

# Board Report

**P u b l i c**

**Date**  
Wednesday,  
20 May 2020

**Venue**  
Panuku offices,  
82 Wyndham Street  
and via Zoom



# 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.

# Board agenda

**Where:** Panuku, 82 Wyndham Street

**When:** Wednesday, 20 May 2020 | 8.30 am – 3.30 pm

**Board members:** Adrienne Young-Cooper – Chair  
Victoria Carroll – Director  
John Coop – Director  
David Kennedy – Director  
Richard Leggat – Director  
Paul Majurey – Deputy Chair

<b>1.</b>	<p><b>Governance matters</b></p> <p>1.1 Apologies</p> <p>1.2 Director interests</p> <p>1.3 Director meeting attendance</p> <p>1.4 Minutes of 22 April 2020 board meeting</p> <p><i>Withheld from the public under S7(2)(b)(ii) and S7(2)(h) of the LGOIMA</i></p>
<b>2.</b>	<p><b>Health and Safety report</b></p>
<b>3.</b>	<p><b>Chief Executive's report</b></p> <p><i>Sections and attachments withheld from the public under S7(2)(b)(ii) and S7(2)(h) of the LGOIMA</i></p>
<b>4.</b>	<p><b>Strategic reports</b></p> <p>4.1 Accessible housing for Panuku sites</p> <p>4.2 Transit oriented development</p>
<b>5.</b>	<p><b>Priority Location reports</b></p> <p>5.1 Transform Onehunga: Programme Business Case <i>Attachments withheld from the public under S7(2)(b)(ii) and S7(2)(h) of the LGOIMA</i></p> <p>5.2 Transform Onehunga: Waiapu Precinct <i>Sections and attachments withheld from the public under S7(2)(b)(ii), S7(2)(h) and S7(2)(i) of the LGOIMA</i></p> <p>5.3 Transform Waterfront: Wynyard Crossing <i>Sections and attachments withheld from the public under S7(2)(b)(ii) and S7(2)(h) of the LGOIMA</i></p> <p>5.4 Transform Waterfront: Vos Boat Shed <i>Sections withheld from the public under S7(2)(b)(ii) and S7(2)(h) of the LGOIMA</i></p>

	<p><b>Priority Location reports continued</b></p> <p>5.5 Unlock Takapuna: Programme Business Case  <i>Attachments withheld from the public under S7(2)(b)(ii) and S7(2)(h) of the LGOIMA</i></p> <p>5.6 Unlock Takapuna: 40 Anzac Street and 30-34 Hurstmere Road  <i>Sections withheld from the public under S7(2)(b)(ii), S7(2)(h) and S7(2)(i) of the LGOIMA</i></p>
<p><b>6.</b></p>	<p><b>Business reports</b></p> <p>6.1 Pre-payment of ground lease  <i>Sections withheld from the public under S7(2)(b)(ii), S7(2)(h) and S7(2)(i) of the LGOIMA</i></p> <p>6.2 Pre-payment of ground lease  <i>Sections withheld from the public under S7(2)(b)(ii), S7(2)(h) and S7(2)(i) of the LGOIMA</i></p> <p>6.3 50 Centreway Road, Orewa  <i>Sections withheld from the public under S7(2)(b)(ii), S7(2)(h) and S7(2)(i) of the LGOIMA</i></p>

## Panuku Development Auckland (Panuku)

Panuku partners with the development sector, iwi and central government to facilitate redevelopment of selected areas across Auckland to promote quality-built environments and residential and commercial growth. Panuku will actively review the council group property portfolio for sites that are surplus to service requirements, require renewal or are underutilised and make land available for redevelopment. Panuku will continue to redevelop the city waterfront area and manage non-service properties on behalf of the Auckland Council Group. Panuku's subsidiary is Westhaven Marina Limited.

### Our name

'Panuku' means 'to move forward' and that's exactly what we're helping Auckland to do.

### Our vision

Shaping spaces for Aucklanders to love

### Our mission

The mission of Panuku is to rejuvenate urban Auckland, from small projects that refresh a site or building, to major transformations of town centres or neighbourhoods. Panuku improves the uses of land and buildings that Auckland Council owns, attract private investment and together we unlock their potential to create spaces Aucklanders love.

### Our purpose

The purpose of Panuku Development Auckland (Panuku) is to contribute to the implementation of the Auckland Plan and encourage economic development by facilitating urban redevelopment that optimises and integrates good public transport outcomes, efficient and sustainable infrastructure and quality public services and amenities.

Panuku will manage council's non-service property portfolio and provide strategic advice on council's other property portfolios. It will recycle or redevelop sub-optimal or underutilised council assets and aim to achieve an overall balance of commercial and strategic outcomes.

### What we do

Panuku Development Auckland helps to redevelop parts of our city, we're working to improve the quality of urban living across Auckland.

To do this it's important to understand the communities in which we work. We manage around \$2 billion of land and buildings that Auckland Council owns, which we continuously review to find smart ways to generate income for the region, grow the portfolio or release land or properties that can be better used by others.

## Directors' interests at 22 April 2020

Member	Interest	Company / Entity	Conflicts pre-identified?
<b>Adrienne YOUNG-COOPER</b>	Chair	Panuku Development Auckland Limited	
	Chair	Auckland Transport	
	Chair	Cornwall Park Trust Board Incorporated	
	Director	Queenstown Airport Corporation Limited	
	Trustee	Sir John Logan Campbell Residury Trust	
	Trustee	Sir John Logan Campbell Medical Trust Incorporated	
	Director	Westhaven Marina Limited	
<b>Victoria CARROLL</b>	Director	Panuku Development Auckland Limited	
	Director	Kāinga Ora	Possible
	Director	Manawa Housing Limited	
	Director	Mediterrania Holdings Limited	
	Director	Mediterrania Limited	
	Trustee	Community Housing Aotearoa	
	Trustee	Mangatawa Papamoa Block Incorporation	
	Trustee	Nga Potiki a Tamapahore Treaty Settlement Trust	
<b>John COOP</b>	Director	Panuku Development Auckland Limited	
	Managing Director and Principal	Warren and Mahoney	Possible
<b>David I. KENNEDY</b>	Director	Panuku Development Auckland Limited	
	Director	525 Blenheim Road Limited	
	Director	Cathedral Property Limited	

	Director	Good General Practice Limited	
	Director	Grantley Holdings Limited	
	Director	Hobsonville Development GP Limited	
	Director	New Ground Living (Hobsonville Point) Limited	
	Director	Ngāi Tahu Justice Holdings Limited	
	Director	Ngāi Tahu Property (CCC-JV) Limited	
	Director	Ngāi Tahu Property Joint Ventures Limited	Possible, Unlock Northcote
	Director	Ngāi Tahu Property Joint Ventures (No.2) Limited	
	Director	Ngāi Tahu Real Estate Limited	
	Director	NTP Development Holdings Limited	
	Director	NTP Investment Holdings Limited	
	Director	NTP Investment Property Group Limited	
	Director	Prestons Road Limited	

<b>Richard I. LEGGAT</b>	Director	Panuku Development Auckland Limited	
	Executive Chair	Kiwis for kiwi	
	Director	Hamilton Waikato Tourism	
	Director	Mortleg Ltd	
	Director	Snowsports NZ	
	Director	Trophy Metropolitan Ltd	
	Director	Warren and Mahoney	
	Director	Winter Games New Zealand	
	Panel Member	NZ Markets Disciplinary Tribunal	
	Member	Union Cycliste Internationale Ethics Commission	
	Director	Westhaven Marina Limited	

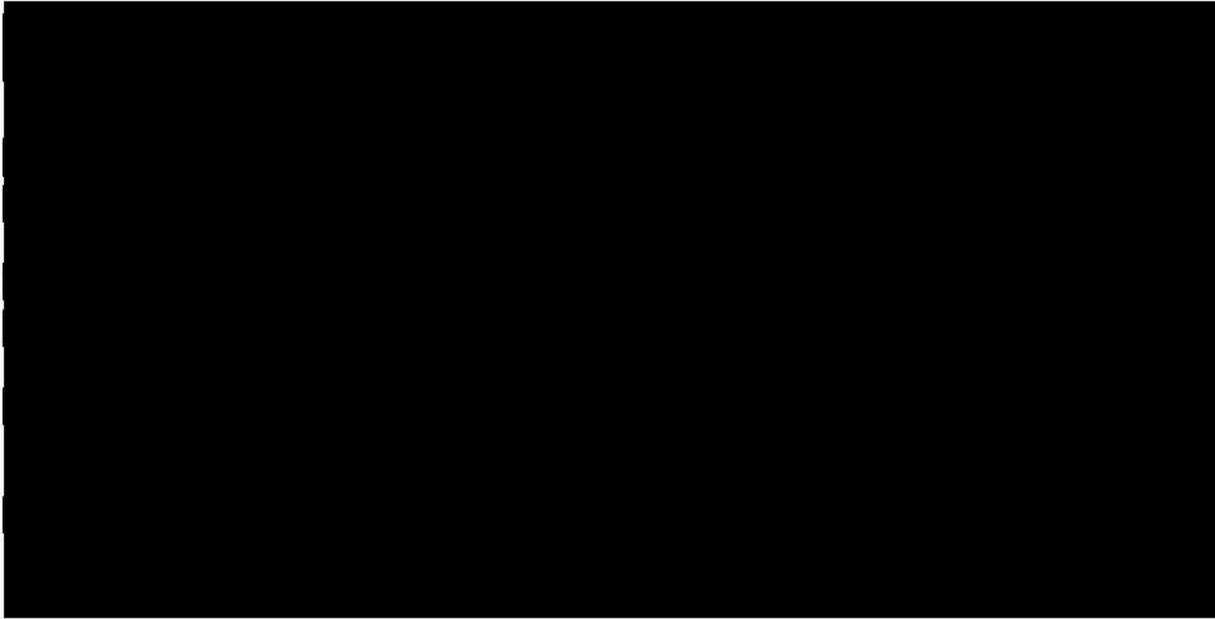
<b>Paul F. MAJUREY</b>	Deputy Chair	Panuku Development Auckland Limited
	Director	Iwi Commercial Property Limited
	Chair	Tāmaki Makaurau Community Housing Limited
	Chair	Puhinui Park Limited
	Chair	Whenuapai Housing Limited
	Director	Arcus Property Limited
	Chair	Marutūāhu Rōpū Limited
	Chair	Ngāti Maru Limited
	Chair	Marutūāhu Collective (5 iwi collective)
	Chair	Hauraki Collective (12 iwi collective)
	Chair	Te Pūia Tāpapa
	Chair	Impact Enterprise Fund
	Chair	Tūpuna Maunga Authority
	Co-Chair	Sea Change Tai Timu Tai Pari Ministerial Advisory Committee
	Mana Whenua Representative	Hauraki Gulf Forum
	Director	Pare Hauraki Kaimoana
	Trustee	Hauraki Fishing Group
	Director	Tikapa Moana Enterprises Limited
	Director	Pouarua Farms
	Trustee	Crown Forestry Rental Trust
Director	Atkins Holm Majurey Limited	

