes of the 29 March 2017 Board meeting (public)</a> 2.5 Public Deputations	10.30am
3.	<b><a href="#">Chief Executive's Report</a></b>	10.50am
4.	<b>Decision Papers (Open)</b> 4.1 <a href="#">Disposals Recommendations</a> 4.2 <a href="#">Corporate Sponsorship Policy</a> 4.3 <a href="#">Unlock Takapuna: Car Parking Strategy and Framework Plan</a>	11.15am
5.	<b>Procedural Motion to Exclude the Public</b> Put the motion that, pursuant to the provisions of Section 48(1)(a) of the Local Government Official Information & Meetings Act 1987, the public be excluded from the following proceedings of this meeting, so that commercially sensitive issues can be discussed in confidential session.	11.30am

<b>6.</b>	<b>Confidential matters</b> 6.1 Minutes of the 29 March 2017 Board meeting 6.2 Board Action List 6.3 CE Report (Confidential)	<b>11.30am</b>
<b>7.</b>	<b>Decision Papers (Confidential)</b> 7.2 Transform Manukau: Barrowcliffe <i>Withheld from the public under S7(2(h)) of the LGOIMA.</i> 7.3 Priority Location Master Programme (Confidential) 7.4 S 40 Public Works Act 1981 Acquisition in Mount Wellington <i>Withheld from the public under S7(2(h)) of the LGOIMA.</i>	<b>11.50am</b>
<b>8.</b>	<b>MBIE Presentation on Urban Development Authorities</b>	<b>12:15pm</b>
	<b>Lunch</b>	<b>1:00pm</b>
<b>9.</b>	<b>Information Papers (Confidential)</b> 9.1 Urban Development Authorities Discussion Document: Panuku Feedback for Inclusion in the Council Group Submission <i>Withheld from the public under S7(2(f(i))) of the LGOIMA.</i> 9.2 Grants and Donations Quarterly Report – 31 March 2017 <i>Withheld from the public under S7(2(f(i))) of the LGOIMA.</i> 9.3 Group-wide Finance Policies/Protocols <i>Withheld from the public under S7(2(f(i))) of the LGOIMA.</i>	<b>1:15pm</b>
<b>10.</b>	<b>General Business</b>	<b>1:45pm</b>

**Note:** Some information has been withheld from the public under the relevant sections of the Local Government Official Information and Meetings Act 1987 (LGOIMA). Where information is withheld, the relevant section of the LGOIMA is cited. A copy of Section 7 of the LGOIMA, which provides reasons to withhold official information, is attached to the Board papers for reference.

# Local Government Official Information and Meetings Act 1987.

## 7 Other reasons for withholding official information

(1) Where this section applies, good reason for withholding official information exists, for the purpose of [section 5](#), unless, in the circumstances of the particular case, the withholding of that information is outweighed by other considerations which render it desirable, in the public interest, to make that information available.

(2) Subject to [sections 6, 8, and 17](#), this section applies if, and only if, the withholding of the information is necessary to—

(a) protect the privacy of natural persons, including that of deceased natural persons; or

(b) protect information where the making available of the information—

(i) would disclose a trade secret; or

(ii) would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information; or

(ba) in the case only of an application for a resource consent, or water conservation order, or a requirement for a designation or heritage order, under the [Resource Management Act 1991](#), to avoid serious offence to tikanga Maori, or to avoid the disclosure of the location of waahi tapu; or

(c) protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information—

(i) would be likely to prejudice the supply of similar information, or information from the same source, and it is in the public interest that such information should continue to be supplied; or

(ii) would be likely otherwise to damage the public interest; or

(d) avoid prejudice to measures protecting the health or safety of members of the public; or

(e) avoid prejudice to measures that prevent or mitigate material loss to members of the public; or

(f) maintain the effective conduct of public affairs through—

(i) the free and frank expression of opinions by or between or to members or officers or employees of any local authority, or any persons to whom [section 2\(5\)](#) applies, in the course of their duty; or

(ii) the protection of such members, officers, employees, and persons from improper pressure or harassment; or

(g) maintain legal professional privilege; or

(h) enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities; or

(i) enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations); or

(j) prevent the disclosure or use of official information for improper gain or improper advantage.







### Directors' Interests at 21 April 2017

Member	Interest	Company/Entity	Conflicts pre-identified?
<b>Richard H Aitken</b>	Chairman	Development Auckland Limited	
	Director	BGCF Trustee Ltd	
	Shareholder	Beca Group Ltd	
	Director	BGL Custodian Ltd	
	Director	BGLIR Trustee Ltd	
	Director	BGL Management Share Trustee Ltd	
	Director	BGL Nominees Ltd	
	Director	BGS Trustee Ltd	
	Director	Derceto Trustee Ltd	
	Director	Hopetoun Pitt Ltd	
	Director	Gands Plan Pty Ltd (Australia)	
	Director	John Scotts Investments Ltd	
	Director	TrustPower Ltd	
	Chair	Te Punaha Matatini Advisory Board	
	Trustee	BAS Custodian Trust	
	Trustee	Beca Indemnity Fund Custodian Trust	
	Trustee	BGLIR Custodian Trust	
	Trustee	BGL Custodian Trust	
	Trustee	BGS Custodian Trust	
	Trustee and discretionary beneficiary	The Glade Trust	
Trustee	The Sunnybrae Trust		
Trustee	The Waimarama Trust		
<b>M Anne Blackburn</b>	Director	Development Auckland Limited	
	Member	Commercial Operation Advisory Board to the Treasury	
	Director	New Zealand Venture Investment Fund Limited	
	Director	NZVIF Investments Limited	
	Director	Warren & Mahoney Limited	Supplier
	Director	Warren & Mahoney Architects Limited	Supplier
	Director	Committee for Auckland Limited	
	Director	Fidelity Life Assurance Company Limited	
	Director	Fisher Funds Management Limited	
	Director	TSB Bank Limited	

Member	Interest	Company/Entity	Conflicts pre-identified?
	Director	TSB Group Capital Limited	
	Director	TSB Group Investments Limited	
	Director	Ten Gracie Square Limited	
	Director	Wairaka Land Company Limited (Unitec land development subsidiary)	Possible
<b>Evan W Davies</b>	Director	Development Auckland Limited	
	Director	Welch Securities Ltd	
	Director	Paris Magdalinos Architects Ltd	
	Director	Kokako Fames Ltd	
	Director	Todd Property Group Limited and Subsidiaries	
	Director	Todd Property Ormiston Town Centre Ltd	J/V with Panuku
	Trustee	Melanesian Mission Trust	
	Trustee	Anglican Trust for Women and Children	
	Chair	Capital Investment Committee, Nation Health Board	
	Chair	Christchurch Hospital Redevelopment Partnership Board	
	Director	FMS Ltd (Aust)	
<b>Richard I Leggat</b>	Director	Development Auckland Limited	
	Director	New Zealand Post Ltd	
	Deputy Chair	Tourism NZ	
	Director	Education NZ	
	Director	Cycling NZ	
	Member	Union Cycliste Internationale Ethics Commission	
	Chairman	NZ Cycle Trail Incorporated	
	Director	Snowsports NZ	
	Panel Member	NZ Markets Disciplinary Tribunal	
	Director	Trophy Metropolitan Limited	
	Director	Mortleg Ltd	
	Director	Winter Games New Zealand	
<b>Dr Susan C Macken</b>	Director	Development Auckland Limited	
	Director	Treasury Advisory Board	
	Director	Blossom Bear Limited	
	Director	Fertility Associates Trustee Ltd and Associates	
	Director	STG Ltd	
	Deputy Chair	Tāmaki Redevelopment Company Limited	Possible
	Director	Spa Electrics Ltd (Aust)	
	Director	FA Ventures One Limited	
	Director	Kiwibank	
<b>Paul F Majurey</b>	Chair	Tūpuna Maunga o Tāmaki Makaurau Authority	

Member	Interest	Company/Entity	Conflicts pre-identified?
	Chair	Tāmaki Makaurau Community Housing Limited	
	Chair	Mana Whenua & Crown Working Group (Proposed Hauraki Gulf / Tikapa Moana Recreational Fishing Park)	
	Chair	Marutūāhu Rōpū General Partner Limited	
	Chair	Marutūāhu Collective (5 iwi collective)	
	Chair	Hauraki Collective (12 iwi collective)	
	Co-Chair	Sea Change Marine Spatial Plan Project	
	Co-Chair	Tāmaki Healthy Families Alliance	
	Director	Museum of New Zealand Te Papa Tongarewa	
	Director	Development Auckland Limited	
	Director	Pare Hauraki Asset Holdings Limited	
	Director	Taimoana Marine Farms Limited	
	Director	Tikapa Moana Enterprises Limited	
	Director	Pouarua Farm General Partner Limited	
	Director	Ngāti Maru Pouarua Farm Limited	
	Director	Half Moon Bay Venture Limited	
	Director	Atkins Holm Majurey Limited	
	Trustee	Crown Forestry Rental Trust	
	Trustee	Ngāti Maru Rūnanga Trust	
	Trustee	Hauraki Fishing Group	
	Mana Whenua Representative	Hauraki Gulf Forum	
	Tainui Waka Representative	Iwi Working Group (Review of Te Ohu Kaimoana)	
	Chair	Whenuapai Housing General Partner Limited	
<b>Michael E Pohio</b>	Director	Development Auckland Limited	
	Director	National Institute of Water & Atmospheric Research Limited	
	Director	NIWA Vessel Management Limited	
	Director	KiwiRail Limited	
	Chairman	BNZ Partners Waikato	
	Director	Te Atiawa Iwi Holdings	
	Director	Te Atiawa (Taranaki) Holdings Limited	
	Director	TBFree	
	Director	Ospri New Zealand Ltd <ul style="list-style-type: none"> <li>National Animal Identification and Tracing Ltd</li> </ul>	
<b>C Martin Udale</b>	Director	Development Auckland Limited	
	Director	Urban Canvas Limited	
	Director	Essentia Consulting Group Limited	
	Director	Fleming Urban Limited	Possible Onehunga

Member	Interest	Company/Entity	Conflicts pre-identified?
			development
	Director	Innovation Waikato Limited	
	Director	Paparata Limited	
	Director	Tall Wood Limited	
	Director	Tall Wood Distribution Limited	
	Director	Forest Group Limited	
	Director	Tamaki Redevelopment Company Limited	Possible
	Director	Tamaki Regeneration Limited	
	Council member	Unitec Institute of Technology	
	Director	Waikato Innovation Park Limited	
	Chair	Wairaka Land Company Limited (Unitec land development subsidiary)	Possible
	Trustee	Cardinal Trustees Limited	
	Director	TW Twenty Twenty Limited	
	Director	Hobsonville GP Ltd	
	Director	New Ground Living (Hobsonville Point) Limited	

**DIRECTORS' MEETING ATTENDANCE REGISTER – 2016-17**

	2016						2017	
	27 Jul	31 Aug	21 Sep	26 Oct	30 Nov	14 Dec	22 Feb	29 Mar
Sir John Wells	A	✓	✓	✓	✓	NA	NA	NA
R H Aitken	✓	✓	✓	✓	✓	✓	✓	✓
M A Blackburn	✓	✓	✓	✓	✓	✓	✓	✓
E W Davies	✓	✓	✓	✓	A	✓	A	✓
R I Leggat	✓	✓	✓	✓	✓	✓	✓	✓
Dr S C Macken	✓	✓	✓	✓	A	✓	✓	✓
P F Majurey	✓	✓	✓	A	✓	✓	✓	✓
M E Pohio	✓	✓	✓	✓	✓	✓	✓	✓
C M Udale	✓	✓	A	✓	✓	✓	✓	✓



MINUTES OF THE MEETING OF DIRECTORS OF DEVELOPMENT AUCKLAND LIMITED (PANUKU DEVELOPMENT AUCKLAND), HELD AT LEVEL 2, PIER 21 BUILDING, 11 WESTHAVEN DRIVE, AUCKLAND ON WEDNESDAY 29 MARCH 2017 COMMENCING AT 9.00 AM.

<b>ATTENDING</b>		<p><b>Board:</b> Richard Aitken (Chair), Anne Blackburn, Evan Davies, Richard Leggat, Paul Majurey, Mike Pohio, Dr Susan Macken, and Martin Udale.</p> <p><b>Executive:</b> Roger MacDonald (Chief Executive), David Rankin (Chief Operating Officer), Anglelika Cutler (Director Corporate Affairs), Carl Gosbee (Director Corporate Services), Rod Marler (Director Place and Design), Ian Wheeler (Director Portfolio Management), Allan Young (Director Development), David Gurney (Company Secretary).</p>		
<b>APOLOGIES</b>		There were no apologies for the meeting.		
<b>DIRECTORS' INTERESTS</b>	1-03/17	Richard Aitken advised that he will step down as the Executive Chair of Beca effective 1 April 2017.		
<b>BOARD ATTENDANCE REGISTER</b>	2-03/17	The Board received the Board Attendance Register.		
<b>MINUTES OF THE BOARD MEETING OF 22 FEBRUARY 2017</b>	3-03/17	The Board reviewed and approved the Minutes of the Board Meeting of 22 February, with confidential information redacted.		
<b>PUBLIC DEPUTATION – TAKAPUNA ACTION GROUP</b>	4-03/17	<p>Trish Deans, and Graham Saxon, from the Takapuna Action Group, presented to the Board on a petition signed by 8,500 people that was presented to Auckland Council's Governing Body on 23 March 2017. The petition supported the statement:</p> <p style="padding-left: 40px;">"We the undersigned oppose Panuku Development's plan to sell the Anzac St, Takapuna site that is currently used by The Takapuna Sunday Market."</p> <p>The Group outlined 3 reasons for opposing the plan to sell the site:</p> <ul style="list-style-type: none"> <li>• The value of the carparking to local businesses</li> <li>• The Sunday market which attracts people into the town centre</li> <li>• Ample private land is available for development in Takapuna, but there is very limited public open space.</li> </ul> <p>The Group explained that their preferred option for the ANZAC Street site would be to eventually underground the carpark, and to use the space above the carpark as a town square.</p> <p>The Group left the meeting after their presentation.</p> <p>It was noted that the Gasometer site could be used to meet Takapuna's carparking needs. The ANZAC Site development options could include a "right sized" town centre/open space.</p> <p>It was noted that concepts to guide the direction of the ANZAC development plans would be presented to the next Board meeting.</p>		
<b>PROCEDURAL MOTION TO EXCLUDE THE PUBLIC</b>	5-03/17	<p>It was <b>RESOLVED THAT</b>, pursuant to the provisions of Section 48(1)(a) of the Local Government Official Information &amp; Meetings Act 1987, the public be excluded from the Meeting for the following proceedings; the subject matter, the reasons and specific grounds for exclusions being set out below:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; padding: 5px;">General subject of matters to be considered</td> <td style="width: 50%; padding: 5px;">Grounds under Section 48(1)</td> </tr> </table>	General subject of matters to be considered	Grounds under Section 48(1)
General subject of matters to be considered	Grounds under Section 48(1)			