## Director meeting attendance register – 2019 / 2020

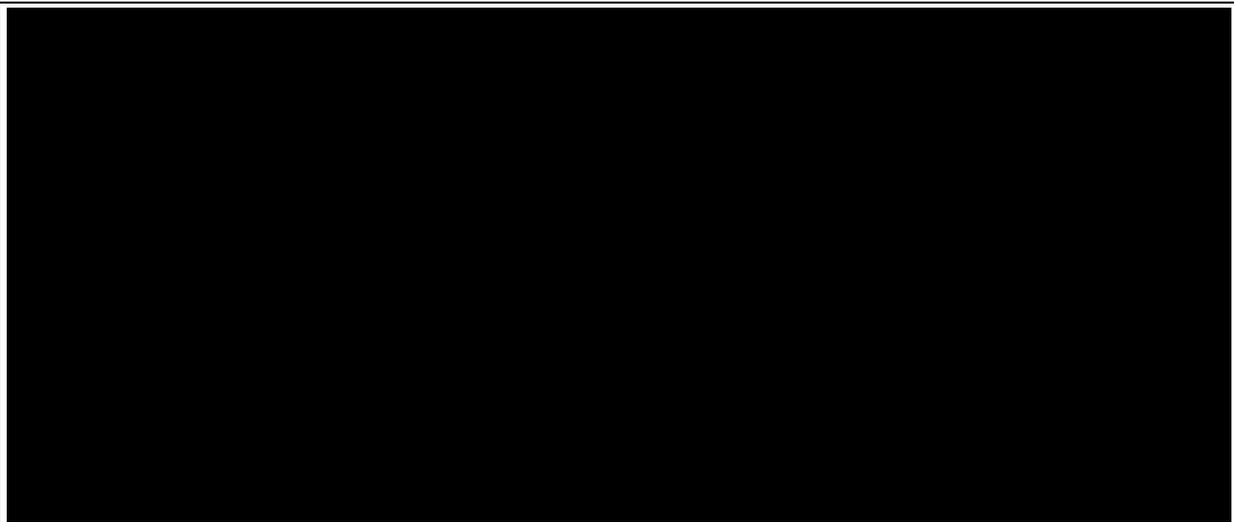
	2019						2020					TOTAL
	24 Jul	30 Aug	24 Sep	29 Oct	29 Nov	18 Dec	19 Feb	18 Mar	22 Apr	20 May	17 Jun	
A.F. Young-Cooper	✓	✓	✓	✓	✓	✓	✓	✓	✓			
V. Carroll					✓	x	✓	✓	x			
J. Coop					✓	✓	✓	✓	✓			
D.I. Kennedy	✓	✓	✓	✓	✓	✓	✓	✓	✓			
R.I. Leggat	✓	✓	✓	✓	✓	✓	✓	✓	✓			
P.F. Majurey	✓	✓	✓	✓	✓	✓	✓	✓	✓			
M.E. Pohio	✓	✓	✓	✓	✓	✓						6
S. Macken	x	✓	✓	✓								3
C.M. Udale	✓	✓	L	L	L							2

MINUTES OF THE MEETING OF DIRECTORS OF PANUKU DEVELOPMENT AUCKLAND LIMITED, HELD IN **CONFIDENTIAL** SESSION VIA ZOOM ON WEDNESDAY 22 APRIL 2020 COMMENCING AT 9.00 AM.

<p><b>ATTENDING</b></p>		<p><b>Board:</b> Adrienne Young-Cooper (Chair), John Coop, David Kennedy, Richard Leggat, Paul Majurey.</p> <p><b>Observer:</b> Mark Darrow</p> <p><b>Councillor liaison:</b> Cr Efeso Collins</p> <p><b>Executive:</b> David Rankin – Chief Executive, Monica Ayers – GM People &amp; Culture, Gyles Bendall – GM Design &amp; Place, Jenni Carden – Executive Officer/Company Secretary, Angelika Cutler – GM Corporate Affairs, Carl Gosbee – Chief Financial Officer, Brenna Waghorn – GM Strategy and Planning, Marian Webb – GM Assets &amp; Delivery, Ian Wheeler – Chief Operating Officer, Allan Young – GM Development.</p>
<p><b>OPENING REMARKS</b></p>	<p>1 04/20</p>	<p>The Chair welcomed board members, executive, Mark Darrow and Cr Collins to the meeting.</p> <p>The Chair noted the board had met weekly since the March meeting to receive updates on the organisation’s response to Covid-19 pandemic and committees have been suspended on an interim basis.</p>
<p><b>PROCEDURAL MOTION TO EXCLUDE THE PUBLIC</b></p>	<p>2 04/20</p>	<p>Pursuant to clause 12.3 of the Panuku Constitution, the public be excluded from the following proceedings of this meeting, so that commercially sensitive issues can be discussed in confidential session.</p>
<p><b>1.1 APOLOGIES</b></p> <p><b>CONFIDENTIAL GOVERNANCE MATTER</b></p>	<p>3 04/20</p>	<p>[REDACTED]</p>
<p><b>1.2 DIRECTORS’ INTERESTS</b></p> <p><b>CONFIDENTIAL GOVERNANCE MATTER</b></p>	<p>4 04/20</p>	<p>[REDACTED]</p>
<p><b>1.3 DIRECTORS’ MEETING ATTENDANCE</b></p> <p><b>CONFIDENTIAL GOVERNANCE MATTER</b></p>	<p>5 04/20</p>	<p>[REDACTED]</p>

<p><b>1.4 MINUTES OF 18 MARCH 2020 BOARD MEETING</b></p> <p><b>CONFIDENTIAL GOVERNANCE MATTER</b></p>	<p>6 04/20</p>	
<p><b>1.5 BOARD ACTION LIST</b></p> <p><b>CONFIDENTIAL GOVERNANCE MATTER</b></p>	<p>7 04/20</p>	
<p><b>1.6 BOARD FORWARD WORK PROGRAMME</b></p> <p><b>CONFIDENTIAL GOVERNANCE MATTER</b></p>	<p>8 04/20</p>	
<p><b>1.7 OUT-OF-CYCLE DECISION: PANUKU PROPERTY PORTFOLIO COVID-19 TENANT HARDSHIP AND FINANCIAL ASSISTANCE</b></p> <p><b>CONFIDENTIAL GOVERNANCE MATTER</b></p>	<p>9 04/20</p>	
<p><b>2. HEALTH AND SAFETY REPORT</b></p>	<p>10 04/20</p>	

		
<b>3. WATERFRONT BALUSTRADES</b>	11 04/20	
<b>4. CONFIDENTIAL CHIEF EXECUTIVE'S REPORT</b>	12 04/20	

		
<p><b>5.1 TRANSFORM MANUKAU: CROWN PARTNERING</b></p> <p><b>CONFIDENTIAL PRIORITY LOCATION REPORT</b></p>	<p>13 04/20</p>	

		
<p><b>5.2 UNLOCK TAKAPUNA: 72A AND R78 HURSTMERE ROAD, TAKAPUNA</b></p> <p><b>CONFIDENTIAL PRIORITY LOCATION REPORT</b></p>	<p>14 04/20</p>	

		
<p><b>5.3 SUPPORTS: LOTS 4 AND 5 187 FLAT BUSH SCHOOL ROAD</b></p> <p><b>CONFIDENTIAL PRIORITY LOCATION REPORT</b></p>	<p>15 04/20</p>	

<b>5.4 TRANSFORM WATERFRONT: WESTHAVEN PLANNING</b>  <b>CONFIDENTIAL PRIORITY LOCATION REPORT</b>	16 04/20	
<b>6.1 GRANTS AND DONATIONS POLICY; 2019/20 PLAN AND HALF YEAR RESULTS</b>  <b>CONFIDENTIAL BUSINESS REPORT</b>	17 04/20	
<b>6.2 ANNUAL REPORT STRUCTURE</b>  <b>CONFIDENTIAL BUSINESS REPORT</b>	18 04/20	

		
<b>7. GENERAL BUSINESS</b>	19 04/20	Cr. Collins thanked the organisation for its prompt response to the shareholder's "Shovel Ready" programme and its collaborative approach to the response on the CCO review.
<b>CLOSE OF BOARD MEETING</b>	20 04/20	The meeting closed at 11.25 am.

**READ AND CONFIRMED**

\_\_\_\_\_ **Chair**

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

## Information paper: Health and Safety

Document author: Blair McMichael, Health and Safety Manager

May 2020

### Whakarāpopototanga matua | Executive summary

1. The Panuku response to the Coronavirus (Covid-19) is led by Marian Webb, GM Assets & Delivery, and the Crisis Management Team. Our recovery planning includes the issuing of the Panuku construction policy for Covid-19 level 3, with drafting of a Panuku safety plan, reflecting Auckland Council's approach, and accommodation plan underway as we move from alert level 3 to 2.
2. Work continued in the configuration, planning of communications and creation of online training for the new incident reporting system, Noggin.
3. The health and safety committee workshopped health and safety critical risks. This work will ensure health and safety critical risks are reviewed across all directorates and that relevant safety controls are fit for purpose and up to date.
4. Minimal training was undertaken online during the month. This included only a handful of safety inductions, ConstructSafe, and PPE training, but was not surprising given the Covid-19 alert level 4 and 3 status.
5. Flu vaccines were offered to Panuku essential workers with five staff taking up the offer. Vaccines will be offered to all staff in alert level 2.
6. Three incidents were reported relating to workspace 'ergonomics' as staff worked from home over the month. Panuku people leaders have proactively worked with staff to understand any health and wellbeing issues, assess, and resolve each injury, before any injury progressed/worsened. This included providing additional office equipment at alert level 3.

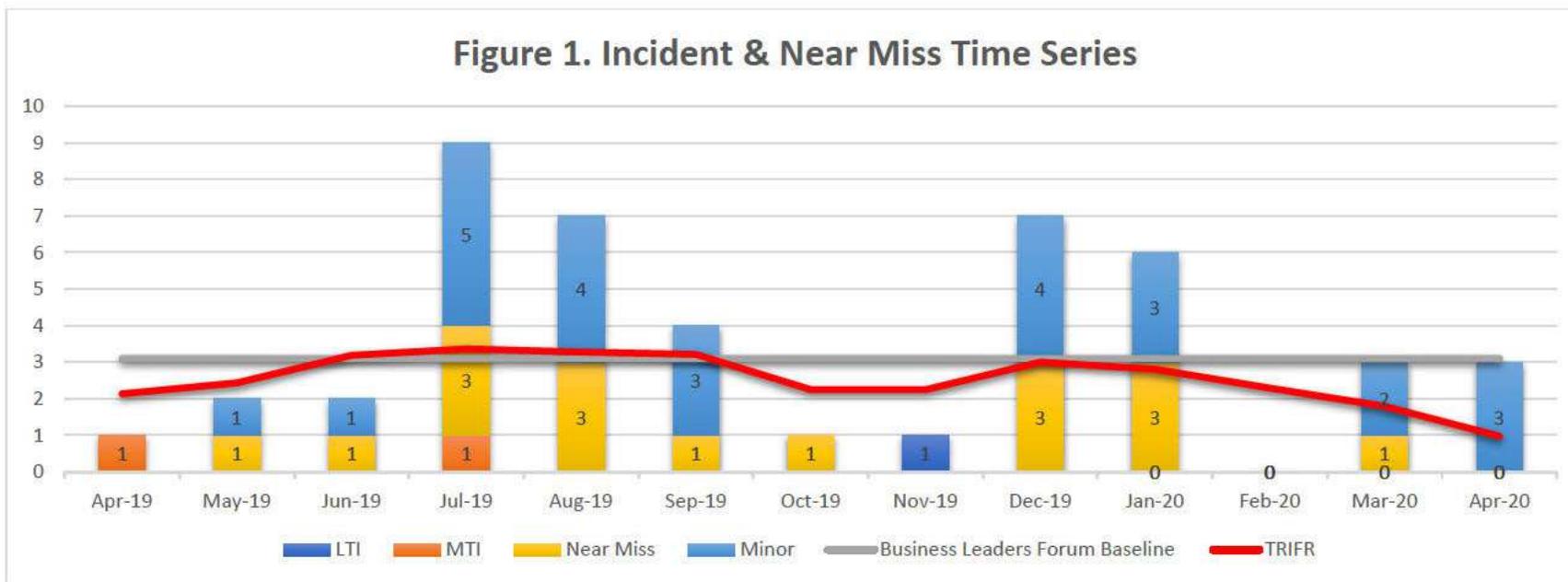
## Matapaki | Discussion

### Health and safety key performance indicators

7. Health and safety key performance indicators (KPIs) representing both lead and lag indicators are outlined below.

#### Incidents and near misses

8. There were three incidents reported in April. Each was related to the workspace set-up for working from home, where the employee was experiencing mild discomfort in their back, neck, or arms. Each case was identified when the employee's people leader questioned staff around the home workstation environment as part of the Panuku-wide home wellbeing review.
9. In two of the three cases a further, in-depth / online ergonomic review was completed with the affected staff member, and actions taken such as variations in the chair support and height of the laptop screen. Staff were encouraged to take frequent breaks, stretch, or move to a different position when required.
10. In one instance a separate keyboard was provided to enable the employee to raise their laptop to a more suitable visual height for visual comfort. In another a chair was provided by Panuku. The two assessed cases received a sheet of exercises which were demonstrated online. Each case showed mild symptoms not requiring medical assessment. At alert level 3 we have been able to issue additional office equipment to assist staff in their 'home/office' workstation setup.



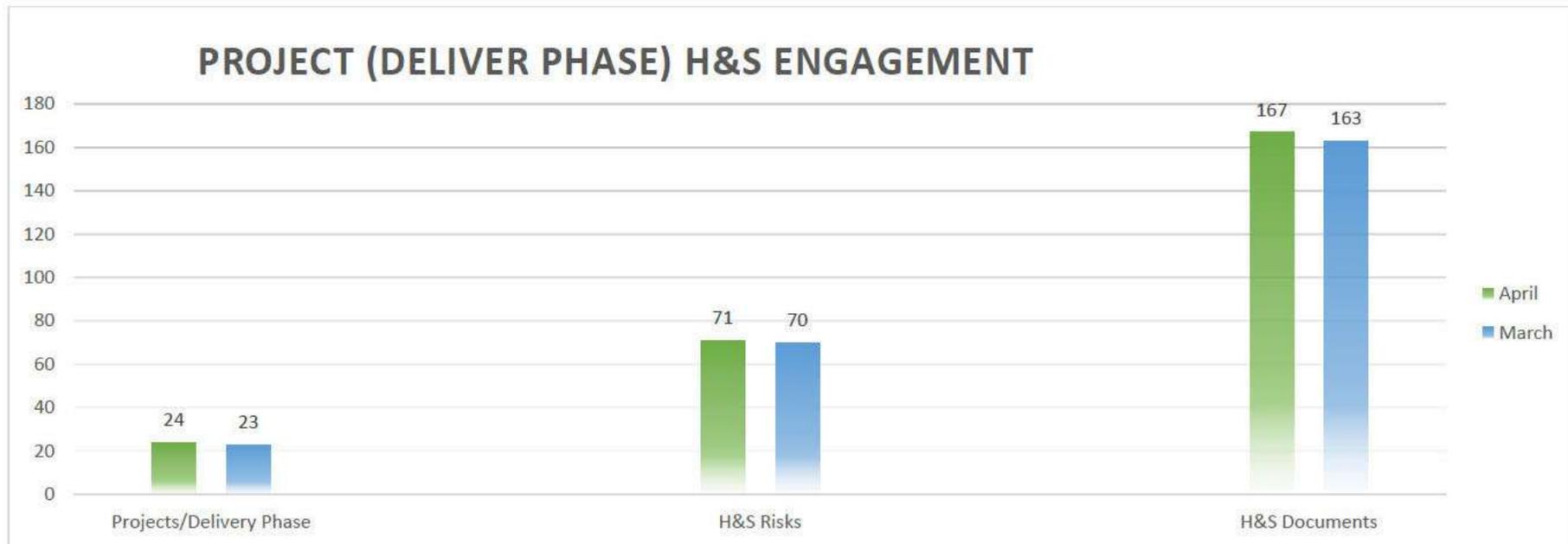
**TRIFR** Total Recordable Incident Frequent Rate; **MTI** Medical Treatment Injury; **LTI** Lost Time Injury

11. Figure 1 above shows the Panuku Total Recordable Incident Frequency Rate (TRIFR). Our TRIFR (0.97) result for April shows Panuku again dipping below the NZ Business Leaders Health and Safety Forum benchmark TRIFR of 3. Given the limited exposure by staff and other workers to health and safety risks during lock-down, this drop in both incident numbers and severity was to be expected.

**Project health and safety risks by phase**

12. Project health and safety risk remained relatively unchanged in April. The exception to this was the delivery phase (referenced in Figure 2 below) where construction sites began to operate from 28 April, albeit in a modified fashion to ensure construction Covid-19 safety protocols had been incorporated within the constructor's safety plans, prior to recommencing work.

Figure 2

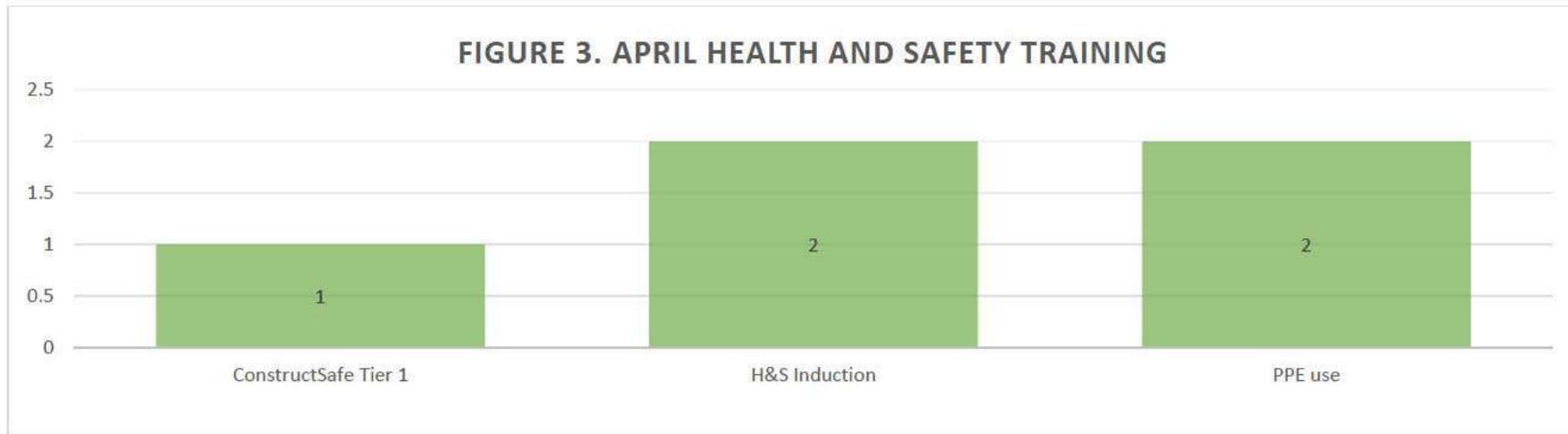


13. Under the Panuku Contract Management Framework those projects with an external, professional services provider (or engineer representative) completed the review of the constructor's safety plans and Panuku verified this had taken place. Under alert level 3, no Panuku staff were to go to a construction site and all monitoring of compliance either by the engineer's representative, or for two maintenance contracts were to be completed 'remotely'. Live site 'feeds', photos and documentation reviews are completed to review compliance to the site safety mitigations including the construction Covid-19 protocols.

**Competent and engaged people**

14. Figure 3 provides an overview of health and safety training for April by course type. Although we had no new starters during the month, two outstanding health and safety inductions, one Construct Safe and two PPE (Personal Protective Equipment) trainings were completed. PPE training related to two essential workers inspecting vacant properties. PPE was required to avoid all surfaces and included information relating to the correct type, use, and maintenance of PPE (gloves, masks, and eye protection).

15. Online training will increase from mid-May with the planned roll-out of the incident reporting system, Noggin.



### Health and safety management systems – Noggin

16. Communications about Noggin, as part of the roll-out plan to implement the new safety, and risk reporting software, will commence from mid-May. Within Panuku we have established a Noggin governance team to progress the project toward a 30 June deadline. The team are fine tuning Noggin and are ready to begin involving the business. This includes using a mixture of email and Panuku Info Hub (intranet) to book staff into online training. Training will involve using online training modules which will go over the basic functionality of Noggin – entering incident or event information into the system for review and closure by the line manager (people leader).
17. Those involved in this work recognise that online training is different than a “classroom” experience however as we are all working remotely, online training should not present a major barrier to learning. Alongside the learning, we will continue to communicate through online channels and the H&S committee, supporting the wider system implementation.

### Health and wellbeing

#### Coronavirus (Covid-19)

18. Reporting on Covid-19 planning and delivery is through Panuku’s GM Assets & Delivery, Marian Webb, who continues to lead the Panuku Crisis Management Team (CMT) providing regular updates for both the board and our executive leadership team.

May 2020

19. Health and safety support the business in the development and communication of construction policy aligned to the Covid-19 construction protocols. Panuku remain consistent with the Auckland Council family and are drafting a Panuku-wide safety plan to reflect the anticipated move to alert level 2.

### **Panuku Health and Safety Committee**

20. The Health and Safety Committee engaged in an H & S critical risk workshop. This work will continue across the following months to ensure all critical risks associated with each directorate are identified, risk rated, and mitigations, including monitoring are in place.

21. The committee next meet in May with involvement in the staff health and wellbeing planning for alert level 2.

### **Influenza Vaccinations**

22. Flu vaccination were offered to all Panuku essential workers. From 22 essential workers, two staff received their vaccines from their doctor and five staff took up the Panuku vaccinations.

23. Flu vaccines will be offered to all Panuku staff over the following months and will be included as part of planning for alert level 2.