			<b>for considering in private</b>
		Governance; Committee report	Commercially sensitive issues
		Finance and Risk	Commercially sensitive issues
		Management and operations	Commercially sensitive issues
		<i>Moved Mike Pohio, seconded Richard Aitken; CARRIED.</i>	
<b>MINUTES OF THE BOARD MEETING OF 22 FEBRUARY 2017 (WITH CONFIDENTIAL ISSUES INCLUDED)</b>	6-03/17	The Board reviewed and approved the Minutes of the Board Meeting of 22 February, with confidential information included.	
<b>BOARD ACTION LIST</b>	7-03/17	<p>The Board received and review the Board Action List.</p> <p>The Board noted that the Mayor had provided a clear direction about his preference that the management of Shed 10 and The Cloud should pass to Regional Facilities Auckland (RFA). It was noted that there is a significant amount of work on Queens Wharf (e.g. the Mooring Dolphin, sea wall upgrades, Quay Street development) which will need to be accommodated in a MOU between Panuku and RFA if they manage the venues.</p>	
<b>CHIEF EXECUTIVE'S REPORT</b>	8-03/17	<p>The Chief Executive spoke to his report, which was taken as read. The following items were discussed:</p> <ul style="list-style-type: none"> <li>• <b>Change of Legal Name to Panuku Development Auckland</b> – It was <b>RESOLVED THAT</b> the Board: <ul style="list-style-type: none"> <li>○ <b>Approves</b> the legal name of the company be changed to <i>Panuku Development Auckland</i>, effective from 30 April 2017;</li> <li>○ <b>Agrees</b> that the Council will be given the opportunity to approve filing an updated constitution if it prefers to reflect the new legal name.</li> </ul> </li> </ul> <p><i>Moved Richard Aitken, seconded Richard Leggat; CARRIED.</i></p>	
	9-03/17	<i>Information has been withheld from the public under S7(2)(b)(ii) of the LGOIMA.</i>	
	10-03/17	<ul style="list-style-type: none"> <li>• <b>Barrowcliffe</b> – The Board noted that an amended plan for Barrowcliffe would be presented to the Board in April.</li> </ul>	
	11-03/17	<i>Information has been withheld from the public under S7(2)(b)(ii) of the LGOIMA.</i>	
	12-03/17	<ul style="list-style-type: none"> <li>• <b>Panuku's Office Accommodation</b> – the Board noted that the lease for Panuku's new office at 81 Wyndham Street is ready for signature, with a 9 year term. The lease, and fit-out, are cost effective compared to the option of staying in the current location. Rod Marler, Director Place and Design, presented the concept designs for the office layout, which were supported by the Board. The Board were assured that the designs were reviewed from a Health and Safety Perspective.</li> </ul>	
	13-03/17	<ul style="list-style-type: none"> <li>• <b>Health and Safety Report</b> – the Board received the Health and Safety</li> </ul>	



		<p>Report. Items noted included:</p> <ul style="list-style-type: none"> <li>○ Following the critical risk review of quarries, all Health and Safety management plans are now up to date.</li> <li>○ New Health and Safety software, <i>Risk Manager</i>, will be introduced at Panuku, starting with the roll out of accident and incident reporting by July 2017.</li> <li>○ A gap analysis of marinas is being done to identify Health and Safety improvements.</li> </ul> <p>The Chief Executive's Report was received.</p>
<b>DECISION PAPER 3.1 - UNLOCK HENDERSON – HIGH LEVEL PROJECT PLAN</b>	14-03/17	<p>David Rankin, Chief Operating Officer, introduced this item. David outlined the attributes of Henderson, noting that it had a good transport hub, Council had good landholdings in the area, and that it provided options for the development of affordable housing.</p> <p><i>Information has been withheld from the public under S7(2(f(i))) of the LGOIMA.</i></p>
<b>DECISION PAPER 3.2 – UNLOCK OLD PAPATOETOE HIGH LEVEL PROJECT PLAN</b>	15-03/17	<p>David Rankin, Chief Operating Officer, introduced this item. David noted the attributes of Old Papatoetoe as being an opportunity for development of affordable housing and town centre revival, and Council having good landholdings.</p> <p><i>Information has been withheld from the public under S7(2(f(i))) of the LGOIMA.</i></p>
<b>DECISION PAPER 3.3 – DISPOSALS RECOMMENDATIONS</b>	16-03/17	<p>The Board received this report.</p> <p>It was <b>RESOLVED THAT</b> the Board <b>recommends</b> to the Auckland Council Governing Body that the following properties are surplus to Council requirements and should be divested:</p> <ul style="list-style-type: none"> <li>a) 315A Glengarry Road, Glen Eden</li> <li>b) 129R Bairds Road, Ōtara</li> <li>c) Section 1 SO 69059, East Coast Road, Redvale</li> <li>d) Allotments 136, 137, 138, 139, 140 and 141 Ahuroa Parish and 147 Kourawhero Parish, Woodcocks Road, Woodcocks</li> <li>e) 6 Butler Avenue, Papatoetoe</li> <li>f) 19 Anzac Road, Browns Bay</li> <li>g) 10 Felton Mathew Avenue, St Johns</li> </ul> <p><i>Moved Mike Pohio, seconded Anne Blackburn; CARRIED.</i></p>
<b>DECISION PAPER 3.4 – DELEGATED AUTHORITIES</b>	17-03/17	<p><i>Information has been withheld from the public under S7(2(f(i))) of the LGOIMA.</i></p>
<b>DECISION PAPER 3.5 – AUDIT ARRANGEMENTS LETTER</b>	18-03/17	<p>The Board received this paper, noting that it had been reviewed by the Audit and Risk Committee.</p> <p>It was <b>RESOLVED THAT</b> that the Board <b>approve</b>, and <b>authorise</b> the Chair to sign, the Audit NZ arrangements letter for the 30 June 2017 audit.</p> <p><i>Moved Mike Pohio, seconded Susan Macken; CARRIED.</i></p>
<b>INFORMATION PAPER 3.6 – TOTAL VALUE ANALYSIS</b>	19-03/17	<p>David Rankin, Chief Operating Officer, introduced this paper.</p> <p>The Board noted that Panuku has built internal capability to use this tool to quantify projected non-financial benefits to society from projects and programmes. However, on-going peer review of the application of the tool is important to ensure analysis remains credible.</p> <p>It was <b>RESOLVED THAT</b> the Board <b>adopts</b> the Total Value Analysis Tool as a tool that will be applied and used in business cases to assist decision</p>

		making. <i>Moved Susan Macken, seconded Mike Pohio; CARRIED.</i>
<b>DECISION PAPER 7.1 – NORTHCOTE BUSINESS CASE</b>	20-03/17	Angelika Cutler, Director Corporate Affairs, presented this item. The high level of support by the Local Board for the project was noted. Strong collaboration will be required with Hobsonville Land Company and with Housing New Zealand to coordinate developments. <i>Information has been withheld from the public under S7(2(f(i))) of the LGOIMA.</i>
<b>INFORMATION PAPER 4.1 – WYNYARD QUARTER KEY MOVES</b>	21-03/17	Joanna Smith, Senior Project Planning Leader, gave a presentation on the key development and transport plans and issues across Wynyard Quarter.
<b>DECISION PAPER – HENDERSON VALLEY ROAD (WILSHER) BUSINESS CASE</b>	22-03/17	<i>Information has been withheld from the public under S7(2(h)) of the LGOIMA.</i>
<b>DECISION PAPER 7.3 – ACQUISITION</b>	23-03/17	<i>Information has been withheld from the public under S7(2(h)) of the LGOIMA.</i>
<b>DECISION PAPER 7.4 – ACQUISITION</b>	24-03/17	<i>Information has been withheld from the public under S7(2(h)) of the LGOIMA.</i>
<b>DECISION PAPER 7.5 – ACQUISITION</b>	25-03/17	<i>Information has been withheld from the public under S7(2(h)) of the LGOIMA.</i>
<b>DECISION PAPER 7.6 – SALE</b>	26-03/17	<i>Information has been withheld from the public under S7(2(h)) of the LGOIMA.</i>
<b>INFORMATION PAPER 4.2 – CURRENT MARKET CONDITIONS FOR HIGH DENSITY RESIDENTIAL DEVELOPMENT</b>	27-03/17	Allan Young, Director Development, introduced this paper, which identified issues such as high construction costs, funding constraints and a reduction in investor demand, which were making high-density apartment typologies challenging. The Board received the report.
<b>INFORMATION PAPER 7.8 – WESTHAVEN PILE MOORING REDEVELOPMENT</b>	28-03/17	<i>Information has been withheld from the public under S7(2(f(i))) of the LGOIMA.</i>
<b>INFORMATION PAPER 7.9 – COUNCIL GROUP SUBMISSION ON THE URBAN DEVELOPMENT AUTHORITIES DISCUSSION DOCUMENT</b>	29-03/17	<i>Information has been withheld from the public under S7(2(f(i))) of the LGOIMA.</i>
<b>GENERAL BUSINESS</b>	30-03/17	<b>Appointment of Dr Susan Macken as the Deputy Chair</b> The Board joined the Chair to congratulate Dr Susan Macken on her appointment as Panuku's Deputy Chair.

		<b>Board Performance Review</b> The Chair advised the Board that two organisations were putting together proposals to undertake a performance review of the Board.
<b>DECISION PAPER 7.7 – BRITOMART DEVELOPMENT</b>	31-03/17	<i>Information has been withheld from the public under S7(2(h)) of the LGOIMA.</i>
		The meeting closed at 1:00pm.

**READ AND CONFIRMED**

\_\_\_\_\_ **Chairman**

\_\_\_\_\_ **Date**





## Chief Executive's Report to the Board

<b>Document Author</b>	Roger MacDonald - Chief Executive
<b>Contributors</b>	David Rankin – Chief Operating Officer Rod Marler – Director Place and Design Allan Young – Director Development Ian Wheeler – Director Portfolio Management Carl Gosbee – Director Corporate Services Angelika Cutler – Director Corporate Affairs
<b>Date</b>	26 April 2017

### 1. Overview

This report provides the Board with a summarised overview of the opportunities and the issues facing the organisation.

This report is a public report, however confidential information is redacted. Information that has been redacted is indicated in **blue font**. Where redacted information exists, a reference to the section of the Local Government Official Information and Meetings Act 1987 (LGOIMA) will be cited in the publicly available version of the report.

### 2. Key issues

This section outlines issues that are not otherwise covered by a Decision or Information Paper elsewhere in the agenda and are either:

- Requiring a Board resolution
- Strategically significant issues
- Emerging and developing issues
- Project updates
- Issues relevant to the Council.

#### 2.1 Issues requiring a Board Resolution

There are no issues in this category this month.

#### 2.2 Strategically significant issues

##### 2.2.1 Housing for Older People

The joint venture business has been named 'Haumaru Housing' - Haumaru meaning 'shelter, to provide a caring and safe haven for everything'.

Matthew Harker and Kerry Hitchcock have been appointed by Auckland Council as independent directors following an external selection process. Helen Melrose has been

appointed Chair of the Board. Gabrielle Clezy, the partnership's General Manager, commenced employment on 3rd April.

On the 5th April, Haumaru Housing informed by the Community Housing Regulatory Authority that it was successful in its application to become a Class 1 registered landlord. Once this has been published in the NZ Gazette on Thursday 13 April, Haumaru Housing Limited Partnership will be included in the CHRA register. CHRA considered the application to be of high quality and were impressed with the range of policies and supporting documents.

On the 7th April Panuku submitted the resource consent application for Wilsher Village development at Henderson.

*Information has been withheld from the public under S7(2(h)) of the LGOIMA.  
Information has been withheld from the public under S7(2(f(i))) of the LGOIMA.*

### **2.2.2 Manukau Transform – Business Case**

*Information has been withheld from the public under S7(2(f(i))) of the LGOIMA.*

### **2.2.3 Manukau Joint Liaison Body**

The Manukau Joint Liaison Body met on the 3rd April with refreshed crown representation. This was based on a discussion we held with the deputy state services commissioner earlier in the year. Crown representation includes the deputy State Services Commissioner based in Auckland, Lewis Holden, the director of the Auckland policy office (MBIE), MIT and AUT, Housing New Zealand and the Counties/Manukau DHB.

Following on from a pre-Christmas workshop between Panuku and the Crown, we are now leading the formation of an overall programme for the Manukau transform area as a basis for more joined up work and public engagement.

*Information has been withheld from the public under S7(2(f(i))) of the LGOIMA.*

## **2.3 Emerging and developing issues**

### **2.3.1 Britomart**

*Information has been withheld from the public under S7(2(h)) of the LGOIMA.*

## **2.4 Project updates**

### **2.4.1 Ormiston Town Centre**

*Information has been withheld from the public under S7(2(b(ii)) of the LGOIMA.*

### **2.4.2 Pile Mooring**

*Information has been withheld from the public under S7(2(b(ii)) of the LGOIMA.*

### **2.4.3 Gaunt Street, Wynyard Quarter Site**

*Information has been withheld from the public under S7(2(h)) of the LGOIMA.*

### **2.4.4 Sanford Site – Hamer Street, Wynyard Quarter**

*Information has been withheld from the public under S7(2(h)) of the LGOIMA.*

### **2.4.5 Willis Bond West One LV1**

*Information has been withheld from the public under S7(2(b(ii)) of the LGOIMA.*

### **2.4.6 Site 18, Beaumont Street, Wynyard Quarter**

*Information has been withheld from the public under S7(2(h)) of the LGOIMA.*



#### 2.4.7 Vos Boat Yard, Wynyard Quarter

*Information has been withheld from the public under S7(2(b(ii)) of the LGOIMA.*

#### 2.4.8 Marine Village

*Information has been withheld from the public under S7(2(h)) of the LGOIMA.*

### 2.5 Issues relevant to the Council

#### 2.5.1 Elected Representatives Meetings/Workshops

Of note over the last few weeks has been significant interaction with governing body elected representatives and Local Boards.

At the March meeting of the planning committee the Onehunga HLPP was approved and Councillors received an update on the broad Panuku work programme. This programme included a recommendation, already endorsed by the board, to upgrade Avondale from a support to an unlock location. This was approved. It also provided a good opportunity to discuss with Councillors issues around funding for town centre regeneration and use of Public Works Act powers to assist with site aggregation.

We have also had workshops with the planning committee on the Henderson draft HLPP on waterfront and city centre strategy and implementation issues, and on making the Public Works Act powers available to Panuku to achieve the site aggregation so essential to regeneration of town centres.

#### 2.5.2 Local Board Plans

The Engagement Team has been working with the Local Boards in our Priority Location areas since January to make sure that we are proactively involved in the Local Board Plan process.

Our involvement means we have been able to identify shared outcomes through discussions on Panuku activity and the priorities Local Boards want to see reflected in their plans. Early and informed involvement in the development of the plans means that LTP requests from Panuku to Council take into account the projects that are already about to be funded by local boards and therefore don't need to be funded by Panuku. Proactive involvement has also meant we can influence the content in the only strategic planning exercise boards are required to carry out that in turn, informs their decision making for the next three years.

The output from this work is significant. The results vary from support locations identifying that Panuku, AT and the local board will work together to design holistic outcomes for transport, development and community facilities to realise town centre aspirations through to the Otara-Papatoetoe plan which identifies 'Transform Manukau' as a key move in their draft plan.

We are still in the process of finalising favourable content with a number of other Local Boards across the region.