## Information paper: Chief Executive's report

Document author: David Rankin

May 2020

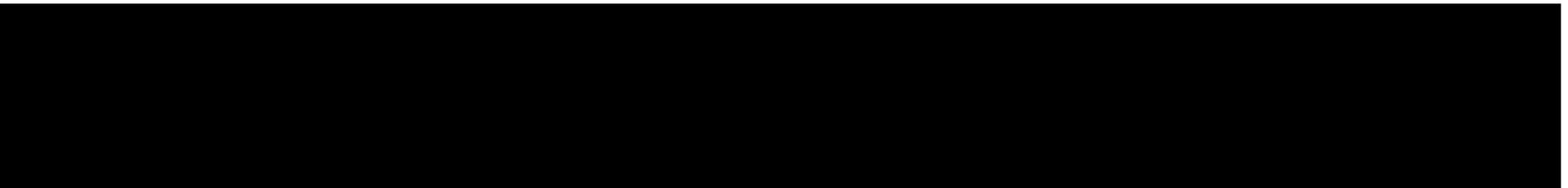
### Whakarāpopototanga matua | Executive summary

1. This report provides the board with a summarised overview of the activities, opportunities and issues facing the organisation.
2. 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.

### Matapaki | Discussion

#### Strategic matters

#### CCO review



## **Refresh of Panuku and Auckland Council's agreement on planning and design review processes**

5. Panuku has in place an Alliancing framework agreement with Auckland Council. The scope of this agreement covers the statutory plan change and resource consent approval processes required by Panuku, and the council's urban design review inputs into Panuku projects. It identifies the roles and responsibilities and consenting pathways for Panuku and the council to achieve streamlined, fast-track applications processes. The agreement also covers projects undertaken by our development partners in the Priority Location Areas on an opt-in basis, including the urban design review of such projects and engagement with Mana Whenua.
6. The Alliancing framework commits the parties to an agreed set of behaviours and does not override council's existing regulatory processes. The behavioural expectations include transparent, open and responsive processes on a no surprises basis, quality outcomes and timely decisions with regard to resource consents, plan changes and urban design reviews.
7. In order to continue to strengthen its relationship with the regulatory arm of council and ensure quality design-led development outcomes, Panuku and the council have commenced a review of the Alliancing framework agreement. The review has a specific focus on the following topics:
  - Ensuring the Alliancing agreement meets its original intent of achieving streamlined, fast-track application processes, while not overriding council's existing regulatory processes
  - Removing any process duplications, including multiple design reviews
  - Addressing the overlaps between the Panuku Technical Advisory Group (TAG) and the Auckland Urban Design Panel (AUDP) design review processes; and
  - Supporting Development Partners through greater recognition of the use of development agreements to secure quality design outcomes.
8. The executive anticipates the review will be sufficiently advanced in time for a report to the June board meeting.

## **Panuku and Auckland Transport partnership framework**

9. Building on the Panuku and Auckland Transport executive workshop held in first quarter, collaboration between both agencies continues in the partnership framework to enhance delivery effectiveness and reach common agreement in:
  - Our shared objectives and strategic priorities

- Respective roles and expertise in urban regeneration delivery
- Ways to enhance our working relationships across priority location and property portfolio programmes; and
- Joint future work programme to optimise land use and transport integration including transit-oriented development and transit corridor redevelopment opportunities.

10. The framework seeks to establish an agreed action plan for both agencies to take forward as part of on-going business improvement.

### **NZTA Innovating Streets for People Pilot Fund – applications for Panuku Priority Locations**

11. In early April, New Zealand Transport Agency (NZTA) launched the 'Innovating Streets for People' pilot fund (more than \$7 million) to help councils create more people-friendly spaces in our towns and cities through tactical urbanism. Applications are sought for tactical urbanism projects that can be delivered within one year, to make temporary or semi-permanent physical changes to urban streets, in advance of future permanent upgrades.
12. The pilot fund is available to road controlling authorities or councils throughout New Zealand and provides a 90% funding assistance rate as well as capability building support for successful applicants, including participation in a community of practice. There are two application rounds for the pilot fund. The first closes on Friday 8 May and announcement of successful applications is scheduled for early June. The second round opens on Monday 8 June and closes on Friday 3 July, and announcement of successful applications for round two is scheduled for end of July.
13. Panuku has worked together with Auckland Transport and Auckland Council to prepare tactical urbanism proposals for Wynyard Quarter, Henderson, Onehunga, and Takapuna priority locations to be submitted on 8 May for the first round of funding application to NZTA. The three projects put forward are: Ratanui Link Henderson, Onehunga Mall crossings and Northcroft/Huron St Takapuna. All three projects were drawn from our planned programmes.
14. In addition, Panuku has also worked with Auckland Transport in the delivery of Covid-19 response initiatives in our priority locations to support social distancing on footpaths and cycle lanes, and the temporary use of streets for physical activity.

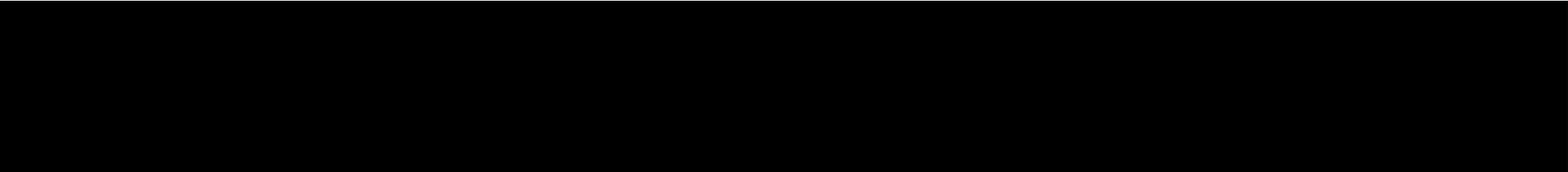
### **Health and Safety: Balustrade – Viaduct Basin**

15. The temporary solution planned with respect to the adjustment of the handrail in the Viaduct basin is now underway. At the time of writing several sections were complete (see pictures below). As reported previously the temporary solution involves mounting the rail on brackets at an adjusted angle which raises the height of the balustrade and prevents the rail presenting as a seat.

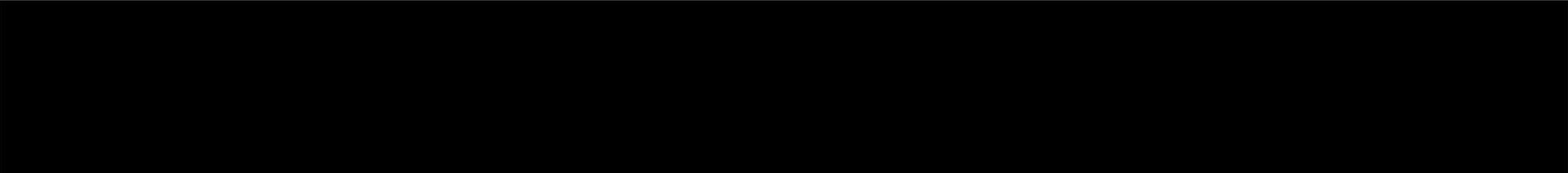
16. Work continues on the development of design solutions for a more permanent solution.



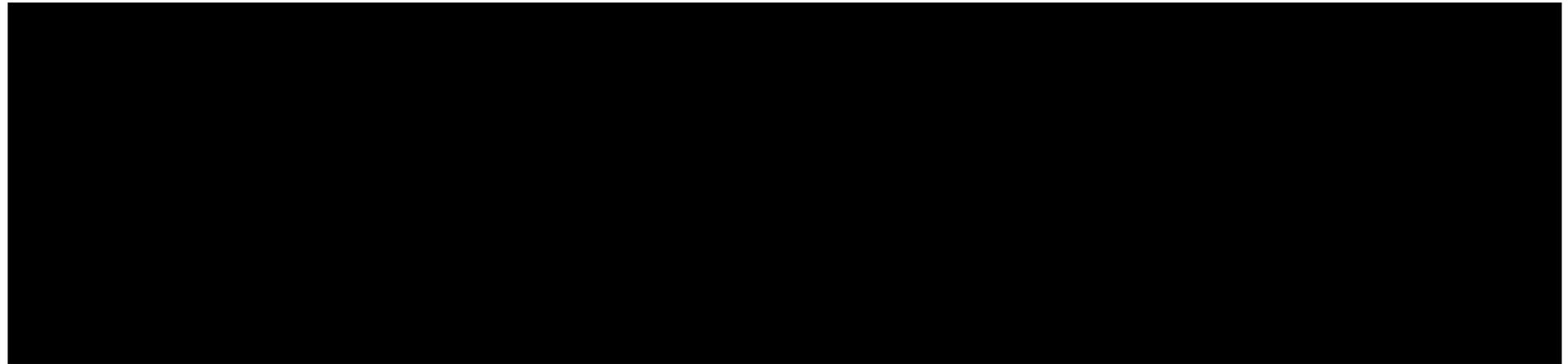
**Urban regeneration in our priority locations**



**C40 Alderman Road car park site – Henderson**

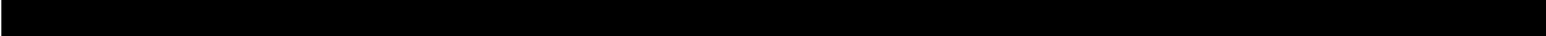


## Saint George's Lanes – Papatoetoe



### Waterfront activities

#### Wynyard Quarter public art project

23. Panuku has made the decision to postpone the Wynyard Quarter Madden-Daldy public art project.
24. Public art is an important part of Wynyard Quarter's masterplan. Some beautiful pieces are already in place and appreciated by locals and visitors to the area. The Wynyard Quarter Public Art Strategy was developed with and approved by Mana Whenua in 2017 to deliver a series of public art projects in Wynyard Quarter. We had been continuing this strategy by working on the creation of a significant artwork to be located on the corner of Madden Street and the Daldy Street linear park.
25. Panuku has been working with a number of groups to ensure that the process was robust, and the artwork selected was appropriate.  
 This situation, along with the hiatus created by Covid-19, has led Panuku to make the decision to postpone this project until such time as the issue can be addressed face to face.
26. We acknowledge this news is disappointing, but we will revisit this decision once we have an opportunity to discuss our options with commercial partners and mana whenua.

## Light to Unite

### Operational reporting

#### Covid-19 Crisis Management Team (CMT) update

30. The CMT continues to lead the Panuku Business recovery planning process as we prepare to move through to alert level two.

31. Overall, at alert level two the majority of Panuku operations can resume, albeit with some restrictions:

- Staff continue to work from home where they are able. The corporate accommodation building at 82 Wyndham Street will reopen providing capacity for up to 74 staff. Workspaces are to be prioritised for those who find it more difficult to work away from the office. This includes those who need access to office equipment and also those for whom working at home is more difficult for a variety of reasons.
- Marinas reopen with some health and safety restrictions.
- Health and safety requirements are in place to ensure the safety of staff and visitors and a safe return to planned property maintenance and physical projects delivery.

32. Recovery business planning is well underway. A recovery planning approach for the remainder of the 2019-20 has been developed covering the impact of dependencies and constraints on Panuku corporate goals and targets this financial year.