### 3. Panuku Leaderkit Project Summary

*Information has been withheld from the public under S7(2(f(i))) of the LGOIMA.*

### 4. Financial Summary

#### 4.1 Financial Dashboard

*Information has been withheld from the public under S7(2(f(i))) of the LGOIMA.*

## **4.2 Dividends**

*Information has been withheld from the public under S7(2(f(i))) of the LGOIMA.*

## **4.2 Capitalisation of Legacy Debt**

*Information has been withheld from the public under S7(2(f(i))) of the LGOIMA.*

## **4.3 Council Funding**

*Information has been withheld from the public under S7(2(f(i))) of the LGOIMA.*

# **5. Organisational Summary**

## **5.1 Chief Executive's Networks**

*Information has been withheld from the public under S7(2(f(i))) of the LGOIMA.*

## **5.2 Health and Safety**

*Information has been withheld from the public under S7(2(f(i))) of the LGOIMA.*

## **5.3 Risk Management Framework**

*Information has been withheld from the public under S7(2(f(i))) of the LGOIMA.*

## **5.4 Portfolio Management Update**

### **5.6.2 Acquisitions and Disposals Summary**

*Information has been withheld from the public under S7(2(h)) of the LGOIMA.*

## **5.5 Overseas Travel**

### **5.5.1 CE's meetings with Partners and Potential Investors**

Roger MacDonald continued the strong relationship with Fu Wah in Beijing. He met formally with the President of Fu Wah, Mr Chiu, first to discuss the development of the Park Hyatt hotel, and then to sign a MOU on wider business opportunities.

*Information has been withheld from the public under S7(2(b(ii)) of the LGOIMA.*

Roger was also able to see Fu Wah mixed use developments in Beijing.

Informally, Roger was hosted by Fu Wah Chairperson Madam Chang at her private residence, reinforcing the strong personal connections that Madam Chang and her family have with Panuku and Auckland.

*Information has been withheld from the public under S7(2(b(ii)) of the LGOIMA.*

Roger also travelled to Guangzhou to view Avanda developments and master plans there.

### **5.5.2 Meetings with Avanda**

Allan Young and Don Greenaway met with Avanda representatives in Hong Kong to discuss their projects in China and to confirm the site inspections in China.

Site inspections were undertaken in Shenzhen and Guangzhou along with meetings with Avanda's senior executive team in Guangzhou. It is clear from the meetings and site visits that

Avanda is committed to NZ and has the intellectual and financial capability to deliver developments in NZ to a high standard.

### 5.5.3 Meetings with Fu Wah

Rod Marler attended meetings with Fu Wah in Beijing where he inspected mock-up rooms and discussed various design elements for the Park Hyatt hotel.

## 5.6 Media summary

In mid-March Roger, with two members of the Panuku development team, took Mayor Goff on a site tour of the Hobsonville Airfields development sites where more than 500 homes will be developed as part of Stage Two of the project. A minimum of 10 per cent of the homes will be affordable housing.

In the next couple of weeks Paperboy is expected to publish a profile piece on Roger that will also feature summaries on five of our projects locations: Old Papatoetoe, Manukau, Northcote, Onehunga and the refreshed plans for the waterfront.

This month's Building News featured our transform project in Onehunga and our unlock project in Hobsonville The Airfields. The Planning Committee's approval of the Onehunga HLPP late last month also received some coverage on [ourauuckland.co.nz](http://ourauuckland.co.nz) and via the Onehunga Community Newsletter, which has a reasonable [Facebook presence](#).

An [information kiosk](#) for people seeking information on redevelopment happening in Northcote opened this week.

Also, [Fu Wah International](#), who is developing Park Hyatt on the waterfront, called for action over rising construction costs, which it says could impact on its ability to deliver future projects.

## 5.7 Board Papers summary

The following points summarise the Board papers that are presented at this Board meeting. The number references beside each point refer to the item number on the Board Agenda.

For the public meeting, the Board papers will be taken as read and questions on each will be answered as part of the Chief Executives Report to the Board. Information withheld from the public under the LGOIMA will be discussed in confidential session.

The **Decision Papers** being considered by the Board are:

- **4.1 Disposals Recommendations** – to seek approval to recommend to Council the disposal of council-owned properties at:
  - Areas C and D, 3 Memorial Drive, New Lynn
  - 32 Harbour View Road, Te Atatu Peninsula
  - 343 Swanson Road, Ranui
  - 80 Vincent Street, Howick
  - 145A West Tamaki Road, Glen Innes
  - 24 Waipuna Road, Mt Wellington
  - Units 1-4, 26 Waipuna Road, Mt Wellington
  - 27B Waipuna Road, Mt Wellington
  - 1/77 Waipuna Road, Mt Wellington
  - 93 Waipuna Road, Mt Wellington
  - 3/136B Mt Wellington Highway, Mt Wellington
  - 134A Mt Wellington Highway, Mt Wellington
- **4.2 Corporate Sponsorship Policy** – to seek approval of revised Panuku Corporate Sponsorship Policy. The policy clarifies the scope, principles, and criteria for permitting

sponsorship. Panuku will not enter into a general sponsorship or naming rights agreement where there are no clear benefits to Panuku or the community; and the sponsorship arrangement is perceived to be in conflict with the organisation's values and objectives.

- **7.1 Unlock Takapuna: Car Parking Strategy and Framework Plan** - to seek the Board's approval on the direction of the Unlock Framework Plan and the preferred strategy to meet Auckland Transport's replacement car park requirements.
- **7.2 Transform Manukau: Barrowcliffe** – to seek the Board's approval on the direction of using 20 Barrowcliffe Place as pilot to deliver an affordable housing project in possible partnership with mana whenua and community housing providers.
- **7.3 Priority Location Master Programme** – to report the progress against project deliverables as part of Panuku's Master Programme.
- **7.4 Public Works Act S40 Acquisition – Mount Wellington** – to delegate to the Chief Executive the authority to conclude an agreement under Section 40 of the Public Works Act 1981 for properties in Mount Wellington.

The **Information Papers** being considered by the Board are:

- **9.1 Urban Development Authorities Discussion Document** – summarises the feedback that Panuku will provide to Council for the Council submission on the Government's Urban Development Authorities Discussion Document. Feedback is due by 19 May 2017.
- **9.2 Grants and Donations Quarterly Report** – outlines grants and donations provided by Panuku against the Board-approved annual budget for 2016/17.
- **9.3 Group-wide Finance Policies/Protocols** – introduces the concept of a protocol for the development of group-wide finance policies, in response to the Mayor's letter of expectations.





## Decision Paper: Disposals Recommendations

<b>Document Author(s)</b>	Anthony Lewis – Senior Advisor Portfolio Review
<b>Date</b>	6 April 2017

### 1. Proposal

This paper seeks approval from the Panuku Development Auckland (Panuku) Board for council owned properties to be recommended to the Auckland Council's Finance and Performance Committee for disposal.

### 2. Executive summary

The first property presented in this report, Areas C and D, 3 Memorial Drive, New Lynn is subject to a joint development agreement between Auckland Council and Infratil Infrastructure Property Limited (IIP) which gives IIP first rights to develop the sites once Council releases it from service. Panuku is undertaking the rationalisation process for these sites to enable the joint development agreement with IIP to proceed. Consultation with Council and its CCOs, iwi authorities and the Whau Local Board has been undertaken. No alternative service uses were identified through the rationalisation process and the feedback received was supportive of the proposed disposal.

The second group of properties presented in this report, 32 Harbour View Road, Te Atatu Peninsula and 343 Swanson Road, Ranui are vacant sites that have been reviewed by Council's Parks department and found to have little quality open space potential and no strategic purpose to retain. Consultation with Council and its CCOs, iwi authorities and the Henderson-Massey Local Board has been undertaken. No alternative service uses were identified for the subject sites through the rationalisation process and the feedback received was supportive of the proposed disposal.

The third property presented in this report, 80 Vincent Street, Howick is an off-street car park released by Auckland Transport as not required for future service needs as it holds no strategic purpose to retain. Consultation about this property has been undertaken with Council and its CCOs, iwi authorities and the Howick Local Board. No alternative service uses have been identified. The Howick Local Board does not support the proposed disposal of this site on the basis it is regarded as a well utilised car park in a commercial area that is short of parking.

The fourth property presented in this report, 145A West Tamaki Road, Glen Innes is a vacant strip of land that was reviewed by Council's Parks department and found to have little quality open space potential and no strategic purpose to retain. Consultation with Council and its CCOs, iwi authorities and the Maungakiekie-Tamaki Local Board about this property has been undertaken. No alternative service uses were identified for the subject site through the rationalisation process and the feedback received was supportive of the proposed disposal.

The final group of properties presented in this report, Units 1-4, 24 Waipuna Road; 26 Waipuna Road, Waipuna, 27B Waipuna Road, Waipuna, 1/77 Waipuna Road, Waipuna, 93 Waipuna Road, Waipuna; 3/136B Mt Wellington Highway, Mt Wellington and 134A Mt Wellington Highway, Mt Wellington are residential properties released by Auckland Transport as not required for future service needs and having no strategic purpose to retain. 134A Mt Wellington Highway is a vacant section. The other sites

all have residential dwellings located on them. Consultation with council and its CCOs, iwi authorities and the Maungakiekie-Tamaki Local Board about these properties has been undertaken. No alternative service uses were identified for the subject sites through the rationalisation process and the feedback received was supportive of the proposed disposal of the properties.

The consultation process undertaken for the subject properties to date, and a technical summary of each property is attached as Appendices A to L of this report.

### 3. Recommendations

It is **recommended** that the Board

#### 1. Approves

- a. The recommendation to the Auckland Council governing body that the following properties are surplus to Council requirements and should be divested:
  - i. Areas C and D, 3 Memorial Drive, New Lynn
  - ii. 32 Harbour View Road, Te Atatu Peninsula
  - iii. 343 Swanson Road, Ranui
  - iv. 80 Vincent Street, Howick
  - v. 145A West Tamaki Road, Glen Innes
  - vi. 24 Waipuna Road, Mt Wellington
  - vii. Units 1-4, 26 Waipuna Road, Mt Wellington
  - viii. 27B Waipuna Road, Mt Wellington
  - ix. 1/77 Waipuna Road, Mt Wellington
  - x. 93 Waipuna Road, Mt Wellington
  - xi. 3/136B Mt Wellington Highway, Mt Wellington
  - xii. 134A Mt Wellington Highway, Mt Wellington

### 4. Prior Board and Council engagement and decisions

Previous Board / Council engagement and decisions		
Date and meeting	Document	Decision / Outcome
NA	NA	NA

### 5. Discussion

Panuku and the Auckland Council Stakeholder and Community Facilities Land Advisory team jointly work on a comprehensive review of council's property portfolio. One of the outcomes of the review process is to identify properties in the council portfolio that are potentially surplus to requirements and that may be suitable to sell. The subject properties were identified as potentially surplus through this review process.

Once a property has been identified as potentially surplus, Panuku engages with council and its CCO's through an Expression of Interest (EOI) process, to establish whether the property must be retained for a strategic purpose or is required for a future funded project or public work. The Heritage Unit is invited,



prior to the internal consultation process, to raise any particular archaeological issues. The Closed Landfills and Contaminated Land Response team is also asked to assess sites prior to the internal consultation commencing to ensure any possible contamination issues were identified. The internal consultation process provides the Maori Strategy Relations team the opportunity to flag any issue that is of particular relevance to Maori.

Once a property has been internally cleared of any service requirements, Panuku then consults with local boards, mana whenua, the Independent Maori Statutory Board and relevant ward councillors. All sale recommendations must be approved by the Panuku board before a final recommendation is made to Auckland Council’s governing body.

Detailed information about the subject properties is provided in Appendices A to L of this report.

### 6. Financial implications

Detailed information about the subject properties is provided in Appendices A to L of this report.

### 7. Implementation

Information about the implementation of the subject properties is provided in Appendices A to L of this report.

#### Document Sign-off

Role	Name	Sign-off Date	Signature
Chief Executive	Roger MacDonald		
Chief Operating Officer	David Rankin		



## Decision Paper: Corporate Sponsorship Policy

<b>Document Author(s)</b>	Maxine Waugh, Manager Business Systems and Processes Carl Gosbee, Director Corporate Services
<b>Date</b>	17 April 2017

### 1. Proposal

The purpose of this paper is to seek Board approval of the Panuku Corporate Sponsorship Policy.

### 2. Executive summary

The Corporate Sponsorship Policy was first developed and approved by the Waterfront Auckland Board in March 2013, and is due for review. The purpose of the policy is to clarify the boundaries within which Panuku will accept private sponsorship opportunities for its facilities and activities, including corporate and philanthropic naming rights on our buildings, and other general sponsorship in association with a facility or activity.

Examples of activities or facilities triggered by this policy are requests for naming rights on our buildings or sites (e.g. Shed 10) and/or naming of sponsors (e.g. ASB) for place making activities at Silo Park.

The policy clarifies the scope, principles, and criteria for permitting sponsorship. Panuku will not enter into a general sponsorship or naming rights agreement where there are no clear benefits to Panuku or the community; and the sponsorship arrangement is perceived to be in conflict with the organisation's values and objectives.

The policy has now been reviewed. The wording remains unchanged, apart from changing the company and logo from Waterfront Auckland to Panuku Development Auckland.

Refer **Attachment A** for the Corporate Sponsorship Policy document.

### 3. Recommendations

It is **recommended** that the Board **approves** the Corporate Sponsorship Policy.

### 4. Prior Board and Council engagement and decisions

Previous Board / Council engagement and decisions		
Date and meeting	Document	Decision / Outcome
27 March 2013	Decision paper to Waterfront Auckland Board to approve Corporate Sponsorship Policy	Approved

**Document Sign-off**

Role	Name	Sign-off Date	Signature
Chief Executive	Roger MacDonald		
Director Corporate Services	Carl Gosbee		

## CORPORATE SPONSORSHIP POLICY

### 1 Policy objectives

- 1.1 To clarify the boundaries within which Panuku Development Auckland (Panuku) will accept private sponsorship opportunities for its facilities and activities.
- 1.2 To provide guidance to prospective sponsors, those seeking sponsors on behalf of Panuku, and to Panuku staff involved in sponsorship.
- 1.3 To ensure that a transparent and accountable process is followed.

### 2 Scope

- 2.1 Covers those assets, projects, and activities of Panuku that meet the conditions set in Section 5 below.
- 2.2 Covers the following types of sponsorship:
  - a) General sponsorship, such as official product status, preferred supplier status, and presentation rights, where the benefit to Panuku is cash and/or any 'in kind' benefits, in exchange for the sponsor's association with a facility or activity.
  - b) Corporate naming rights, where the benefit to Panuku is in the form of a rental that can contribute to the commercial viability of the facility or activity, in exchange for the sponsor's right to name the facility or activity.
  - c) Philanthropic naming rights, where the benefit to Panuku is in the form of a rental that can contribute to the commercial and social viability of the facility or activity, without any commercial reciprocal advantage to the sponsor.
- 2.3 Excludes donations or grants from external organisations where there is an absence of any form of reciprocal advantage. Donations and grants made by Panuku to external organisations are covered in the Panuku Grants and Donations Policy.

### 3 Principles

- 3.1 Panuku supports sponsorship of its facilities and activities where such sponsorship optimises private sector contribution and delivers a significant benefit stream and reduced operational cost to Panuku, without negatively impacting the quality or level of service of Panuku.
- 3.2 Panuku recognises that sponsorship contributions may not be a stable source of funding and therefore will not become financially dependent on sponsorship.
- 3.3 Sponsorship should not be regarded by a sponsor as a means of gaining favourable terms or preferential treatment from Panuku in any other business agreement.
- 3.4 Sponsorship does not imply that Panuku endorses the sponsor's products or services. Rather it implies that the sponsor endorses the activity or facility of Panuku to enhance the sponsor's profile, reach target audiences and influence stakeholders.
- 3.5 Only authorised officers of Panuku may undertake sponsorship arrangements and they should be conversant with the provisions of this Policy.

### 4 Definitions

- 4.1 Activity – preparation or delivery of any service, programme, product, or event by, or on behalf of Panuku.
- 4.2 Facility – any physical asset or property currently owned, or to be developed and owned by Panuku.

- 4.3 Philanthropic naming rights – naming of a Panuku facility or activity in recognition of a charitable donation or grant made by a sponsor without any expectation of a reciprocal commercial advantage.
- 4.4 Sponsor – any business, organisation or individual who enters into a sponsorship agreement with Panuku.
- 4.5 Sponsorship – an agreement between Panuku and a sponsor on a particular activity or facility of Panuku, whereby the benefits to Panuku are either cash, in kind, or both, and the benefits to the sponsor are principally the association between the sponsor and the activity or facility.

## **5 Criteria for permitting sponsorship**

- 5.1 Panuku will accept sponsorship opportunities only on existing and/or funded facilities, activities, and projects, and in the following forms:
  - a) General sponsorship – for commercial and public activities and facilities
  - b) Naming rights – for commercial and public activities and facilities, excluding public open spaces
- 5.2 Panuku may not enter into a general sponsorship or naming rights agreement on either a commercial or public activity or facility where any of the following criteria applies:
  - a) There are no clear benefits to Panuku and/or the community.
  - b) The sponsorship is likely to offend public taste.
  - c) There are legal, moral, or ethical concerns about the sponsorship arrangement.
  - d) There are sponsorship risks that may bring Panuku into disrepute.
  - e) There is a significant risk that Panuku or staff involved may have or perceived to have a current or future conflict of interest.
  - f) The sponsorship arrangement will impose or imply conditions that would limit, or appear to limit, the ability of Panuku to carry out its functions fully and impartially.
  - g) Research required to establish the viability of undertaking the sponsorship exceeds the potential value of the sponsorship itself.
  - h) In the case of corporate sponsorships, there are no clearly-defined objectives which allow the sponsor and Panuku to evaluate the outcome and results.

## **6 Criteria for selecting sponsors**

- 6.1 Panuku will enter into sponsorship arrangements with any business, organisation, or individual that meets the following criteria:
  - a) Their values, practices, products, and services are not in conflict with the policies and strategic priorities of Panuku, and conform to all applicable laws and regulations, to the extent reasonably ascertainable.
  - b) They have a reputable business as determined by the Panuku Board.
  - c) They are dedicated to protect the community, public amenity, value of heritage, and Auckland in general, and preferably with established corporate social responsibility and sustainability policies.
  - d) They are not identified with any political party.

## **7 Rights and Limits**

- 7.1 Panuku will permit sponsors to use its name, logo and images, or link to its website for advertising purposes or to further promote the sponsorship relationship, in and outside of the sponsored facility or activity, provided that advertising:
  - a) Does not impact negatively on the operation of the facility or activity being sponsored, or any other activity being undertaken on the site.

- b) Conforms to Council by-laws and relevant policies.
  - c) Complies with professional standards set by Panuku.
  - d) Does not lead to any of the conditions set in Section 5.2.
- 7.2 Except where prior approval is obtained, the Sponsor shall not influence the planning or decision-making regarding an activity or facility being sponsored.
- 7.3 The Sponsor shall have no right to change the purpose to which the sponsored activity or facility (commercial or public) is applied.
- 7.4 Apart from Sections 7.1 to 7.3, naming rights agreements will be governed as follows:
- a) For a public activity or facility, Panuku will retain the right to attach its name and logo with the sponsor's name, except where prior approval is obtained.
  - b) For a commercial activity or facility, naming rights may be sold and awarded for the entire activity or facility and/or components thereof, and provided that the individual names do not confuse the public with the name of the overall facility or activity.
  - c) With regard to named facilities, Panuku reserves the right to cover internal signs, but not to remove them, for the duration of a hire where there is a direct conflict with a hirer of the facility.
  - d) Naming rights cannot be transferred to any other party within the duration of the agreement, but may be traded by mutual agreement between all parties involved.
  - e) Naming rights are not transferable should the facility be remodeled or refurbished substantially in the future. Rebranding can occur provided that, in the reasonable opinion of Panuku, it will not affect the good name and image of the Sponsor.
- 7.5 These rights and limits, where applicable, must be expressly included in any sponsorship agreement.

## **8 Duration, Renewal and Termination**

- 8.1 The term of sponsorship for all types shall not extend beyond the normal life of the facility and duration of the activity.
- 8.2 The terms for naming rights sponsorship of a facility are:
- a) Entire facility – minimum of 5 and maximum of 10 years, except where prior approval is obtained
  - b) Components of the facility – minimum of 3 and maximum of 5 years, except where prior approval is obtained
- 8.3 The Sponsorship Agreement may be renewed by mutual agreement between the parties. Panuku reserves the right of first refusal for renewing sponsorship agreements.
- 8.4 Panuku will retain the right to terminate any sponsorship agreement, without refund of the sponsorship fees, should a breach of the agreement or any of the conditions set in Section 5 arise.

## **9 Approval Procedure**

- 9.1 All sponsorship agreements will be approved by the Panuku Board.

## **10 Sponsorship Agreement**

- 10.1 Each granting of sponsorship shall be bound by an agreement signed in accordance with the delegated authorities described in Section 9.
- 10.2 The level of documentation will vary depending on the value of the agreement. A simple letter outlining the nature of the agreement is adequate for sponsorships of \$50,000 and under. A more formal agreement is necessary for sponsorships in excess of \$50,000.
- 10.3 Depending on the extent of the sponsorship, formal agreements will cover the following:
- a) Term of the agreement, including renewal options, if permitted

- b) Sponsorship fee, other fees, and payment schedule
- c) Sponsorship appointment and benefits to each party
- d) Use of brand and logo
- e) Grant of naming rights and associated conditions, where applicable
- f) Grant of signage rights and associated conditions, where applicable
- g) Other obligations to protect the interest of Panuku as described in Section 5
- h) Conditions for termination and transfer of sponsorship
- i) Conditions for releasing statements to the media
- j) Confidentiality terms
- k) Mechanisms for resolving disputes
- l) Name of the designated Panuku staff who has responsibility for managing the sponsorship.
- m) General provisions to protect the interest of Panuku as described in Sections 6 and 7
- n) Schedules or attachments describing the requirements on signage, mark and logo as well as Sponsor's intellectual property, trade mark, and logo
- o) A statement that all parties are aware of, and agree to comply with the provisions of this Policy.

## **11 Procurement**

- 11.1 A Broker may be hired to assist in value assessment and procurement. A Request for Proposal will be needed to secure a Broker. The Broker should have the requisite experience and expertise to identify, evaluate and negotiate with potential sponsors. Brokerage costs need to be considered as part of the overall sponsorship proposal.
- 11.2 Each sponsorship will have designated staff at Panuku who will shortlist and recommend potential sponsors, taking into account the provisions of this Policy, for approval of the delegated authorities outlined in Section 9.
- 11.3 Depending on the expected value of the sponsorship, the proposal recommended for approval should provide all relevant materials including:
  - a) the capital campaign plan
  - b) current market valuation of the sponsorship, preferably completed by the Broker
  - c) proposed sponsorship fee including brokerage costs, if any
  - d) proposed rights and benefits
  - e) demonstrated support from key stakeholders
  - f) draft signage and acknowledgment plan
  - g) draft Sponsorship Agreement
  - h) Proof that the Sponsor can meet the obligations of their offer, in cash and in kind
  - i) Evidence of an excellent record of sponsorship deals
- 11.4 Sponsorship should comply with the Panuku policies on procurement and contracting.

## **12 Evaluation**

- 12.1 In the case of agreements with a value of more than \$50,000, measurements for evaluation should be established in conjunction with the Sponsor.
- 12.2 Following are possible qualitative and quantitative measures to consider:
  - a) Whether sponsorship agreement was fulfilled



- b) Extent to which sponsor used benefits
- c) Qualitative assessment of the activity or facility
- d) Whether the target audience was reached
- e) Whether the general community’s awareness was raised
- f) How much media coverage was generated
- g) Cost benefit analysis (actual versus budget)

**13 Reporting**

- 13.1 The value and details of new sponsorship arrangements will be reported to the Panuku Board on a quarterly basis.
- 13.2 An evaluation report will be provided to the Chief Executive at the conclusion of sponsorship agreements with a value in excess of \$50,000.

**14 Approval and review of this Policy**

Business Owner	Director, Corporate Services		
Policy date	27 March 2013		
Frequency of review	Three yearly		
Last reviewed	30 March 2017	Approved by Panuku Development Auckland Board	XX April 2017



## Decision Paper: Unlock Takapuna – Car parking strategy and Framework Plan

<b>Document Author</b>	Kate Cumberpatch, Development Manager
<b>Reviewer</b>	Clive Fuhr, Project Development Director Central
<b>Date</b>	10 April 2017

### 1. Purpose

The purpose of this paper is to seek the Board’s approval on the direction of the Unlock Framework Plan and the preferred strategy to meet Auckland Transport’s replacement car park requirements across the Gasometer and Anzac Street car park sites by building a standalone car park on the Gasometer site for 400+ car parks.

*Information has been withheld from the public under S7(2(h)) of the LGOIMA.*

This direction from the Board on these matters will be used as the basis for the more detailed business case which will be presented to you in July 2017.

### 2. Executive summary

In 2015 Takapuna was classified as a metropolitan centre and subsequently approved as one of Panuku’s priority Unlock locations, focusing primarily on two centrally located council-owned sites. These are shown in the map below.

In March 2016 the Auckland Development Committee approved the High Level Project Plan (HLPP) for Takapuna giving Panuku the mandate to sell the properties that form the Anzac Street car park and related links to Hurstmere Road, as well as the Gasometer car park site between Huron and Northcroft streets. The approval of these property disposals is for the purpose of achieving ‘urban renewal and housing’.

As part of the Auckland Development Committee’s approval of the HLPP, it was noted that Panuku would undertake a framework planning exercise to achieve quality urban design and other community objectives. This exercise has been undertaken over the last few months and the direction of the Framework Plan is being presented to this board for approval. A draft copy of the document is available in Boardbooks. The Framework Plan builds on the HLPP, confirming the visions and goals for the development of the sites. It also sets out the context for any development in central Takapuna.

A significant level of community engagement has taken place over the last 12-18 months. The engagement was seeking confirmation of the vision and goals of the project and to discuss with the community important outcomes of the project.

Through this engagement there has been overwhelming feedback on the difficulty of finding available car parking in the centre and support for providing a large number of car parks on the Gasometer site.

The Board has recently heard from a resident’s group in respect of retaining public realm on the Anzac Street site. There is further site evaluation and concept development to be undertaken on the most appropriate scale of development and public space for the Anzac Street site. This will be explored in more detail in conjunction with the community as we progress towards a site business case for this site.

### Plan 1: Sites Being Addressed in the Unlock project



The two sites included in the Unlock project both currently provide off-street parking and the approval of Panuku's ability to sell and develop these sites is conditional on AT being satisfied that the transport needs of Takapuna can still be met as a precondition of the development of the sites. The AT Board is seeking Panuku to replace the existing 400 car spaces on the Anzac Street and Gasometer car park sites and future-proof its ability to provide a further 350-500 car parks over the next 30 years.

A number of site development options to meet the AT requirements were considered. Firstly, analysis looked at providing replacement car parking on both sites. However, the cost of incorporating car parking on the Anzac Street site is potentially significantly higher than the cost of building car parking on the Gasometer site. Our analysis has therefore focused on providing a significant proportion of car parking on the Gasometer site. Secondly we evaluated the options to provide car parking on the Gasometer site by either constructing a standalone car park building or integrating the public car parking within a comprehensive private development.

The preferred option is to construct a standalone carpark that provides 400+ car parks. This option would satisfy all of AT's requirements, leaving Panuku with maximum flexibility when developing the Anzac Street car park site. A standalone car park allows additional floors to be added in the future if demand requires it. By comparison an integrated car park significantly increases the complexity and challenges of implementing a development in a location such as Takapuna. A standalone car park can also be removed in the future if the need to provide car parking diminishes.

A single large car park facility will also assist with reducing congestion in the centre of Takapuna as the majority of cars will travel to the periphery of the centre to the larger car park structure, resulting in more pedestrian rather than vehicle traffic in the centre of Takapuna.

AT has confirmed that it has no predetermined view on the form of the building, but has noted that a standalone car park is easier from an ownership and management perspective.

*Information has been withheld from the public under S7(2(h)) of the LGOIMA.*

## 3. Recommendations

It is **recommended** that the Board:

1. Approves the direction and intent of the Unlock Takapuna Framework Plan as a basis of providing context to ongoing site development activity.
2. Delegate authority to the Director Design & Place to approve the final Framework Plan following completion of the detailed drafting.

3. Approve the strategy to meet Auckland Transport's replacement car park requirements for the Anzac Street and Gasometer car parks by constructing a standalone car park building on part of the Gasometer site for 400 to 500 cars.
4. Approve, subject to the outcome of consultation under the Local Government Act 2002, the use of the sale proceeds from the balance of the Gasometer site to contribute to the cost of constructing a standalone car park that then enables the development of the remaining council land within the Unlock project.

*Information has been withheld from the public under S7(2(h)) of the LGOIMA.*

#### 4. Prior Board and Council engagement and decisions

Previous Board / Council engagement and decisions		
Date and meeting	Document	Decision / Outcome
Panuku Board 25.11.2015	Takapuna High Level Project Plan	It was <b>RESOLVED THAT</b> the Board: <ol style="list-style-type: none"> <li>1) Approves the Takapuna High Level Project Plan</li> <li>2) Authorises Panuku to proceed with the investigation of strategy property acquisitions, undertaking the necessary master/development planning to guide the Takapuna redevelopment, consultation with the Local Board, gaining the necessary approvals from the Auckland Development Committee and executing the realisation strategy.</li> </ol>
Auckland Development Committee 10.03.2016	Takapuna High Level Project Plan	<ol style="list-style-type: none"> <li>a) Endorse the Takapuna High Level Project Plan and the proposed outcomes including the framework planning and development process that underpins the approach set out in that plan.</li> <li>b) Endorse Panuku Development Auckland as Auckland Council's lead delivery agency in Takapuna, noting that the framework planning phase will be a key interface for Auckland Council to enable the delivery of the High Level Project Plan.</li> <li>c) Grant authority to Panuku Development Auckland to dispose of any of the properties listed below that are required to achieve the outcomes in the plan (subject to (d) and (e) below): <ol style="list-style-type: none"> <li>i. 40 Anzac Street (including adjacent service lane)</li> <li>ii. 72A Hurstmere Road</li> <li>iii. 38 Hurstmere Road</li> <li>iv. 34 Hurstmere Road</li> <li>v. 78R Hurstmere Road</li> <li>vi. 14 Huron Street</li> <li>vii. 15 Northcroft Street</li> </ol> </li> <li>d) Note that recommendation (c) above is subject to the following conditions as shown in Attachment B (plan) and more fully described in Attachment C (schedule) of the agenda: <ol style="list-style-type: none"> <li>i. Satisfactory conclusion of the required statutory process.</li> <li>ii. Auckland Transport confirming prior to the disposal of any sites described in Attachment B that transport arrangements will be accommodated to its satisfaction following the disposal.</li> </ol> </li> </ol>

		<p>iii. Disposal of the properties will be with the objective of achieving urban renewal and housing. The mechanisms to achieve this include contractual arrangements, such as reference briefs and development agreements.</p> <p>e) Note that Panuku will undertake a framework planning exercise to achieve quality urban design and other community outcomes, along with community objectives and will involve the Local Board, mana whenua, community and other key stakeholders in this planning process consistent with section 9 of the High Level Project Plan.</p>
		<i>Information has been withheld from the public under S7(2(h)) of the LGOIMA.</i>
Panuku Board 06/12/2016	Information paper	The report outlined progress on the Unlock Takapuna project to deliver the outcomes set out in the HLPP. It informed the Board that we will proceed to a first stage of community engagement in early 2017 on development possibilities and the form of public realm spaces that could be created.