33. The business recovery planning for the first 6 months of the 2020/21 financial year has also started and is expected to be completed by 26 May. This will be presented to the board in June.

34. **Portfolio:** At level two much of the property portfolio work resumes, including onsite inspections and meetings in some circumstances. The team is working with health and safety to ensure they can be performed safely.
35. **Property repairs and maintenance:** The majority of maintenance work is able to resume under level two. Most of the work is carried out by Auckland Council contractors Ventia and AIMS under shared contract arrangements provided to Panuku. These contractors have already carried out essential work for Panuku under level four and three, with health and safety measures in place. Completing daily tracing diaries is mandatory for all facilities management and maintenance providers and the Facilities Management and Asset Management teams.
36. **Planned renewals significant works:** During level two the facilities management project management team will be reviewing the renewals programme of work to determine what works can be undertaken in accordance with the requirements of the guiding CHASNZ Covid-19 Construction Standard and Panuku's Covid-19 Safety Plan.
37. **Planned renewal low value works:** Continuing from level three, there are several projects going through general and specific risk assessment and management, including the waterfront balustrade installation, Queen's Wharf ladders and Silo Park toilet replacement. For these small works, specific controls to manage the known site risks will be enforced and the Covid-19 checklist will be applied. Contractors will be required to submit a site safety plan which includes managing Covid-19 risks, including the requirement for contact tracing diaries. Quality assurance inspections will be carried out by Panuku facilities and asset maintenance staff, subject to Panuku's Covid-19 Safety Plan.
38. **Property management:** Requests for assistance continue to be processed across the commercial and residential portfolios. The tenant hardship framework was approved by the Panuku Board on 17 April and implementation is underway. The team has spoken with approximately three quarters of the 250 tenants who have registered hardship and begun processing claims. Last week we resolved the first group of hardship requests and had positive feedback to the first letters advising of a rent abatement. We continue to have media and political interest in our tenant hardship response. Responding to tenant hardship issues will continue to be a key priority over the level two period.
39. **Marinas:** Following two months without boating, marinas are anticipating being busy from this weekend as customers return to the marinas and use their boats again. Marina operations won't simply return to normal, and safety continues to be the top priority. Taking into consideration requirements around physical distancing and contact tracing, the return to work will be significantly different.
40. Other than limited essential staff on site, marina staff will continue to work remotely. Communication with our customers has encouraged them to connect by phone or email whenever possible.
41. The Westhaven marina office will be open from Monday 18 May to provide service where a visit is required. Only one customer at a time will be permitted in the office. Visits will be recorded for tracing purposes, should that be required. This week the office will have perspex cough and sneeze protection fitted to the counters.

May 2020

42. The marina maintenance team will be back on-site during normal working hours and will be safely observing the appropriate distancing and hygiene requirements. Construction sites are operating ashore and within the water-space. Customers have been reminded to take care when driving, walking, and navigating around the marina.
43. The Viaduct marina office will operate from this week in order to support the Wynyard Crossing Bridge reopening on Thursday 14 May, however customer queries will be via phone and email only during level two.
44. **Capital Works:** Seven capital works projects restarted under level three and these continue under level two, subject to new health and safety measures for Covid-19. These include:
  - Westhaven Marine Village
  - 2-6 Henderson Valley Road
  - Westhaven Promenade Stage 2
  - Vos Shed
  - Westhaven Service Trenching Project
  - Pile Berth Redevelopment
  - Gasometer Car Park.
45. Health and safety controls are in place including requirements for staff before coming to work, monitoring at the gates, registers for contact tracing, social distancing at work site, cleaning and PPE, and emergency procedures.

### Quarter three report to Auckland Council

46. The Panuku Quarter three report covers the period ending 31 March 2020. Its contents align with the Chief Executive monthly reports to the board for the quarter. The Executive Leadership Team (ELT) approved the quarter three report on 28 April 2020. The report was submitted to Auckland Council on 4 May. Auckland Council requested that we cover Covid-19 impacts and responses in this report.
47. Some of the highlights and key points in the report are:
  - Progress on the Avondale programme includes:

- the unconditional sale of 18 Elm Street to Kāinga Ora to develop the site for housing
  - a conditional agreement on 1817 Great North Road with the Ministry of Housing and Urban Development to enable construction of 86 apartments
  - an unconditional agreement on the third property acquired to enable the construction of a new multi-purpose facility
  - the start of the Public Works Act process on 12 March for the final property that needs to be acquired.
- Northcote – Te Ara Awataha greenway – The purchase of the land along the edge of the primary and intermediate schools was completed. This land is for Te Ara Awataha, the greenway which runs from Tonar Street to Jessie Tonar Reserve.
  - Takapuna – The new multi-level Gasometer car park with capacity for 420 car spaces is planned to open in July 2020 subject to Covid-19 impact. The new car park frees up the central Anzac Street site for public space and mixed-use development.
  - Panuku is currently ahead of year to date surplus budget by \$6.8m, for properties we manage on behalf of Council. The forecast annual result is being reassessed considering the effect of Covid-19.

48. The impacts of Covid-19 include delay of projects during alter level 4 affecting planned milestones, impact of the financial hardship framework for tenants on the portfolio surplus currently being assessed, impact of procurement and recruitment restriction on business activities and Panuku participating in the council group process of identifying 'shovel-ready' projects for central government.

49. A copy of the detail quarter three report to Auckland Council is included as attachment 1.

### **Future Thinker of the Year 2020 winner**

50. Panuku's Corporate Responsibility Advisor Tessa Meyer has been awarded the New Zealand Green Building Council (NZGBC) Future Thinker of the Year for 2020.

51. The NZ Green Building Council is a non-profit organisation that works with developers, designers, construction companies and so on to ensure that New Zealanders live, work and play in a healthy, sustainable office, home or space.

52. The award is open to any students or young professionals who have demonstrated environmental knowledge and leadership, either through activism, achievements in and out of the workplace or research. It recognises passion for green urban development and allows shortlisted candidates an opportunity to make a difference across Aotearoa's built environment.

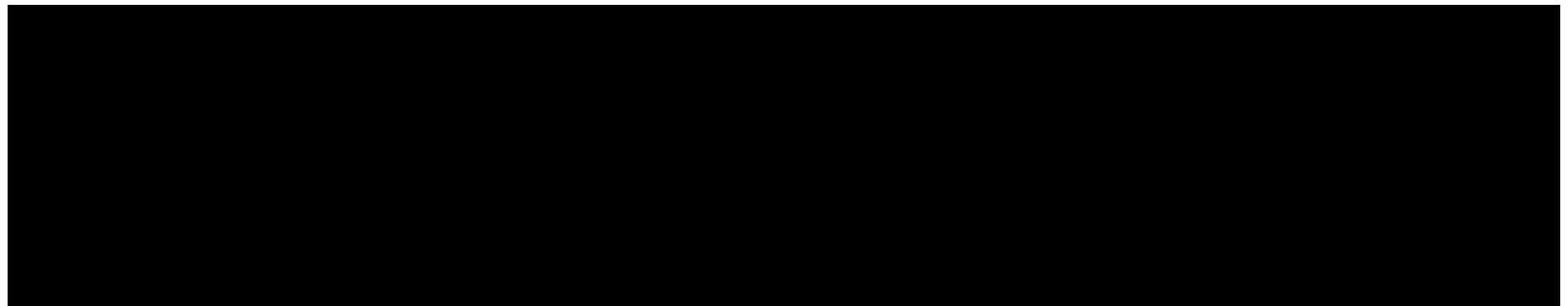
May 2020

53. Tessa's submission and virtual interview focused on the need to address decarbonisation through community wide planning and infrastructure, and to establish ways to communicate the long term economic benefits of this work.
54. Tessa's work with Panuku includes leading a waste management initiative that resulted in a 30% reduction in our landfill waste. She has worked to complete Panuku's Toitū Envirocare Carbon Reduce certification with an emissions inventory and management plan, including championing internal sustainable travel, and she's led projects like Panuku's achievement of [Aotearoa's first Green Star – Communities](#) ratings in some of our neighbourhoods.

### **Development and Disposal Programme update**

55. To date, the Strategic Asset Optimisation team has recommended \$20 million for sale to the Finance and Performance Committee against the \$45 million 'recommended for sale' SOI target for FY2019/21. Work continues on an additional \$30 million of properties to contribute towards the \$45 million 'recommended for sale' target for FY2019/21. The progress of some of this work has been delayed due to the current Covid-19 lockdown restrictions, but we remain on track to achieve this target by June 2021.
56. Panuku's SOI target for net unconditional sales for general disposals for FY2018/21 is \$72 million, or \$24 million per financial year. This target does not include sales within the Transform and Unlock reinvestment programme. To date the Development and Disposals teams have achieved net unconditional sales of \$53.8 million to date against the \$72 million net unconditional sales target. The Development and Disposals team is continuing to progress other properties which will contribute to the 'net unconditional sales' target for FY2018/21. While there is currently market uncertainty due to the Covid-19 lockdown restrictions, the Development and Disposals team remains on track to achieve its 'net unconditional sales' target for FY2018/21.

### **200 Victoria Street West**



### **Monthly performance dashboard**

60. The impact of Covid-19 alert levels 4 and 3 in April is reflected in our financial forecasts apart from the property portfolio surplus. To date we have drawn down more funding than budget as revenue from recharges are behind budget. Costs year to date are \$3.8m behind budget largely due to savings in people costs and the impact of constrained expenditure during lockdown.



63. The council's general asset sales is on track at \$25.9m. This includes \$16m from council's share of the sale of 2-4 and 6 Henderson Valley Road (former Waitakere Council offices).

64. The dashboard covering April is included as Attachment 2. Some sections are withheld from the public under S7(2)(b)(ii) of the LGOIMA.

### **Risk management update**

65. The risk management update is included as Attachment 3 which is withheld from the public under S7(2)(b)(ii) of the LGOIMA.

### **Acquisitions summary**

66. The acquisitions summary is included as Attachment 4 which is withheld from the public under S7(2)(b)(ii) of the LGOIMA.

### **Disposals summary**

67. The disposals summary is included as Attachment 5 which is withheld from the public under S7(2)(b)(ii) of the LGOIMA.

### **Media summary – April**

68. The Panuku media focus has been on providing reactive responses to a number of queries from media relating to our Covid-19 response. Mostly, these queries have been put to the council group and we have ensured that our work aligns with the overall group position.

69. As well as responding to ad hoc media queries, our main activity in April continued to be on the provision of communications support internally to ensure that potential media and community issues are mitigated from the outset of planning, particularly for the property and

assets teams. As part of this we have actively assisted with planning, messaging, and advice across our tenant portfolio to help maintain timely, clear and consistent communications to these groups. We have also worked on proactive strategies for marina lease issues (not Westhaven) and business support initiatives across priority locations such as the changes to the public art plans in Wynyard Quarter.