## 5. Car parking strategy

One of the most critical elements for achieving viable development in Takapuna relies on being able to meet Auckland Transport's (AT) car parking requirements. AT is not required to relinquish the sites currently used for parking until alternative provisions are agreed. In November 2016, the AT Board resolved that it needed Panuku to replace the current 400 spaces provided on the Anzac Street and Gasometer car park sites, as well as creating future-proof opportunities to provide a further 350-500 car spaces over the next 30 years.

A number of site development options to deliver the AT requirements were considered. Firstly, analysis looked at providing car parking on both sites. However, the costs of car parking on the Anzac Street site are significantly higher than the costs of building car parking on the Gasometer site, so analysis focused on providing the significant proportion of car parking on the Gasometer site. Secondly we evaluated the options for providing a large proportion of car parking on the Gasometer site. The broad options are to either:

- i. Construct a standalone car park building on the Gasometer site which could be delivered, owned and/or managed by either AT or the private sector; or
- ii. To require a developer to integrate public car parking within a development scheme across the whole Gasometer site. If public parking was provided within a private development then covenants would need to be put in place to ensure the public parking remained available. This option would not allow 400+ car parks, resulting in a number of public parks needing to be provided on the Anzac Street car park site.

The recommended strategy is to construct a standalone car park building on the Gasometer site that provides 400+ car parks. The reasons for this being the preferred strategy are:

- The development of the Gasometer site to provide significant public parking is supported widely within the business and residential community.
- Takapuna currently has a lot of smaller car parks scattered around the town centre. A large number of car parking located on the periphery of Takapuna centre will ease congestion in the centre as it will decrease the number of people driving around Takapuna searching for a car park.
- It would satisfy all the requirements of Auckland Transport for replacement car parking and allow greater flexibility of the development of the Anzac Street car park site.
- A standalone car park building is ideal if the council wants to own and operate a self-contained facility.
- It has the potential to be designed to allow for additional car park floors to be added in the future.

- It has the potential to be removed / redeveloped if the need for car parking diminishes in the future.
- It can be configured to avoid the more severe urban design aspects of a large structure (see option shown below).
- A standalone car park building can be fast tracked as a construction project and can potentially be delivered far faster than car parking within a much larger integrated development. This would also allow action on the Anzac Street site to commence earlier.

Auckland Transport has confirmed that it is generally agnostic on the form of the building and support a good urban design outcome. They have noted that a standalone car park building is easier from an ownership/management perspective and is less likely to be an impediment to the eventual development.

*Information has been withheld from the public under S7(2(h)) of the LGOIMA.*

## 6. Next steps for car park delivery

In order to take the car park development option forward, a project team will be formed with AT, to consider:

- Project management responsibility for the delivery of a car park building.
- Obtaining design and function specifications for a car park building. Including finalising the location of the car park building within the Gasometer site.
- Developing concept designs and firming the cost estimates for construction.
- Developing recommendations regarding the procurement methods of design and construction of a car park building.
- The funding options for the development of a car park building.
- Seeking approval from Auckland Council to fund, through the LTP refresh process, the Takapuna car park reserve fund.
- Completing the business case for the construction of the standalone car park. Inputs will be required from AT.

A detailed delivery plan for the car park will be presented in the business case.

## 7. Community Engagement

Over the last 12-18 months, a significant level of community engagement has taken place.

Ten months ago the Local Board put in place a community reference group to advise the Local Board in respect of development matters in the greater Takapuna area. It contained membership from a wide range of sectors including, residents, accessibility, iwi, youth, businesses, the Takapuna business association, Waitemata Health and the Sunday market operator. In February 2017 the reference group submitted its recommendations to the Local Board for making Takapuna centre a success. Many of the recommendations made are relevant for the Unlock project and have been considered along with all other feedback received on the framework plan and the project direction.

Reinforced by Local Board and Greater Takapuna Reference Group recommendations, in late 2016 Panuku established a cross-council family engagement working group with Auckland Transport, Auckland Council's Development Programme Office, and local board advisors. AC and AT were seeking community feedback on both the Hurstmere Road upgrade project and the local board plan.

This cross-council group approached stakeholder engagement collectively to ensure that Takapuna based projects and engagement activities were aligned and, where possible, delivered together, to avoid engagement fatigue and allow greater efficiencies.

The Hurstmere Road project team led a significant community survey exercise across Takapuna town centre. The work was undertaken by Captivate, an external research consultancy. Panuku worked with

the Hurstmere Road project team and the external consultants to enable questions were asked that were relevant for the Unlock project. The survey participants included residents, visitors and businesses. In total, 250 telephone interviews, 351 pedestrian intercept surveys and 192 business interviews were completed and analysed.

An 8,000 signature petition has been presented to this Board and the Governing Body. It was called "Save the Takapuna Carpark – Home of the Sunday Market" and opposed the sale of 40 Anzac Street Takapuna. The Anzac Car Park has the Takapuna Market operating on Sunday mornings.

*Information has been withheld from the public under S7(2(f(i))) of the LGOIMA.*

#### **Key findings and implications of feedback**

- Feedback has confirmed the strategy of delivering Gasometer car park first to ensure car park provision is maintained in Takapuna.
- Overwhelming feedback on the difficulty of finding available car parking lead to increased provision on car parking on Gasometer site.
- Greater investigations needed around wind testing for Anzac Quarter and Hurstmere Road link.
- Safety concerns and lighting issues around Takapuna were raised. These will need to be considered across development, but especially in any car park structures, public spaces and laneway connections.
- There is a need to improve accessibility and connectivity around Takapuna (particularly to and from the beach).
- The strong desire for public open space on all or part of the Anzac Street site should influence the development options for Anzac Quarter.

Further collaborative community engagement will be undertaken throughout the implementation and delivery process, particularly regarding the public space and development opportunities on the Anzac Street car park site.

## **8. Framework Plan**

As part of the Auckland Development Committee's approval of the High Level Project Plan in March 2016 it was noted that Panuku would undertake a framework planning exercise to achieve quality urban design and other community objectives.

This exercise has been undertaken over the last few months. In addition a significant level of community engagement has been undertaken to confirm the vision and goals and to hear any significant concerns or items of support from key stakeholders within the community.

The Framework Plan is a non-statutory plan that is intended to provide a broad and flexible guide to 'unlocking' the potential of the Unlock Takapuna project sites. The final Framework Plan will inform the production of detailed execution plan and business case that will come to the Board in July 2017.

The Framework Plan builds on the HLPP, confirming the vision and setting outcomes that can be achieved through site development. It also sets out the context for any development, outlining the local characteristics, growth potential, planning provisions and cultural narrative for the area.

Key areas of focus in the Framework Plan are the vision and goals for Takapuna:

The **vision** for Unlock Takapuna in the Framework Plan is:

*"To make the most of Takapuna's location (lake and seaside setting) to create a safe, accessible and vibrant town centre orientated around pedestrians and cyclists rather than dominated by cars."*

The main **goals** can be summarised as:

- i. Improve the public realm
- ii. Improve the connection to the beach
- iii. Revitalise the town centre through mixed use development
- iv. Help meet the demand for additional housing and choice



- v. Provide an appropriate level of car parking
- vi. Create a catalyst for further development

The aim of regeneration of the Anzac car park site is to create a civic heart to Takapuna centre that celebrates its identity and attracts people, activity and enterprise. The delivery of this civic heart and the degree of development and public space requires more investigation and involvement from the community.

The aim of unlocking development on the Gasometer car park site is to balance current-day demands for on-site public car parking with the potential to create building space for activities that contribute to the future vibrancy of Takapuna.

The Framework Plan considers two important topics in the context of Takapuna; public space and car parking.

The Framework Plan highlights the substantial level of public space that is already provided in Takapuna: Killarney Park, Lake Pupuke, Potters Park, Hurstmere Green, Takapuna Beach and Gould Reserve. The plan highlights that there is no hard surface urban space in Takapuna that is publically owned and we are aware that this was a consideration in previous project consultation in Takapuna.

The Anzac Street carpark is predominantly a car park but for a few hours on a Sunday provides this type of hard surface urban space to enable the popular market activity. There is an opportunity related to the development of such civic space that is reflected in the Framework Plan. It sets out thinking to date but acknowledges the need to refine this further on the Anzac Street site with community input.

Panuku has taken guidance on the quantum of car parking required in Takapuna from Auckland Transport. The Framework plan considers the potential to meet much of the public off street parking in two peripheral sites and thereby maximising the opportunity to reduce car parking in the centre.

The distances between car parking facilities and retail and community destinations have been considered. It is a significant point to note that it is only a 200m walk from either the Gasometer car park site or from the Killarney Street car park to the main Hurstmere Road retail strip. The strategy we have focused on in the Framework Plan is to locate car park provisions on the edge of the centre to allow more pedestrian friendly environments in the middle of Takapuna.

A copy of the full working draft Framework Plan is available in Boardbooks and a brief presentation on its main themes will be made at the meeting.

## 9. Delivery strategy

The detailed delivery strategy will be presented in the business case which will be presented to this Board in July 2017.

The broad delivery strategy for Unlock Takapuna is to:

1. Develop the Gasometer site by:
  - a. Constructing a standalone car park on the Gasometer site.
  - b. Sell the balance of the site for development.
2. Masterplan the Anzac Street site focussing on the balance between public space and development.
3. Ensure that all necessary consultation is carried out pursuant to the Local Government Act 2002.
4. Confirm the delivery and procurement approach for the Anzac Street car park and Hurstmere Road properties.
5. Implement the Hurstmere Road development opportunity as soon as practicable.
6. Implement the Anzac Street development opportunities once the car parks are replaced on the Gasometer site.

Community engagement over the last 12-18 months has highlighted a strong desire for the Anzac Street car park site to contain a greater proportion of public space than we had initially indicated in our design thinking.

*Information has been withheld from the public under S7(2(f(i))) of the LGOIMA.*

Further work is to be undertaken, investigating various options for the Anzac Street site. The Total Value Analysis process is about to commence in preparation for this business case.

One of the other factors affecting the development of the Anzac Street site is the public transport facilities along Lake Road. This is also a requirement of the AT Board November 2016 resolution. This public transport facility needs a significant level of consideration to encourage use of public transport and to integrate successfully with the eventual development on the Anzac Street site.

A detailed business case will be presented to the board in July 2017.

*Information has been withheld from the public under S7(2(h)) of the LGOIMA.*

### Document Sign-off

Role	Name	Sign-off Date	Signature
Development Manager	Kate Cumberpatch		
Director Development	Allan Young		
Chief Executive (acting)	David Rankin		

## Appendix A – Areas C and D, 3 Memorial Drive, New Lynn

### 1. Summary

Areas C and D, 3 Memorial Drive, New Lynn is subject to a joint development agreement between Auckland Council and Infratil Infrastructure Property Limited (IIP) which gives IIP first rights to develop the subject site once council releases it from service. Panuku is undertaking the rationalisation process for the subject sites to enable the joint development agreement with IIP to proceed. Consultation with Council and its CCOs, iwi authorities and the Whau Local Board has been undertaken. No alternative service uses were identified through the rationalisation process and the feedback received was supportive of the proposed disposal.

### 2. Background

3 Memorial Drive, New Lynn, comprises two parts, Area C, Section 1 SO 440190 (1,034m<sup>2</sup>) and Area D, Section 2 SO 440190 (2,350m<sup>2</sup>) and are formed as off street parking. These sites are the balance of land remaining from multiple parcels of land acquired by the New Lynn Borough Council between 1913 and 2003. Most of the historic parcels were acquired for the provision of car parking places before transferring to the former Waitakere City Council (WCC) in 2004. Land held for the purpose of a carpark is a public work within the meaning of the Public Works Act 1981.

Areas C and D, 3 Memorial Drive, New Lynn is subject to a 2010 joint development agreement between the former WCC and IIP which gives IIP first rights to develop the subject site once it has been released from service. In 2012, a variation to the joint development agreement was signed to reflect Auckland Council's obligations as the successor to the former WCC.

The subject sites have a 2014 capital value assessment of \$3,800,000 (land value \$2,125,000; improvements value \$1,675,000). A valuation which more accurately reflects the value of the subject sites will form part of the negotiations with the IIP, should the subject site be cleared for disposal. The Unitary Plan zoning for Areas C and D, 3 Memorial Drive, New Lynn is business – metropolitan centre.

The subject sites are unlikely to be subject to offer back obligations to the former owners under section 40 of the Public Works Act 1981 as they comprise the balance of multiple amalgamated lots and the character of the subject sites have significantly changed from the purpose for which the land was acquired.

### 3. Internal consultation

The internal consultation for this site commenced in December 2016. No alternative uses were identified during the internal consultation process and no issues were raised.

### 4. Local board views and implications

Informal engagement was held during three workshops with the Whau Local Board during February and March 2017. The Whau Local Board subsequently resolved at its 22 March 2017 business meeting that it endorsed the proposed disposal of Areas C and D, 3 Memorial Drive, New Lynn subject to its expectations for Panuku to deliver overall design outcomes that support the urban regeneration vision outlined in the New Lynn Urban Plan 2010-2030. The board also gave additional feedback regarding car parking, quality architectural design, integrated civic open space, public amenities, engagement with key stakeholders, recognition of heritage and CPTED design principles. The board's full resolutions are included in section 8 of this report.

### 5. Iwi feedback

14 mana whenua iwi authorities were contacted regarding the potential sale of Areas C and D, 3 Memorial Drive, New Lynn. The following feedback was received:

- a) **Te Runanga o Ngati Whatua**  
No site specific feedback received, noting that as per earlier conversations with Te Runanga representatives, it is understood that any cultural significance considerations will be raised at hapū level and that all Ngāti Whatua hapū have been contacted about properties in their rohe.
- b) **Ngāti Whatua o Kaipara**  
No feedback received.
- c) **Ngāti Whatua o Orakei**  
Ngāti Whatu o Orakei advised they have no cultural or commercial interest.
- d) **Te Kawerau ā Maki**  
No feedback received.
- e) **Ngāi Tai ki Tāmaki**  
Ngāi Tai ki Tāmaki has drawn attention to their recent settlement and signaled an increased interest in council owned property that may come available for sale in their rohe.
- f) **Ngāti Tamaoho**  
No feedback received.
- g) **Te ākitai - Waiohua**  
No feedback received.
- h) **Ngāti Te Ata - Waiohua**  
Ngāti Te Ata has expressed general cultural interest across Tāmaki Makaurau, and potential commercial interest in any council owned land that comes available for sale in their rohe and notes specific association with the south western area of Auckland, focusing around Manukau and the western coastline.
- i) **Te Ahiwaru**  
No feedback received.
- j) **Ngāti Pāoa**  
Ngāti Paoa has reinforced their desire to be kept in the loop for property disposals.
- k) **Ngāti Whanaunga**  
No feedback received.
- l) **Ngāti Maru**  
No feedback received.
- m) **Ngāti Tamaterā**  
No feedback received.
- n) **Waikato-Tainui**  
Waikato-Tainui signaled general interest in the acquisition of any property that is identified for disposal. In terms of the cultural significance of the subject sites, they recommend any future use/development of these sites align with their Waikato-Tainui Environmental Plan and that marae in the vicinity of those sites are consulted with.

## 6. Implementation

The results of the rationalisation process are that these sites are not required for current or future service requirements. As such, we recommend that Areas C and D, 3 Memorial Drive, New Lynn be divested. Should a resolution be obtained from the Finance and Performance Committee approving the divestment of these sites, we will undertake a disposals process in accordance with the joint development agreement and which provides an optimal return to council.

## 7. Images



Towards Area C



Towards Area D



## 8. Whau Local Board meeting 22 March 2017 minutes extract

### 14 Disposals recommendation report

Resolution number WH/2017/1

MOVED by Member D Macdonald, seconded by Deputy Chairperson S Zhu:

**That the Whau Local Board:**

- a) **endorse Panuku Development Auckland's recommendation that the Finance and Performance Committee's approval to dispose of Areas C and D, 3 Memorial Drive, New Lynn subject to any sales agreement to sell, includes a development schedule broadly encompassing the following:**
  - i. **the areas C and D play a key role in creating a framework for a successful New Lynn Metropolitan Centre. As outlined in the New Lynn Urban Plan the developments are to be required to become vibrant, thriving, economically and socially viable areas.**
  - ii. **while acknowledging the benefit of transit oriented development, it is noted that the C and D areas are currently heavily used for private vehicle parking during the days and a parking study should be undertaken for these development, and surrounding areas, and any recommendations being considered in future development.**
  - iii. **expects that any future development will be of quality architectural design with visual interest.**
  - iv. **that in line with early proposals for the sites expects that the public realm elements will have a quality of design and that a substantive civic open space will be incorporated into future developments.**
  - v. **that public toilets and public service amenities (library, use of air space) as well as improved Police station location be afforded consideration as required in any future development.**
  - vi. **notes the New Lynn Business Association, NZ Police, and mana whenua as key stakeholders in the metropolitan town centre and to expect opportunities continues to be provided for their input in future developments.**
  - vii. **notes the existing New Lynn Town Centre CPTED assessment overlay and that the CPTED principles identified should be implemented across any future development.**
  - viii. **that local cultural identity along with community interests inform future development, and that consideration be given to how this may be expressed through integrated design and public art.**
  - ix. **that covered walkways / veranda's are required as part of any future development so to protect and shelter pedestrians while also promoting connectivity to adjoining services.**

**CARRIED**

## Appendix B – 32 Harbour View Road, Te Atatu Peninsula

### 1. Summary

32 Harbour View Road, Te Atatu Peninsula is a vacant site that has been reviewed by Council's Parks department as having little quality open space potential and no strategic purpose to retain. Consultation with council and its CCOs, iwi authorities and the Henderson-Massey Local Board has been undertaken. No alternative service uses were identified through the rationalisation process and the feedback received was supportive of the proposed disposal.

### 2. Background

32 Harbour View Road, Te Atatu Peninsula is a vacant 600m<sup>2</sup> site transferred from the Crown to the former Waitakere City Council (WCC) in 1996 in fee simple from subdivision and subsequently declared as a recreation reserve subject to the Reserves Act 1977 in fulfilment of an outstanding subdivision consent condition.

The former WCC agreed to divest 32 Harbour View Road, Te Atatu Peninsula prior to the local authority amalgamation in 2010, with the disposal having been endorsed by the former Henderson Community Board. However the disposal and reserve revocation process was not able to be completed in accordance with transition arrangements prior to 1 November 2010.

Council's Parks department have assessed 32 Harbour View Road, Te Atatu Peninsula as no longer being required for open space purposes, as there is adequate open space within the existing area, the site is a corner section and does not connect to or improve existing open spaces.

The Unitary Plan zoning of 32 Harbour View Road, Te Atatu Peninsula is public open space – informal recreation. It is subject to airspace restriction designations for defence purposes – protection of approach and departure paths. 32 Harbour View Road, Te Atatu Peninsula has a 2014 capital value of \$310,000.

There is no requirement for land vested as recreation reserve in connection with a subdivision to be offered back to the former owners under section 40 of the Public Works Act 1981.

### 3. Internal consultation

The internal consultation for this site commenced in February 2016. No expressions of interest were received during the internal consultation process and no issues were raised.

### 4. Local board views and implications

The Henderson-Massey Local Board endorsed the proposed disposal of 32 Harbour View Road, Te Atatu Peninsula at its 21 March 2017 business meeting.

### 5. Iwi feedback

Seven mana whenua iwi authorities were contacted regarding the proposed divestment of 32 Harbour View Road, Te Atatu Peninsula. The following feedback was received:

#### a) Te Runanga o Ngāti Whatua

No site specific feedback received for this site, noting that as per earlier conversations with Te Runanga representatives, any cultural significance considerations will be raised at hapū level and that all Ngāti Whatua hapū have been contacted about properties in their rohe.

#### b) Ngāti Whatua o Kaipara

No feedback received for this site.



**c) Ngāti Whatua o Ōrakei**

No feedback received for this site.

**d) Te Kawerau a Maki**

No feedback received for this site.

**e) Ngāti Tamaoho**

No feedback received for this site.

**f) Te Ākitai - Waiohua**

No feedback received for this site.

**g) Ngāti Te Ata - Waiohua**

No site specific feedback received for this site; however Ngāti Te Ata has expressed general cultural interest across Tāmaki Makaurau, has potential commercial interest in any council owned land that comes available for sale in their rohe and notes specific association with the south western area of Auckland, focusing around Manukau and the western coastline.

## 6. Implementation

The results of the rationalisation process are that this site is not required for current or future service requirements. As such, we recommend that 32 Harbour View Road, Te Atatu Peninsula be divested. Should a resolution be obtained from the Finance and Performance Committee approving the divestment of this site, we will undertake a disposals process for this site that provides an optimal return to our shareholder.

There has been interest registered in acquiring the subject site should it be cleared for disposal. This can be explored further should the property be approved for disposal by the Finance and Performance Committee.

As the subject site is a reserve subject to the Reserves Act 1977, should the land be sold the reserve status would have to be revoked. It is a Department of Conservation requirement (in accordance with the Reserves Act 1977) that the sale proceeds from reserves are placed in reserve accounts so that funds can be used to acquire other land for reserve purposes or for maintenance of existing reserves.

## 7. Images





## Appendix C – 343 Swanson Road, Ranui

### 1. Summary

343 Swanson Road, Ranui is a vacant site that has been reviewed by Council's Parks department as having little quality open space potential and no strategic purpose to retain. Consultation with Council and its CCOs, iwi authorities and the Henderson-Massey Local Board has been undertaken. No alternative service uses were identified through the rationalisation process and the feedback received was supportive of the proposed disposal.

### 2. Background

343 Swanson Road, Ranui comprises 1,094m<sup>2</sup>. The site is currently formed as vacant land in two lots, Lot 1 (57m<sup>2</sup>) and Lot 3 (1037m<sup>2</sup>) that is the residue of land that was vested in the former WCC in 1988 as a recreation reserve in connection with a subdivision.

The reserve status of 343 Swanson Road, Ranui was revoked by WCC in 2007 for the purposes of sale for part of the original site, now known as 155 Waitemata Drive, Ranui. Although the remaining Council-owned site is no longer subject to section 77 of Reserve Act 1977, it remained as an informal reserve known as 'Waitemata corner'. In October 2015, Council's Parks department advised that it no longer required the site, as formal and informal recreation opportunities that better serve the local area exist in close proximity.

The Unitary Plan zoning of 343 Swanson Road, Ranui is public open space – informal recreation. It has a 2014 capital value of \$190,000.

There is no requirement for land vested as recreation reserve in connection with a subdivision to be offered back to the former owners under section 40 of the Public Works Act 1981.

### 3. Internal consultation

The internal consultation for this site commenced in November 2015. No expressions of interest were received during the internal consultation process and no issues were raised.

### 4. Local board views and implications

The Henderson-Massey Local Board endorsed the proposed disposal of 343 Swanson Road, Ranui at its 21 March 2017 business meeting.

### 5. Iwi feedback

Seven mana whenua iwi authorities were contacted regarding the proposed divestment of 343 Swanson Road, Ranui. The following feedback was received:

**a) Te Runanga o Ngāti Whatua**

No site specific feedback received for this site, noting that as per earlier conversations with Te Runanga representatives, any cultural significance considerations will be raised at hapū level and that all Ngāti Whatua hapū have been contacted about properties in their rohe.

**b) Ngāti Whatua o Kaipara**

No feedback received for this site.

**c) Ngāti Whatua o Ōrakei**

No feedback received for this site.

**d) Te Kawerau a Maki**

No feedback received for this site.

**e) Ngāti Tamaoho**

No feedback received for this site.

**f) Te ākitai - Waiohua**

No feedback received for this site.

**g) Ngāti Te Ata - Waiohua**

No site specific feedback received for this site; however Ngāti Te Ata has expressed general cultural interest across Tāmaki Makaurau, has potential commercial interest in any council owned land that comes available for sale in their rohe and notes specific association with the south western area of Auckland, focusing around Manukau and the western coastline.

## 6. Implementation

The results of the rationalisation process are that this site is not required for current or future service requirements. As such, we recommend that 343 Swanson Road, Ranui be divested. Should a resolution be obtained from the Finance and Performance Committee approving the divestment of this site, we will undertake a disposals process for this site which provides an optimal return to our shareholder.

There has been registered interest in acquiring the subject site should it be cleared for disposal. This can be explored further should the site be approved for disposal by the Finance and Performance Committee.



## 7. Images





## Appendix D – 80 Vincent Street, Howick

### 1. Summary

80 Vincent Street, Howick is an off-street car park released by Auckland Transport as not required for future service needs and having no strategic purpose to retain. Consultation about this property has been undertaken with Council and its CCOs, iwi authorities and the Howick Local Board. No alternative service uses have been identified. The Howick Local Board does not support the proposed disposal on the basis it is regarded as a well utilised car park in a commercial area that is short of parking.

### 2. Background

Vincent Street, Howick is a 362m<sup>2</sup> site that was acquired by the former Borough of Howick in 1965. Although the purpose was not specified, it would appear to have been for parking purposes. Car parking is a public work within the meaning of the Public Works Act 1981.

80 Vincent Street, Howick was managed by Auckland Transport as part of their car parking network. In October 2015, the Auckland Transport Board resolved that it was no longer required for Auckland Transport's infrastructure purposes. 80 Vincent Street, Howick was subsequently transferred from AT to Panuku for rationalisation purposes.

The Unitary Plan zoning of 80 Vincent Street, Howick is neighbourhood centre. It has a 2014 capital value of \$235,000.

There is no requirement for 80 Vincent Street, Howick to be offered back to the former owners under section 40 of the Public Works Act 1981.

### 3. Internal consultation

The internal consultation for this site commenced in December 2016. No expressions of interest were received during the internal consultation process and no issues were raised.

### 4. Local board views and implications

The Howick Local Board opposed the proposed disposal of 80 Vincent Street, Howick at its 20 March 2017 business meeting on the basis it is regarded as a well utilised car park in a commercial area that is short of parking. Tabled correspondence from local businesses opposed to the proposed disposal was also included as an attachment to the board's meeting minutes.

### 5. Iwi feedback

12 iwi authorities were contacted regarding the potential sale of 80 Vincent Street, Howick. The following feedback was received:

- a) **Te Kawerau a Maki**  
No feedback received for this site.
- b) **Ngāi Tai ki Tāmaki**  
Ngāi Tai ki Tāmaki has drawn attention to their recent settlement and signaled an increased interest in council owned property that may come available for sale in their rohe.
- c) **Ngāti Tamaoho**  
No feedback received for this site.
- d) **Te ākitai - Waiohua**  
No feedback received for this site.



- e) **Ngāti Te Ata - Waiohua**  
No site specific feedback received for this site; however Ngāti Te Ata has expressed general cultural interest across Tāmaki Makaurau, has potential commercial interest in any Council owned land that comes available for sale in their rohe and notes specific association with the south western area of Auckland, focusing around Manukau and the western coastline.
- f) **Te Ahiwaru**  
No feedback received for this site
- g) **Ngāti Paoa**  
Ngāti Paoa has reinforced their desire to be kept in the loop for property disposals.
- h) **Ngaati Whanaunga**  
No feedback received for this site.
- i) **Ngāti Maru**  
No feedback received for this site.
- j) **Ngāti Tamatera**  
No feedback received for this site.
- k) **Patukirikiri**  
No feedback received for this site.
- l) **Waikato Tanui**  
Waikato-Tainui signaled both cultural and commercial interest in the site and recommended any development align with the Waikato-Tainui Environmental Plan including consultation with marae.

## 6. Implementation

The results of the rationalisation process are that this property is not required for current or future service requirements. As such, we recommend that 80 Vincent Street, Howick be divested. Should a resolution be obtained from the Finance and Performance Committee approving the divestment of this site, we will undertake a disposals process for this site that provides an optimal return to Council.

## 7. Images



## Appendix E – 145A West Tamaki Road, Glen Innes

### 1. Summary

145A West Tamaki Road, Glen Innes is strip of vacant land that has been reviewed by Council's Parks department, as having little quality open space potential and no strategic purpose to retain. Consultation with Council and its CCOs, iwi authorities and the Maungakiekie-Tamaki Local Board about this site has been undertaken. No alternative service uses were identified for the subject site through the rationalisation process and the feedback received has been supportive of the proposed disposal.

### 2. Background

145A West Tamaki Road, Glen Innes is a vacant, narrow 111m<sup>2</sup> site vested in the former Auckland City Council in 1955 as a plantation reserve.

In April 2015 Council's Parks, Sports and Recreation department confirmed it was not required for recreation purposes. 145A West Tamaki Road, Glen Innes was subsequently transferred to Panuku.

The Unitary Plan zoning of 145A West Tamaki Road, Glen Innes is mixed housing suburban. It has a 2014 capital value of \$75,000.

The subject site is not subject to the offer back obligations set out in section 40 of the Public Works Act 1981 as land vested as reserve on subdivision is not subject to the offer back requirement under the Act.

### 3. Internal consultation

The internal consultation for this site commenced in March 2016. No expressions of interest were received during the internal consultation process and no issues were raised.

### 4. Local board views and implications

The Maungakiekie-Tamaki Local Board endorsed the proposed disposal of 145A West Tamaki Road, Glen Innes at its 28 March 2017 business meeting.

### 5. Iwi feedback

14 iwi authorities were contacted regarding the potential sale of 145A West Tamaki Road, Glen Innes. The following feedback was received.

**a) Te Rūnanga o Ngāti Whātua**

No feedback was received regarding this site.

**b) Ngāti Whatua o Kaipara**

No feedback was received regarding this site.

**c) Ngāti Whatua o Orakei**

No cultural or commercial interest in this site.

**d) Te Kawerau a Maki**

No feedback was received regarding this site.