70. We have also been proactively assisting our Auckland Council colleagues for media queries relating to cross-council enquiries such as the priority infrastructure projects.
71. Our commitment to support the wider council team saw a managed reduction in our own proactive media activity to ensure important health and council group service change messages get cut through. However, proactive media stories are being planned for release when the time is right – potentially as we move into level 2.
72. We maintain additional support for council group by sharing its Covid-19 messages on our social media channels and have proactively provided materials and information for public facing initiatives such as the upcoming NZ Property Council webinar with Mayor Phil Goff.
73. The council continues to load activities, service updates and any cancellations or closures to the dedicated Covid-19 section on [OurAuckland](#).
74. Generally, the local media focus is on how the city will adapt and change as we move through the Covid-19 alert levels. There is particular interest in the council's priority infrastructure projects which include three Panuku initiatives in the top 30.
75. The next month will likely see proactive media work around the Takapuna public space public engagement and the support of public activation such as the drive through Te Puna market in Henderson, a food truck drive through initiative and the Silo park extension in Wynyard Quarter.

## Ngā tāpirihanga | Attachments

Attachment 1 – Quarter three report to Auckland Council

Attachment 2 – Monthly performance dashboard April

Attachment 3 – Risk management update

Attachment 4 – Acquisition summary

Attachment 5 – Disposals summary

## Decision paper: Accessible housing for Panuku sites

Author: Jacob Marshall - Strategic Project Planner; Kristen Webster - Head of Corporate Responsibility

May 2020

### Ngā tūtohunga | Recommendations

1. That the Panuku Board...
  - a) Approve an update to the Guidance on Housing Mix adopted in 2019 to include a new section with a commitment to support accessible design in Panuku projects.
  - b) Note the New Zealand Green Building Council (NZGBC) will be releasing an updated version of the Homestar tool (Homestar 4.1) in mid-2020 which will include revisions to the existing credit on accessible design.
  - c) Note that we intend to look for a pilot project/s to test the new Homestar standards before making this credit mandatory as part of our commitment to Homestar 6.
  - d) Note that we intend to work with Lifemark to pilot a fully accessible project that incorporates universal design.

### Whakarāpopototanga matua | Executive summary

2. Only 2% of homes in New Zealand are accessible. In Auckland, there is approximately 27,000 homes that meet minimum accessibility standards. Around 18% of the population NZ-wide is affected by a physical impairment and this proportion is expected to increase as our ageing population continues to grow. The market has not been delivering homes that meet minimum accessibility requirements and there is a significant mismatch between the supply and demand for accessible housing.

3. Panuku has a commitment to residential accessibility and inclusive communities through our Statement of Intent and Corporate Responsibility Framework. The significant undersupply of accessible housing presents a leadership opportunity for Panuku to increase housing choice for those with access challenges. The forecast for net new dwellings across the Panuku programmes is approximately 11,000 dwellings.
4. Wilsher Village is the first housing development in the Haumaru Housing portfolio completed by Panuku that incorporates accessible design features to support ageing in place. This commitment will be maintained for future new developments in this portfolio through the Haumaru Design Brief.
5. Panuku currently has no requirements for market housing delivered through our development partners to consider accessibility or design to a particular standard.
6. Following desktop research, engagement and workshops with subject matter experts and key stakeholders, Panuku has developed a proposed approach to increase the delivery of accessible housing in Panuku neighbourhoods and this will be referred to in the proposed update to the Guidance on Housing Mix (refer Attachment 3). The approach involves adoption of a set of standards for accessible housing and an implementation plan for delivery of these standards. The standard recognises a hierarchy of design requirements across the accessibility continuum:
  - Visitable - A dwelling that is welcoming to visitors of all ages and mobility.
  - Adaptable - A dwelling that is liveable for all residents changing needs.
  - Universal design - A concept for dwellings that targets the specific needs of residents living with impairment. It requires a peer review by an approved certified assessor and is not a specific list of requirements.
7. Instead of introducing a new tool to meet this set of requirements, we have worked with the New Zealand Green Building Council (NZGBC) to improve the existing Homestar voluntary standards for accessible design which are referenced in the "Inclusive design" credit (refer Attachment 1). Panuku has an existing commitment for all developments to achieve a Homestar 6 rating as our minimum standard for better quality – warmer, drier and healthier homes.
8. Once the amendments to the Homestar credit are adopted by the NZGBC we will look for opportunities in our engagement with prospective development partners to test these standards as part of the existing requirement to achieve Homestar 6. We acknowledge that it is a difficult time in the market to be adding design requirements, but consider it is an appropriate time to obtain endorsement of the policy approach. Panuku will then look for the right time to progress the proposed implementation plan.

9. Anecdotal evidence and advice we have received from experts is that it is either inexpensive or there is no additional cost for new builds to achieve visitable and adaptable standards for some typologies such as apartments, but it can be more difficult for others, such as narrow-width terraced houses. In addition, there are substantial savings to be made if accessibility is considered at the outset of design rather than having to modify a dwelling later.
10. Given the lack of accessible design across Auckland, any of our neighbourhoods would be a suitable place for a pilot, particularly where there is good access to town centre amenities. We expect pilots to deliver an open book design process to better understand cost, implications on development feasibility, and market perceptions prior to any decision on a wider and mandatory roll out of accessibility standards for Panuku sites.
11. Following the pilot phase, Panuku will investigate the use of a minimum percentage requirement and mandatory use of the Homestar inclusive design credit. Panuku supports wide-scale delivery of housing that meets a visitable standard, with a proportion that is adaptable. This approach removes barriers to enable people to be able to visit friends and family and allows for some housing that is easily able to be modified for occupants if their access needs change.

## Horopaki | Context

12. Panuku is committed to providing greater residential choices to cater for diverse households. Due to a significant undersupply of accessible housing, there is a leadership opportunity for Panuku to provide better housing choices for Auckland's elderly, disabled, households with young children, large-bodied people and people faced with temporary injuries. This work has been guided by earlier Panuku commitments that signal the need for Panuku leadership on residential accessibility.
  - i. Panuku's purpose includes: To Facilitate the creation of adaptable and resilient places that inspire wellbeing, promote health and safety and are fully accessible to disabled people and older adults; and To harness and incorporate the local community's unique identity, attributes and potential to create vibrant communities.
  - ii. Panuku Corporate Responsibility Framework: To work with persons with disabilities and seniors and their organisations to further identify the opportunities and mechanisms to deliver on their accessibility aspirations and to establish a baseline requirement for all development projects Panuku is involved in.

## Matapaki | Discussion

13. Auckland's population is ageing with older people aged 65+ estimated to represent 27% of the population by 2050 – this equates to around 800,000 households. Older people also have the highest rate of disability issues with around 35% affected in some way. There are several reasons why Panuku should work to increase the supply of accessible housing, these include:

- i. Accessibility benefits everyone: Elderly, disabled, young children, large-bodied people and people faced with temporary injury all benefit from homes catered to their needs.
- ii. Zero legal requirements: There are no requirements for homes to meet an accessibility standard in New Zealand within the Building Code or Resource Management Act (RMA) for people living with disability.
- iii. Market not delivering on its own: The market has been unwilling to freely design and pay for homes that meet accessibility requirements.
- iv. Cost of home modification: ACC undertook 3470 housing modifications and spent more than \$26 million (2018) to cater to New Zealanders increasing accessibility issues.

14. In order to develop an approach to increase the supply of accessible housing we have undertaken significant background work. This has included exploring approaches taken overseas (refer Attachment 2) and we have engaged with stakeholders including Kāinga Ora Homes and Communities (Kāinga Ora), Lifemark, Auckland Council accessibility experts and NZGBC to better understand issues around the provision of accessible housing. Additionally, we have undertaken design review of developments within the market to understand key barriers within existing housing stock and the extent of redesign needed for the dwellings to be accessible. Lifemark also hosted some Panuku staff including ELT members for an AgeLab workshop to build empathy and greater understanding of the challenges presented by a range of physical disabilities.



Figure 1: Lifemark's AgeLab Workshop, November 2019

15. The research and engagement with experts and stakeholders helped Panuku develop an agreed set of standards for accessible housing and an approach for implementation. The standard recognises a hierarchy of design requirements across the accessibility continuum as outlined in Table 1 below:

Definition	Attributes
<p><b>Visitable:</b> A dwelling that is welcoming to visitors of all ages and mobility</p>	<ul style="list-style-type: none"> <li>• Step free access into the house with a door of suitable width</li> <li>• Internal corridors and doors on entry level of suitable width</li> <li>• A toilet on the entry level that is accessible (minimum door widths + transfer space)</li> <li>• A habitable room on entry level (lounge/study/bedroom).</li> </ul>
<p><b>Adaptable:</b> A dwelling that is liveable for all residents changing needs</p>	<p>All of the above plus:</p> <ul style="list-style-type: none"> <li>• A room that can be used as a bedroom on entry level</li> <li>• Sufficient space to put a shower in entry level bathroom</li> <li>• Adaptable features like extra framing for grab rails to be added later.</li> </ul>
<p><b>Universal Design</b></p>	<p>A concept for dwelling that targets the specific needs of residents living with impairment. It requires a peer review by an approved certified assessor.</p> <p>It is not a specific list of requirements.</p>

**Table 1: Panuku proposed accessible housing standards**

16. Instead of introducing a new tool to meet this set of requirements, we have worked with the NZGBC to improve the existing Homestar voluntary standards for accessible design which are referenced in the "Inclusive design" credit (Attachment 1). Panuku has an existing commitment for all developments to achieve a Homestar 6 rating as our minimum standard for better quality – warmer, drier and healthier homes. However few developers choose to achieve the "inclusive design" credit.

17. We will look for opportunities in our engagement with prospective development partners to test these standards as part of the requirement to achieve Homestar 6. Given the lack of accessible design across Auckland, any of our neighbourhoods would be a good place for a pilot. We expect pilots to deliver an open book design process to better understand cost, plus resource implications and market perceptions prior to making a formal decision on a wider, mandatory roll out of accessibility standards for Panuku sites.

18. Panuku supports wide-scale delivery of housing that meets a visitable standard, with a proportion that is adaptable. This approach removes barriers to enable people to be able to visit friends and family and allows for some housing that is easily able to be modified for occupants if their access needs change.
19. Our research has found that internationally, some countries have attempted to set a target around accessibility (Attachment 2); however, there is a lack of evidence these targets are being met. In New Zealand, Housing New Zealand (now Kāinga Ora) has set a target that 15% of new builds meet their accessibility requirements during FY20 - 21. Kāinga Ora plan to monitor and report on the progress against their accessible housing 15% target by housing typology and location through FY21 - 22.
20. We propose an update to the Guidance on Housing Mix (1.1) adopted in 2019 to include a new section with a commitment to support Accessible Design in Panuku projects (refer Attachment 3). The addition reads as follows:

#### **Accessible housing (pg. 5)**

Provision of accessible housing benefits many sectors of the population in addition to those with a disability; elderly, young children, caregivers with prams, large-bodied people and those with a temporary injury can all benefit from housing designed to improve accessibility and design out barriers.

There are no legislative requirements in New Zealand for housing to meet an accessibility standard and the market is not delivering accessible housing. Action from Panuku to increase accessible housing provision represents a leadership opportunity and will make a significant contribution to promoting inclusion for those with access issues in Panuku neighbourhoods.