**e) Ngai Tai ki Tāmaki**

No feedback was received regarding this site.

- f) **Ngāti Tamaoho**  
No feedback was received for this site.
- g) **Te Akitai - Waiohua**  
No cultural or commercial interest in this site.
- h) **Ngāti Te Ata - Waiohua**  
No feedback was received for this site.
- i) **Te Ahiwaru**  
No feedback was received for this site.
- j) **Ngāti Paoa**  
No feedback was received for this site.
- k) **Ngāti Whanaunga**  
No feedback was received for this site.
- l) **Ngāti Maru**  
No feedback was received for this site.
- m) **Ngāti Tamaterā**  
No feedback was received for this site.
- n) **Patukirikiri**  
No feedback was received for this site.

## 6. Implementation

The results of the rationalisation process are that this site is not required for current or future service requirements. As such, we recommend that 145A West Tamaki Road, Glen Innes be divested. Should a resolution be obtained from the Finance and Performance Committee approving the divestment of this site, we will undertake a disposals process for this site that provides an optimal return to Council.

There has been interest registered from an adjoining landowner in acquiring the subject site should it be cleared for disposal. This can be explored further should the property be approved for disposal.

If approval is obtained to dispose of the subject site, the reserve status of the land would need to be revoked. Final revocation of the reserve status will be subject to completing the statutory requirements of the Reserves Act 1977 and Local Government Act 2002, including public advertising.

## 7. Images



145A West Tamaki Road



## Appendix F – 24 Waipuna Road, Mt Wellington

### 1. Summary

24 Waipuna Road, Mt Wellington is a residential property released by Auckland Transport as not required for its future service needs and holding no strategic purpose to retain. Consultation with Council and its CCOs, iwi authorities and the Maungakiekie-Tamaki Local Board about the property has been undertaken. No alternative service uses were identified through the rationalisation process and the feedback received was supportive of the proposed disposal of this property.

### 2. Background

24 Waipuna Road, Mt Wellington is a 1204m<sup>2</sup> site with a two story residential dwelling located on it. The former Auckland City Council acquired the subject site in 2007 for the Auckland Manukau Eastern Transport Initiative (AMETI). However the route was not designated and Auckland Council and Auckland Transport subsequently decided not to proceed with the Mount Wellington Highway/Waipuna Road route.

The Auckland Transport Board resolved in 2015 that 24 Waipuna Road, Mt Wellington was no longer required for its current or future transport related purposes. 24 Waipuna Road, Mt Wellington was subsequently transferred to Panuku.

The Unitary Plan zoning of 24 Waipuna Road, Mt Wellington is terrace housing and apartment buildings. It has a 2014 capital value of \$780,000.

The property is not subject to offer back obligations pursuant to section 40(2)(a) of the Public Works Act 1981 as the vendor signed a waiver acknowledging there was no compulsion to sell to the Council and agreeing not to require the property to be offered back to them if no longer required by the Council.

### 3. Internal consultation

The internal consultation for this site commenced in May 2016. No expressions of interest were received during the internal consultation process and no issues were raised.

### 4. Local board views and implications

The Maungakiekie-Tamaki Local Board endorsed the proposed disposal of 24 Waipuna Road, Mt Wellington at its 28 March 2017 business meeting.

### 5. Iwi feedback

14 iwi authorities were contacted regarding the potential sale of 24 Waipuna Road, Mt Wellington. The following feedback was received:

**a) Te Rūnanga o Ngāti Whātua**

Te Runanaga o Ngāti Whatua has expressed a commercial interest in the property and stated their desire to be kept in the loop on the outcome of the disposal process.

**b) Ngāti Whatua o Kaipara**

No feedback was received regarding this property.

**c) Ngāti Whatua o Orakei**

No cultural or commercial interest in this property.

**d) Te Kawerau a Maki**

No feedback was received regarding this property.

**e) Ngāi Tai ki Tāmaki**

Ngāi Tai ki Tamaki has expressed commercial interest in this property and signaled an increased interest in council owned property that may come available for sale in their rohe.

**f) Ngāti Tamaoho**

No feedback was received for this property.

**g) Te Akitai - Waiohua**

No feedback was received for this property.

**h) Ngāti Te Ata - Waiohua**

Ngāi Te Ata has confirmed general cultural interest in the area and expressed an interest in discussing potential purchase of any Council properties that may come available for sale.

**i) Te Ahiwaru**

Te Ahiwaru has advised that Waipuna Road is a fully developed area which has significantly reduced the potential for archaeological discoveries. However, developments and associated new earthworks will open up opportunities for self-sustainable environmental practices supportive of Te Ahiwaru Kaitiakitanga value. Panuku will follow this feedback up should the property be approved for divestment.

**j) Ngāti Paoa**

No feedback was received for this property.

**k) Ngāti Whanaunga**

No feedback was received for this property.

**l) Ngāti Maru**

Ngāti Maru has expressed commercial interest in this property and is seeking to coordinate with Panuku Development Auckland to provide project support and facilitation to projects on Council land.

**m) Ngāti Tamaterā**

No feedback was received for this property.

**n) Patukirikiri**

No feedback was received for this property.

## 6. Implementation

The results of the rationalisation process are that this property is not required for current or future service requirements. As such, we recommend that 24 Waipuna Road, Mt Wellington be divested.

Should a resolution be obtained from the Finance and Performance Committee approving the divestment of this property, we will undertake a disposals process which ideally ensures this property remains as housing stock and provides an optimal return to council.

There has been registered interest from Housing New Zealand and iwi housing agencies in acquiring the subject property should it be cleared for disposal. This interest can be explored further should the property be approved for disposal by the Finance and Performance Committee.

## 7. Images





## Appendix G – Units 1-4, 26 Waipuna Road, Mt Wellington

### 1. Summary

26 Waipuna Road, Mt Wellington is a residential property containing four residential units held in fee simple titles. The property has been released by Auckland Transport as not required for its future service needs and having no strategic purpose to retain. Consultation with council and its CCOs, iwi authorities and the Maungakiekie-Tamaki Local Board about the property has been undertaken. No alternative service uses were identified for this property through the rationalisation process and the feedback received was supportive of the proposed disposal.

### 2. Background

26 Waipuna Road, Mt Wellington is a 1,368m<sup>2</sup> property holding four, single-story residential units held in fee simple titles.

The former Auckland City Council acquired the subject property in 2007 for the Auckland Manukau Eastern Transport Initiative (AMETI). However the route was not designated and Auckland Council and Auckland Transport subsequently decided not to proceed with the Mount Wellington Highway/Waipuna Road route.

The Auckland Transport Board resolved in 2015 that 26 Waipuna Road, Mt Wellington was no longer required for current or future transport related purposes. 26 Waipuna Road, Mt Wellington was subsequently transferred to Panuku.

The Unitary Plan zoning of 26 Waipuna Road, Mt Wellington is terrace housing and apartment buildings. It has a combined 2014 capital value of \$1,520,000.

The property is not subject to offer back obligations pursuant to section 40(2)(a) of the Public Works Act 1981 as the vendors of the four separate titles signed Deeds of Waiver agreeing not to require their property to be offered back.

### 3. Internal consultation

The internal consultation for this site commenced in May 2016. No expressions of interest were received during the internal consultation process and no issues were raised.

### 4. Local board views and implications

The Maungakiekie-Tamaki Local Board endorsed the proposed disposal of Units 1-4, 26 Waipuna Road, Mt Wellington at its 28 March 2017 business meeting.

### 5. Iwi feedback

14 iwi authorities were contacted regarding the potential sale of Units 1-4, 26 Waipuna Road, Mt Wellington. The following feedback was received:

- a) **Te Rūnanga o Ngāti Whātua**  
Te Runanaga o Ngāti Whatua has expressed a commercial interest in the property and stated their desire to be kept in the loop on the outcome of the disposal process.
- b) **Ngāti Whatua o Kaipara**  
No feedback was received regarding this property.
- c) **Ngāti Whatua o Orakei**  
No cultural or commercial interest in this property.

- d) **Te Kawerau a Maki**  
No feedback was received regarding this property.
- e) **Ngai Tai ki Tāmaki**  
Ngāi Tai ki Tamaki has expressed commercial interest in the property and signaled an increased interest in council owned property that may come available for sale in their rohe.
- f) **Ngāti Tamaoho**  
No feedback was received for this property.
- g) **Te Akitai - Waiohua**  
No feedback was received for this property.
- h) **Ngāti Te Ata - Waiohua**  
Ngāi Te Ata has confirmed general cultural interest in the area and expressed an interest in discussing the potential purchase of any Council properties that may become available for sale.
- i) **Te Ahiwaru**  
Te Ahiwaru has advised that Waipuna Road is a fully developed area and has significantly reduced the potential for archaeological discoveries. However, developments and associated new earthworks will open up opportunities for self-sustainable environmental practices supportive of Te Ahiwaru Kaitiakitanga value. Panuku will follow this feedback up should this property be approved for divestment.
- j) **Ngāti Paoa**  
No feedback was received for this property.
- k) **Ngāti Whanaunga**  
No feedback was received for this property.
- l) **Ngāti Maru**  
Ngāti Maru has expressed commercial interest in this property and is seeking to coordinate with Panuku Development Auckland to provide project support and facilitation to projects on Council land.
- m) **Ngāti Tamaterā**  
No feedback was received for this property.
- n) **Patukirikiri**  
No feedback was received for this property.

## 6. Implementation

The results of the rationalisation process are that this property is not required for current or future service requirements. As such, we recommend that Units 1-4, 26 Waipuna Road, Mt Wellington be divested.

Should a resolution be obtained from the Finance and Performance Committee approving the divestment of this property, we will undertake a disposals process that provides an optimal return to council and ideally ensures this property remains as housing stock.

There has been registered interest from Housing New Zealand and iwi housing agencies in acquiring the subject property should it be cleared for disposal. This interest can be explored further should the property be approved for disposal by the Finance and Performance Committee.

## 7. Images



## Appendix H – 27B Waipuna Road, Mt Wellington

### 1. Summary

27B Waipuna Road, Mt Wellington is a residential property released by Auckland Transport as not required for its future service needs and holding no strategic purpose to retain. Consultation with Council and its CCOs, iwi authorities and the Maungakiekie-Tamaki Local Board about this property has been undertaken. No alternative service uses were identified for the subject property through the rationalisation process and the feedback received was supportive of the proposed disposal.

### 2. Background

27B Waipuna Road, Mt Wellington is a 313m<sup>2</sup> site with a two story residential dwelling located on it, and a 1/3 share in a shared 160m<sup>2</sup> driveway.

The former Auckland City Council acquired the subject property in 2007 for the Auckland Manukau Eastern Transport Initiative (AMETI). However the route was not designated and Auckland Council and Auckland Transport subsequently decided not to proceed with the Mount Wellington Highway/Waipuna Road route.

The Auckland Transport Board resolved in 2015 that 27B Waipuna Road, Mt Wellington was no longer required for its current or future transport or infrastructure purposes. 27B Waipuna Road, Mt Wellington was subsequently transferred to Panuku.

The Unitary Plan zoning of 27B Waipuna Road, Mt Wellington is terrace housing and apartment buildings. It has a 2014 capital value of \$570,000.

The property is not subject to offer back obligations pursuant to section 40(2)(a) of the Public Works Act 1981 as the vendor signed a waiver acknowledging there was no compulsion to sell to the Council and agreeing not to require the property to be offered back to them if no longer required by the council.

### 3. Internal consultation

The internal consultation for this site commenced in May 2016. No expressions of interest were received during the internal consultation process and no issues were raised.

### 4. Local board views and implications

The Maungakiekie-Tamaki Local Board endorsed the proposed disposal of 27B Waipuna Road, Mt Wellington at its 28 March 2017 business meeting.

### 5. Iwi feedback

14 iwi authorities were contacted regarding the potential sale of 27B Waipuna Road, Mt Wellington. The following feedback was received:

a) **Te Rūnanga o Ngāti Whātua**

Te Runanaga o Ngāti Whatua has expressed a commercial interest in the property and stated their desire to be kept in the loop on the outcome of the disposal process.

b) **Ngāti Whatua o Kaipara**

No feedback was received regarding this property.

c) **Ngāti Whatua o Orakei**

No cultural or commercial interest in this property.

- d) **Te Kawerau a Maki**  
No feedback was received regarding this property.
- e) **Ngai Tai ki Tāmaki**  
Ngāi Tai ki Tamaki has expressed commercial interest in the property and signaled an increased interest in Council owned property that may come available for sale in their rohe.
- f) **Ngāti Tamaoho**  
No feedback was received for this property.
- g) **Te Akitai - Waiohua**  
No feedback was received for this property.
- h) **Ngāti Te Ata - Waiohua**  
Ngāi Te Ata has confirmed general cultural interest in the area and expressed an interest in discussing potential purchase of any Council properties that may come available for sale.
- i) **Te Ahiwaru**  
Te Ahiwaru has advised that Waipuna Road is a fully developed area and has significantly reduced the potential for archaeological discoveries. However, developments and associated new earthworks will open up opportunities for self-sustainable environmental practices supportive of Te Ahiwaru Kaitiakitanga value. Panuku will follow this feedback up should this property be approved for divestment.
- j) **Ngāti Paoa**  
No feedback was received for this property.
- k) **Ngāti Whanaunga**  
No feedback was received for this property.
- l) **Ngāti Maru**  
Ngāti Maru has expressed commercial interest in the property and is seeking to coordinate with Panuku Development Auckland to provide project support and facilitation to projects on Council land.
- m) **Ngāti Tamaterā**  
No feedback was received for this site.
- n) **Patukirikiri**  
No feedback was received for this site.

## 6. Implementation

The results of the rationalisation process are that this property is not required for current or future service requirements. As such, we recommend that 27B Waipuna Road, Mt Wellington be divested.

Should a resolution be obtained from the Finance and Performance Committee approving the divestment of this property, we will undertake a disposals process for this site that provides an optimal return to Council and ideally ensures the property remains as housing stock.

There has been registered interest in acquiring the subject property from Housing New Zealand and iwi housing agencies, should it be cleared for disposal. This can be explored further should the property be approved for disposal by the Finance and Performance Committee.



## 7. Images



## Appendix I – 1/77 Waipuna Road, Mt Wellington

### 1. Summary

1/77 Waipuna Road, Mt Wellington is a residential property released by Auckland Transport as not required for its future service needs and holding no strategic purpose to retain. Consultation with Council and its CCOs, iwi authorities and the Maungakiekie-Tamaki Local Board about this property has been undertaken. No alternative service uses were identified for the subject property through the rationalisation process and the feedback received was supportive of the proposed disposal.

### 2. Background

1/77 Waipuna Road, Mt Wellington is a single story residential dwelling with a 1/3 share of a 1,066m<sup>2</sup> site.

The former Auckland City Council acquired the subject site in 2007 for the Auckland Manukau Eastern Transport Initiative (AMETI). However the route was not designated and Auckland Council and Auckland Transport subsequently decided not to proceed with the Mount Wellington Highway/Waipuna Road route.

The Auckland Transport Board resolved in 2015 that 1/77 Waipuna Road, Mt Wellington was no longer required for its current or future transport purposes. 1/77 Waipuna Road, Mt Wellington was subsequently transferred to Panuku.

The Unitary Plan zoning of 1/77 Waipuna Road, Mt Wellington is terrace housing and apartment buildings. It has a 2014 capital value of \$445,000.