Panuku recognises a hierarchy of design standards across the accessibility continuum, with housing being classified as either visit-able, adaptable or incorporating universal design. Panuku supports wide-scale delivery of housing that meets a visit-able standard, with a proportion that is adaptable. This approach removes barriers to enable people to be able to visit friends and family and allows for some housing that is easily able to be modified for occupants if their access needs change.

To support diverse communities and provide residential choices for those Aucklanders with access needs, Panuku will work with development partners and key stakeholders to identify and deliver pilot projects that increase the supply of accessible housing across its neighbourhoods, focussing on visit-able and adaptable housing. The use of the Homestar inclusive design credit will be encouraged. Following the pilot phase, Panuku will investigate the use of a minimum percentage requirement and mandatory use of the Homestar inclusive design credit.

## Hīraunga | Implications

21. Prior to adopting any standards we need to understand the implications for development partners and delivery of housing. Providing homes that meet the Homestar 4.1 accessible standards will be beneficial for many sectors of the population, however it is important that Panuku considers the market appetite and cost implications of any design criteria across differing housing typologies and how this relates to our anticipated housing pipeline.
22. Desktop research (refer Table 2) evaluated the proposed Homestar 4.1 visitable and adaptable standards against some examples of different building typologies in Auckland. This analysis was undertaken to understand key barriers within existing housing stock and the extent of redesign needed for the dwellings to be accessible.

Housing type	Development	Dwelling
Apartment	 <p data-bbox="506 1077 1122 1114">Wynyard Central Apartments, Wynyard Quarter</p>	<p data-bbox="1285 652 1509 683">Studio apartment</p> <p data-bbox="1285 692 1536 722">Sale: c.\$700k (incl)</p> <p data-bbox="1285 732 1581 762">Size: 29m<sup>2</sup> + 9m<sup>2</sup> deck</p> <p data-bbox="1285 772 1998 839">No changes necessary to meet visitable and adaptable standards</p>

<p>Terrace housing</p>	 <p>Terrace homes, Puhinui Park, Barrowcliffe</p>	<p>Typical 2-bedroom terrace home                  Sale: c.\$600k (incl)                  Size: 82m<sup>2</sup>                  Significant cost implications and floor plan rearrangement with compromised living and storage space needed to meet visitable and adaptable standards</p>
<p>Walk up apartment</p>	 <p>Talbot Park walk-up apartments, Glen Innes</p>	<p>Ground floor apartment                  Sale: c.\$660k (incl)                  Size: 75 – 78m<sup>2</sup>                  No changes needed for ground floor apartment to meet visitable and adaptable standards.</p>

**Table 2: Examples from Panuku desktop research on different housing typologies**

23. The research showed that many apartments already met visitable standards and either met adaptable or could do so easily. Terrace housing developments were more problematic with many not being able to meet a visitable standard. It is important to note that small design details (not reviewed here) such as a slightly higher lip, angle of a ramp, height of handles, weight of a door or lack of space around it, can make the dwelling inaccessible for some people, and so the fundamentals may be there in a development, but small details are critical.

24. Following on from any Panuku pilots, we will investigate the possibility of adopting a percentage target for Panuku accessible housing across the Panuku development pipeline in later years. The Panuku pipeline is expected to deliver a significant majority of apartment developments as shown below.



**Figure 2: Panuku development pipeline prior to resource consent, 2020**

25. The number of apartments anticipated is beneficial as, on the whole, apartments can be delivered as visitable or adaptable easily due to buildings commonly having lifts and open plan layouts. Therefore, any percentage targets adopted would likely have a focus on apartments due to the expected volume of delivery and likely ease of delivery in design terms.

### Ngā ritenga ā-pūtea | Financial implications

26. There is a lack of published studies on the cost implications of delivering accessible housing. We have discussed the issue of costs with subject matter experts in accessible design and have undertaken our own analysis of existing housing designs to understand the financial implications of delivering improved accessibility design outcomes.

27. Anecdotal evidence and advice we have received from experts is that it is either inexpensive or there is no additional cost for new builds to achieve visit-able and adaptable standards for some typologies such as apartments, but it can be more difficult for others, such as narrow-width terraced houses.

28. Substantial savings can be made if accessibility is considered at the outset of design rather than having to modify a dwelling later, as shown in figure 3 below.



**Figure 3: BRANZ study (2016) - Lifetime Housing – the value case**

29. There are several factors that have been identified which may affect the cost and feasibility of delivery, including:

- i. Land (topography) which may preclude achieving appropriate access (e.g. steep sites may not be able to meet the gradients required).
- ii. Some typologies, notably two-bedroom, two-storey terraces and duplexes may be unable to meet design requirements (e.g. usually there is no bathroom on the ground floor) without removing other dwelling features and increasing the cost to develop.
- iii. Design constraints, such as fire code restrictions on people in wheelchairs being housed above the ground floor

30. The pilots that are undertaken will be expected to deliver an open book design process to better understand cost, plus resource implications and market perceptions prior to making a decision on a wider and mandatory roll out of accessibility standards for Panuku sites.

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

### 31. Impacts of COVID-19:

- Reduced business and investor confidence could affect market appetite to meet additional accessibility requirements for housing.

### 32. Panuku resourcing:

- Availability of qualified resources to manage and deliver next steps for the programme of work.

### 33. Implementation costs for residential new builds:

- We can only present assumptions for the forecasted costs of Homestar 4.1 inclusive design standards. At present, we cannot not accurately determine the budget required to meet standards for planned residential projects in detail. However, taking a conservative approach should eliminate any immediate risk. Testing standards will give Panuku a better understanding of costs and implementation issues.

## Tauākī whakaaweawe Māori | Māori impact

34. We know from the 2013 New Zealand Census that in the general New Zealand population, 24 percent were identified as disabled, a total of 1.1 million people. Māori had higher-than-average disability rates, after adjusting for differences in age between the different ethnic populations. Consequently, this programme of work will seek to support all people, including tangata whenua to live in a home that meets their access needs to live well.

## Ngā whakaaweawe mō te hunga whaipānga | Stakeholder impacts

35. Testing the standards through pilots will help Panuku to understand more fully any impacts on development partners with the lessons learnt used to decide on realistic accessibility targets and requirements for Panuku housing sites.

36. The pilots will enable further assessment of cost implications, feasibility, market conditions and development agreement requirements for delivery of accessible housing.

37. In addition to delivery of a pilot with a willing development partner for visitable and adaptable housing, Panuku will look to work with Lifemark who have expressed interest in a Panuku collaboration to deliver a project incorporating universal design.

## **Tauākī whakaaweawe āhuarangi | Climate change impacts**

38. Climate impacts to be considered in Panuku decision-making relate to mitigation and adaptation of climate change. Policy approaches to deliver accessible housing will not have any material impacts on emissions or be impacted by climate change.

## **Ngā koringa ā-muri | Next steps**

39. The following have been identified as the next steps in progressing this work programme:

- i. Look for opportunities to pilot a visitable and adaptable development with Priority Location Directors and a universal design development with Lifemark, Priority Location Directors and Haumarū programme lead.
- ii. Incorporate lessons learnt about cost implications, feasibility, market conditions and development agreement requirements from any accessible housing pilots.
- iii. Set a realistic percentage target for accessibility requirements with incremental increases to the target in the medium term, to be followed by a more aspirational longer-term target in later years.

## **Ngā tāpirihanga | Attachments**

Attachment 1 - Inclusive Design Credit Criteria - Homestar tool v4.1 (document in resource centre)

Attachment 2 - International examples of housing accessibility standards and targets

Attachment 3 - Panuku Guidance on Housing Mix - updated (document in resource centre)

## **Ngā kaihaina | Signatories**

Brenna Waghorn - GM Strategy & Planning

David Rankin - Chief Executive (acting)

## Attachment 2 - International examples of housing accessibility standards and targets

Jurisdiction	Housing Accessibility Standards & targets
Scandinavia	Sweden, Norway and Denmark employ national regulatory approaches that require all new dwellings to meet legally specified accessibility standards.
Britain	Most social housing providers (Local Authorities and Housing Associations) specify that a proportion (generally 30% to 60%) of new dwellings will meet legally specified, through 'opt-in', accessibility standards.
Canada	Varied practice across provinces. Ontario has a target that 10% of apartments and 15% of other dwellings meet accessibility standards. British Columbia has targets that range from 5% to 100% depending on the type of building.
Ireland	National guidelines provide flexible framework for designers to apply universal design standards to all new home types. No national targets are specified.
Japan	National guidelines aim to have 20% of all new dwellings built to universal design standards and further 20% built to barrier-free standards.
Australia	Government social housing providers in NSW, QLD, SA, TAS and WA specify accessibility features in a proportion (5% to 50%) of the housing they provide. The Australian Federal Government is currently determining whether universal/ accessible design standards will apply to all new builds in the future.
United States	Varied practice across states. Regulation in states such as California, Massachusetts and New York relating to accessible social housing has been beneficial.
WHO	WHO's Health and Housing Guidelines 2018 set out a strong case for an adequate proportion of the housing stock to be accessible for people with functional impairments.

## Information paper: Transit oriented development

Document author: Marian Webb, GM Assets and Delivery (acting)

May 2020

### Whakarāpopototanga matua | Executive summary

1. The paper provides a summary of existing, planned and potential transit orientated development (TOD) projects by both the private and public sector across the Auckland region as requested by the board at its March 2020 meeting.
2. TOD aim is to maximise the amount of urban development that falls within the primary walking catchment of frequent and rapid public transport services, and not allow car access to dominate the needs of pedestrians, cyclists, and public transport users. They typically incorporate a mix of land uses, such as residential, employment, leisure, and service activities.
3. This paper includes discussion on potential properties and development opportunities that are being progressed by Panuku and Auckland Transport (AT) as part of its integrated asset redevelopment strategy for designated council-owned 'Park and Ride' sites.

### Matapaki | Discussion

#### Transit Oriented Development

4. A report for Auckland Council on Transit Oriented Development (Stantec, September 2018) produced to assist in its thinking about spatial planning for light rail defined a TOD as:
  - a compact development, with moderate to higher densities, located within an easy walk of a transit station, generally with a mix of residential, employment, and shopping opportunities, designed for pedestrians ... without excluding the auto.

5. A TOD is in some ways a new name for an old idea. The development of commuter rail networks in the late 19th century gave rise to new settlements clustered around suburban rail stations, allowing Aucklanders the opportunity to work in but reside outside the industrial city.
6. The report further notes that the concept of TOD that emerged in the 1980s differed from the original suburbanising tendencies of the early rail suburbs towards reurbanising, densifying, diversifying, and redesigning the urban fabric to create a pedestrian-supportive neighbourhood character, anchored by high quality transport service.