The property is not subject to offer back obligations pursuant to section 40(2)(a) of the Public Works Act 1981 as the vendor signed a waiver acknowledging there was no compulsion to sell to the Council and agreeing not to require the property to be offered back to them if no longer required by the Council.

### 3. Internal consultation

The internal consultation for this property commenced in May 2016. No expressions of interest were received during the internal consultation process and no issues were raised.

### 4. Local board views and implications

The Maungakiekie-Tamaki Local Board endorsed the proposed disposal of 1/77 Waipuna Road, Mt Wellington at its 28 March 2017 business meeting.

### 5. Iwi feedback

14 iwi authorities were contacted regarding the potential sale of 1/77 Waipuna Road, Mt Wellington on 10 June 2016. The following feedback was received.

#### a) Te Rūnanga o Ngāti Whātua

Te Runanaga o Ngāti Whatua has expressed a commercial interest in the property and stated their desire to be kept in the loop on the outcome of the disposal process.

#### b) Ngāti Whatua o Kaipara

No feedback was received regarding this property.

#### c) Ngāti Whatua o Orakei

No cultural or commercial interest in this property.

**d) Te Kawerau a Maki**

No feedback was received regarding this property.

**e) Ngai Tai ki Tāmaki**

Ngāi Tai ki Tamaki has expressed commercial interest in this property and signaled an increased interest in council owned property that may come available for sale in their rohe.

**f) Ngāti Tamaoho**

No feedback was received for this property.

**g) Te Akitai - Waiohua**

Te Akitai - Waiohua has advised that this property is close to the Panmure basin (Te Kopua Kai a Hiku) which is a wāhi tapu for its strategic position, transportation and fishing/resources.

**h) Ngāti Te Ata - Waiohua**

Ngāi Te Ata has confirmed general cultural interest in the area and expressed an interest in discussing potential purchase of any council properties that may come available for sale.

**i) Te Ahiwaru**

Te Ahiwaru has advised that Waipuna Road is a fully developed area which has significantly reduced the potential for archaeological discoveries. However, developments and associated new earthworks will open up opportunities for self-sustainable environmental practices supportive of Te Ahiwaru Kaitiakitanga value. Panuku will follow this feedback up should the property be approved for divestment.

**j) Ngāti Paoa**

No feedback was received for this property.

**k) Ngāti Whanaunga**

No feedback was received for this property.

**l) Ngāti Maru**

Ngāti Maru has expressed commercial interest in the property and is seeking to coordinate with Panuku Development Auckland to provide project support and facilitation to projects on Council land.

**m) Ngāti Tamaterā**

No feedback was received for this property.

**n) Patukirikiri**

No feedback was received for this property.

## **6. Implementation**

The results of the rationalisation process are that this property is not required for current or future service requirements. As such, we recommend that 1/77 Waipuna Road, Mt Wellington be divested.

Should a resolution be obtained from the Finance and Performance Committee approving the divestment of this property, we will undertake a disposals process for this site that provides an optimal return to Council and ideally ensures this property remains as housing stock.

There has been registered interest in acquiring the subject property from Housing New Zealand and iwi housing agencies, should it be cleared for disposal. This can be explored further should the property be approved for disposal by the Finance and Performance Committee.



## 7. Images



## Appendix J – 93 Waipuna Road, Mt Wellington

### 1. Summary

93 Waipuna Road, Mt Wellington is a residential property that was released by Auckland Transport as it was not required for its future service needs and held no strategic purpose to retain. Consultation with council and its CCOs, iwi authorities and the Maungakiekie-Tamaki Local Board has been undertaken. No alternative service uses were identified for the subject property through the rationalisation process and the feedback received was supportive of the proposed disposal.

### 2. Background

93 Waipuna Road, Mt Wellington is an 885m<sup>2</sup> site with a single story residential dwelling located on it.

The former Auckland City Council acquired the subject site in 2007 for the Auckland Manukau Eastern Transport Initiative (AMETI). However the route was not designated and Auckland Council and Auckland Transport subsequently decided not to proceed with the Mount Wellington Highway/Waipuna Road route.

The Auckland Transport Board resolved in 2015 that 93 Waipuna Road, Mt Wellington was no longer required for its current or future transport or infrastructure purposes. 93 Waipuna Road, Mt Wellington was subsequently transferred to Panuku.

The Unitary Plan zoning of 93 Waipuna Road, Mt Wellington is terrace housing and apartment buildings. It has a 2014 capital value of \$630,000.

The property is likely to be subject to offer back obligations to the former owners or their successors in accordance with to section 40(2)(a) of the Public Works Act 1981.

### 3. Internal consultation

The internal consultation for this property commenced in May 2016. No expressions of interest were received during the internal consultation process and no issues were raised.

### 4. Local board views and implications

The Maungakiekie-Tamaki Local Board endorsed the proposed disposal of 93 Waipuna Road, Mt Wellington at its 28 March 2017 business meeting.

### 5. Iwi feedback

14 iwi authorities were contacted regarding the potential sale of 93 Waipuna Road, Mt Wellington. The following feedback was received:

**a) Te Rūnanga o Ngāti Whātua**

Te Runanaga o Ngāti Whatua has expressed a commercial interest in this property and stated their desire to be kept in the loop on the outcome of the disposal process.

**b) Ngāti Whatua o Kaipara**

No feedback was received regarding this property.

**c) Ngāti Whatua o Orakei**

No cultural or commercial interest in this property.

**d) Te Kawerau a Maki**

No feedback was received regarding this property.

**e) Ngāi Tai ki Tāmaki**

Ngāi Tai ki Tamaki has expressed commercial interest in this property and signaled an increased interest in council owned property that may come available for sale in their rohe.

**f) Ngāti Tamaoho**

No feedback was received for this property.

**g) Te Akitai - Waiohua**

No feedback was received for this property.

**h) Ngāti Te Ata - Waiohua**

Ngāi Te Ata has confirmed general cultural interest in the area and expressed an interest in discussing potential purchase of any Council properties that may come available for sale.

**i) Te Ahiwaru**

Te Ahiwaru has advised that Waipuna Road is a fully developed area which has significantly reduced the potential for archaeological discoveries. However, developments and associated new earthworks will open up opportunities for self-sustainable environmental practices supportive of Te Ahiwaru Kaitiakitanga value. Panuku will follow this feedback up should this property be approved for divestment.

**j) Ngāti Paoa**

No feedback was received for this property.

**k) Ngāti Whanaunga**

No feedback was received for this property.

**l) Ngāti Maru**

Ngāti Maru has expressed commercial interest in this property and is seeking to coordinate with Panuku Development Auckland to provide project support and facilitation to projects on Council land.

**m) Ngāti Tamaterā**

No feedback was received for this property.

**n) Patukirikiri**

No feedback was received for this property.

## 6. Implementation

The results of the rationalisation process are that this property is not required for current or future service requirements. As such, we recommend that 93 Waipuna Road, Mt Wellington be divested.

Should a resolution be obtained from the Finance and Performance Committee approving the divestment of this site, we will undertake a disposals process that addresses Council's obligations to the former owners in accordance with the Public Works Act 1981.



## 7. Images



## Appendix K – 3/136B, Mt Wellington Highway, Mt Wellington

### 1. Summary

3/136B Mt Wellington Highway, Mt Wellington is a residential property released by Auckland Transport as not required for its future service needs and holding no strategic purpose to retain. Consultation with council and its CCOs, iwi authorities and the Maungakiekie-Tamaki Local Board about the property has been undertaken. No alternative service uses were identified for the subject property through the rationalisation process and the feedback received was supportive of the proposed disposal.

### 2. Background

3/136B Mt Wellington Highway, Mt Wellington comprises a 1/3 share of a 1507m<sup>2</sup> site with a single story residential dwelling located on it.

The former Auckland City Council acquired the subject site in 2007 for the Auckland Manukau Eastern Transport Initiative (AMETI). However the route was not designated and Auckland Council and Auckland Transport subsequently decided not to proceed with the Mount Wellington Highway/Waipuna Road route.

The Auckland Transport Board resolved in 2015 that 3/136B Mt Wellington Highway, Mt Wellington was no longer required for its current or future transport related purposes. 3/136B Mt Wellington Highway, Mt Wellington was subsequently transferred to Panuku.

The Unitary Plan zoning of 3/136B Mt Wellington Highway, Mt Wellington is mixed housing suburban. It has a 2014 capital value of \$495,000.

The property is not subject to offer back obligations pursuant to section 40(2)(a) of the Public Works Act 1981 as the vendor signed a waiver acknowledging there was no compulsion to sell to the Council and agreeing not to require the property to be offered back to them if no longer required by the Council.

### 3. Internal consultation

The internal consultation for this site commenced in December 2016. No expressions of interest were received during the internal consultation process and no issues were raised.

### 4. Local board views and implications

The Maungakiekie-Tamaki Local Board endorsed the proposed disposal of 3/136B Mt Wellington Highway, Mt Wellington at its 28 March 2017 business meeting.

### 5. Iwi feedback

15 iwi authorities were contacted regarding the potential sale of 3/136B Mt Wellington Highway, Mt Wellington. The following feedback was received:

#### a) Te Rūnanga o Ngāti Whātua

Te Rūnanga o Ngāti Whātua have advised that as per earlier conversations with Te Runanga representatives, it is understood that any cultural significance considerations will be raised at hapū level and that all Ngāti Whatua hapū have been contacted about properties in their rohe.

#### b) Ngāti Whatua o Kaipara

No feedback was received regarding this property.

- c) **Ngāti Whatua o Orakei**  
No cultural or commercial interest in this property.
- d) **Te Kawerau a Maki**  
No feedback was received regarding this property.
- e) **Ngai Tai ki Tāmaki**  
Ngāi Tai ki Tāmaki has drawn attention to their recent settlement and signalled an increased interest in Council owned property that may come available for sale in their rohe.
- f) **Ngāti Tamaoho**  
No feedback was received regarding this property.
- g) **Te Akitai - Waiohua**  
No feedback was received regarding this property.
- h) **Ngāti Te Ata - Waiohua**  
Ngāi Te Ata has confirmed general cultural interest in the area and expressed an interest in discussing potential purchase of any council properties that may come available for sale.
- i) **Te Ahiwaru**  
No feedback was received regarding this property.
- j) **Ngāti Paoa**  
Ngāti Paoa has reinforced their desire to be kept in the loop for property disposals.
- k) **Ngāti Whanaunga**  
No feedback was received for this property.
- l) **Ngāti Maru**  
No feedback was received for this property.
- m) **Ngāti Tamaterā**  
No feedback was received for this property.
- n) **Patukirikiri**  
No feedback was received for this property.
- o) **Waikato-Tainui**  
Waikato-Tainui signalled an interest in all properties identified for disposal and recommend development align with the Waikato-Tainui Environmental Plan including consultation with marae.

## 6. Implementation

The results of the rationalisation process are that this property is not required for current or future service requirements. As such, we recommend that 3/136B Mt Wellington Highway, Mt Wellington be divested.

Should a resolution be obtained from the Finance and Performance Committee approving the divestment of this property, we will undertake a disposals process for this site that provides an optimal return to Council and ideally ensures the property remains as housing stock.

There has been registered interest in acquiring the subject property from Housing New Zealand, should it be cleared for disposal. This can be explored further should the Finance and Performance Committee approve this property for disposal.



## 7. Images



## Appendix L – 134A, Mt Wellington Highway, Mt Wellington

### 1. Summary

134A Mt Wellington Highway, Mt Wellington is a vacant site released by Auckland Transport as not required for its future service needs and holding no strategic purpose to retain. Consultation with Council and its CCOs, iwi authorities and the Maungakiekie-Tamaki Local Board about this property has been undertaken. No alternative service uses were identified for the subject site through the rationalisation process and the feedback received was supportive of the proposed disposal.

### 2. Background

134A Mt Wellington Highway, Mt Wellington is a vacant 1,223m<sup>2</sup> site acquired by the former Auckland City Council in 2007 for the Auckland Manukau Eastern Transport Initiative (AMETI). However the route was not designated and Auckland Council and Auckland Transport subsequently decided not to proceed with the Mount Wellington Highway/Waipuna Road route.

The Auckland Transport Board resolved in 2015 that 134A Mt Wellington Highway, Mt Wellington was no longer required for current or future transport related purposes. 134A Mt Wellington Highway, Mt Wellington was subsequently transferred to Panuku.

The Unitary Plan zoning of 134A Mt Wellington Highway, Mt Wellington is mixed housing suburban. It has a 2014 capital value of \$810,000.

The property is not subject to offer back obligations pursuant to section 40(2)(a) of the Public Works Act 1981 as the vendor signed a waiver acknowledging there was no compulsion to sell to the Council and agreeing not to require the property to be offered back to them if no longer required by the Council.

### 3. Internal consultation

The internal consultation for this site commenced in May 2016. No expressions of interest were received during the internal consultation process and no issues were raised.

### 4. Local board views and implications

The Maungakiekie-Tamaki Local Board endorsed the proposed disposal of 134A Mt Wellington Highway, Mt Wellington at its 28 March 2017 business meeting.

### 5. Iwi feedback

14 iwi authorities were contacted regarding the potential sale of 134A Mt Wellington Highway, Mt Wellington. The following feedback was received.

**a) Te Rūnanga o Ngāti Whātua**

Te Runanaga o Ngāti Whatua has expressed a commercial interest in this site and stated their desire to be kept in the loop on the outcome of the disposal process.

**b) Ngāti Whatua o Kaipara**

No feedback was received regarding this site.

**c) Ngāti Whatua o Orakei**

No cultural or commercial interest in this site.

**d) Te Kawerau a Maki**

No feedback was received regarding this site.



**e) Ngai Tai ki Tāmaki**

Ngāi Tai ki Tamaki has expressed commercial interest in this site and signaled an increased interest in Council owned property that may come available for sale in their rohe.

**f) Ngāti Tamaoho**

No feedback was received for this site.

**g) Te Akitai - Waiohua**

Te Akitai - Waiohua has advised that this site is close to the Panmure basin (Te Kopua Kai a Hiku) a wāhi tapu for strategic position, transportation and fishing/resources.

**h) Ngāti Te Ata - Waiohua**

Ngāi Te Ata has confirmed general cultural interest in the area and expressed an interest in discussing the potential purchase of any Council properties that may come available for sale.

**i) Te Ahiwaru**

Te Ahiwaru has advised that Waipuna Road is a fully developed area which has significantly reduced the potential for archaeological discoveries. However, developments and associated new earthworks will open up opportunities for self-sustainable environmental practices supportive of Te Ahiwaru Kaitiakitanga value. Panuku will follow this feedback up should the property be approved for divestment.

**j) Ngāti Paoa**

No feedback was received for this site.

**k) Ngāti Whanaunga**

No feedback was received for this site.

**l) Ngāti Maru**

No feedback was received for this site.

**m) Ngāti Tamaterā**

No feedback was received for this site.

**n) Patukirikiri**

No feedback was received for this site.

## 6. Implementation

The results of the rationalisation process are that this site is not required for current or future service requirements. As such, we recommend that 134A Mt Wellington Highway, Mt Wellington be divested.

Should a resolution be obtained from the Finance and Performance Committee approving the divestment of this site, we will undertake a disposals process for this site that provides an optimal return to Council.

There has been registered interest in acquiring the subject site from Housing New Zealand and iwi housing agencies, should it be approved for disposal. This can be explored further should this site be approved for disposal by the Finance and Performance Committee.

## 7. Images