## Auckland region TOD

7. Auckland has not embraced TOD as enthusiastically as other cities around the world, but the development of centres and communities such as at New Lynn illustrate an appetite for this type of urban development.
8. Merchants Quarter in New Lynn has been developed to integrate a bus/rail interchange with mixed-use development, and provides for people who live in apartments, work close to home, or own businesses in the town centre, and who have the option of public transport, walking and cycling to get around.
9. A range of opportunities for TOD exist within Auckland. For instance, the two new underground stations at Aotea and Karangahape Road, and the redevelopment of Mount Eden station, as part of the City Rail Link provide examples of opportunities for future TOD - and could complement the existing and evolving TOD at Britomart. Further, planning commissioners have just accepted a major transition of the Smales Farm office park on the North Shore into a transit-oriented form of mixed-use development over 20 to 30 years, providing for a significant amount of residential development, in addition to the existing provision for offices. This accords with higher density development around key transport hubs advocated under the Auckland Unitary Plan, which opens doors and lays the foundation for TOD schemes.
10. Within Panuku's programmes, Transform Manukau, Transform Onehunga, Unlock Panmure and Unlock Henderson provide examples where there is the opportunity to focus urban growth on transit corridors and where there exists the foundation for TOD schemes.
11. A high-level review of existing and planned mass transit hubs with TOD planning and programmes or where an opportunity could exist for a TOD in Auckland was undertaken by the executive. The projects identified are detailed in Attachment 1. These encompass current and potential projects where Panuku and AT are the key stakeholders, as well as stakeholders from the private sector or organisations such as Kāinga Ora and KiwiRail.
12. Within Panuku's Priority Locations, programme planning and direction will already be informed by urban design quality and principles, whether TOD or otherwise.

## **Panuku and Auckland Transport: complementary roles and integrated asset redevelopment strategy**

13. An Auckland Plan transformational shift is to 'radically improve the quality of urban living'. Key aspects are improving the quality of urban living by delivering high-quality integrated development, and initiatives that support policies that enable and encourage growth into areas within walking distance of rapid transit stations and stops.
14. As identified in their respective Statement of Intent (SOI), Panuku and AT are primary contributors to improving the quality of urban living. Panuku and AT have complementary roles to play in this area, with the opportunity to align priorities and deliver high-quality integrated development on the site, or within the catchment, of transport infrastructure.
15. To this end, Panuku and AT have been progressing an integrated asset redevelopment strategy since 2018. The objectives of the strategy are:
  - increased public transport usage, active transport modes and safe access to public transport
  - positive urban regeneration and urban design outcomes
  - increasing density and intensification around transport nodes
  - increasing housing supply and delivery of a range of housing options as a priority
  - the ability to partner with developers capable of delivery
  - the release of capital / unrealised value from "Park and Ride" sites.
16. The strategy encompasses integrating transport service requirements at designated council owned 'Park and Ride' sites with mixed-use development. The Panuku Board will receive a report at its June 2020 business meeting to approve this strategy.

## **Ngā tāpirihanga | Attachments**

Attachment 1: high-level summary of existing and planned mass transit hubs with TOD planning and programmes or where an opportunity could exist for a TOD

Attachment 2: Panuku priority locations and existing/planned/potential transit hubs and TOD locations

**Attachment 1: high-level summary of existing and planned mass transit hubs with TOD planning and programmes or where an opportunity could exist for a TOD**

TOD categorisation ie. existing, planned, potential	TOD/public transport location & details	Public transport type	Organisation/s
Current/existing	New Lynn	Rail, Bus	
	Sylvia Park	Rail, Bus	Private sector (owned by Kiwi Property)
	Newmarket	Rail, bus	Kiwirail, Auckland Council, private sector
	Britomart	Rail, bus	Kiwirail, AT, private sector
Existing mass transit hubs with TOD planning/programmes underway	CRL (Aotea Station, Karangahape Road Station and Mount Eden Station)	Rail	AT, Crown (NZTA)
	Panmure (Train Station complete and busway under construction, TOD development planning by Panuku in progress)	Rail, bus	AT, Panuku (Unlock Panmure)
Existing mass transit hubs with TOD opportunity potential	Henderson (TOD opportunity with Unlock Henderson development planning in progress)	Rail, bus	Panuku (Unlock Henderson)
	Albany	Bus	Auckland Council Park & Ride, Panuku, AT, NZTA
	Silverdale	Bus	Auckland Council Park & Ride, Panuku, AT
	Constellation	Bus	NZTA, Panuku, AT
	Onehunga (Rail/possible Light	Rail	AT, Panuku

	Rail with planning in progress)		
	Pakuranga (Eastern Busway Station with planning in progress)	Bus	AT
	Papakura (Train Station Park & Ride with potential to progress)	Rail, bus	Kiwirail, Panuku, AT
	Manurewa (Train Station Park & Ride with potential to progress)	Rail	Kiwirail, AT, Panuku, private sector (including Southmall Shopping Centre, Manurewa RSA, Manurewa Cosmopolitan Club)
Existing mass transit hubs	Botany (Eastern Busway Station with planning in progress)	Bus	AT
	Manukau	Rail, bus	Panuku (Transform Manukau) NZTA, AT
Existing non-mass transit hubs	Ōtāhuhu	Rail	AT
	Mangere (existing transit hub with TOD opportunity)	Rail (LRT), Bus	AT, Kāinga Ora, Crown (NZTA)
	Wiri (existing transit hub with TOD opportunity)	Rail	Kiwirail, AT, Panuku, NZTA, private sector
Planned mass transit hub with TOD planning/programmes underway	Grafton (Rail Park & Ride with potential to progress)	Rail	Kiwirail, Auckland Council Park & Ride, NZTA, AT, Panuku
Planned mass transit hub with TOD opportunity potential	Drury (AT indicated potential new train stations)	Rail	AT
	Pukekohe (proposed electrification of line)	Rail	AT/ Panuku
	Paerata (AT indicated potential new train station)	Rail	AT

TOD opportunities	Orakei (Park & Ride TOD opportunity)	Rail	Kiwirail, Auckland Council Park & Ride, private sector, AT, Panuku
	Smales Farm	Bus	Private sector/ AT
Planned mass transit opportunity	Mt Roskill	Rail (LRT), bus	AT, Crown (NZTA), Kia
Other	Glen Innes Station	Rail	Tamaki Regeneration, Kāinga Ora
	Swanson Station (Park & Ride and transit hub)	Rail	Kiwirail, Auckland Council Park & Ride, AT, Panuku
	Westgate (possible NW busway station opportunities with AT – Unitec site, Lincoln Road, Westgate; transit hub with potential further enhancement with proposed LRT/north west motorway)	Rail, Bus	AT, Crown (NZTA)
	Hobsonville Point (Master plan community – still developing transit hub with potential further enhancement)		Auckland Council, AT, KiangaOra
Ferry terminals	The ferry terminal, West Harbour, Hobsonville, Beach Haven, Birkenhead, Northcote, Bayswater, Stanley Bay, Devonport, Half Moon Bay, Gulf Harbour, Matiatia, Rakino, Pine Harbour	Ferry	AT



**Legend**

- Existing Mass Transit Hub
- Existing Mass Transit Hub w/ TOD Opportunity
- Existing Mass Transit Hub w/ TOD Planning underway
- Existing TOD
- Existing Transit Hub
- Ferry Terminal
- Other
- Planned Mass Transit Hub w/ TOD Opportunity
- Planned Mass Transit Hub w/ TOD Planning underway
- Planned Mass Transit Opportunity
- TOD Opportunity
- Transform
- Unlock
- Railway
- Motorway
- Major Road

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 Published Name: PDA\_Panuku\_TOD\_Locations\_20200311.pdf

**PANUKU TOD LOCATIONS**



## Decision paper: Transform Onehunga Programme Business Case

Author: Clare Thorne, Priority Location Director - Isthmus (Acting)

May 2020

### Ngā tūtohunga | Recommendations

1. That the Panuku Board...

a) Approve:

- i. The revised Programme Business Case for the Transform Onehunga priority location programme.
- ii. In principle, to the ongoing investment in the programme, noting that this is subject to Auckland Council Long Term Plan and confirmation of ongoing funding through reinvestment.

b) Approve the following related projects and initiatives for the next twelve months:

- Site disposals, subject to Panuku Board approval of proposed transactional terms
  - i. None planned for FY21.
- Public realm investment
  - ii. Onehunga Laneways 4 and 5 (TBC)
  - iii. Onehunga Wharf Planning
  - iv. Onehunga Dress Smart Precinct (1 & 3 Paynes Lane)

- v. Onehunga Waiapu Lane Precinct
  - Acquisitions
  - [REDACTED]
  - Place-based activation, engagement and partnering
- vii. Approve engagement and communications relating to the enabling of the above public realm investment projects including some placemaking activities and engagement with key stakeholders including the Onehunga Business Association, Auckland Transport and various Government entities including Kāinga Ora.
- c) Note that the investment requirements to support the projects and initiatives of \$1.5m capex and \$1.3m opex and the baseline programme milestones for FY21 will be approved as part of the June 2020 Portfolio Investment decision paper.
- d) The Transform Onehunga Programme is subject to the following:
  - Confirmation of annual programme funding and the programme milestones in June 2020, as part of Portfolio investment decision paper.
  - Auckland Council Long Term Plan funding decisions for the FY22-24 period.
  - Panuku Board review of the programme in 12 months.
  - Panuku Board decisions on proposed transactional terms for individual property transactions, as per delegations.
  - A review of the implications of Covid-19 on this location when these are better understood.

## Whakarāpopototanga matua | Executive summary

2. This paper seeks formal approval of the revised Programme Business Case (PBC) for the Transform Onehunga priority location programme.

3. The programme commenced in 2017 and the projected end date of this programme is 2047 in line with the Onehunga Wharf redevelopment.
4. The full PBC (Attachment 1, available in the resource centre) sets out the annual 5 case business plan integrated with our master plan for Onehunga, and identifies through spatial, land use and activity, time and phasing dimensions, how we plan to achieve our strategic objectives over time, working together with our stakeholders and partners, meeting the vision for Onehunga of:

*Te Puāwaitanga o Onehunga*

*“A flourishing Onehunga that is well connected to its past, its communities and the environment, including the Manukau Harbour”*

It is summarised in the PBC Overview Summary (Attachment 2).

5. Taking a master plan approach to delivery, the programme is divided into three precincts which contain the projects being planned and delivered within each geographic space, being:
  - Onehunga Town Centre precinct (2019-2025);
  - Onehunga Transport & Train Station precinct (2024-2030); and
  - Onehunga Wharf & Water precinct (2026+).
6. The precincts have been defined based on the timeframes in which projects can be delivered and where effort can be focused whilst working within the constraints of the impending infrastructure projects planned for Onehunga (Light Rail, East/West Link and KiwiRail infrastructure improvements). The initial approach for delivery will be to focus on the town centre precinct projects first, as well as the maintenance and renewal projects that need to be delivered on the Wharf. This enables the completion of:
  - a) decisions for infrastructure delivery to be confirmed – unlocking Transport & Train Station precinct; and
  - b) Unitary Plan changes required for the Wharf & Water precinct redevelopment.
7. Across these three precincts Panuku will lead work on a ‘Connected Community’ workstream. This workstream provides the framework for our “all-of-Onehunga” activities that are focussed on the Onehunga community, notably placemaking, communications, engagement and place-led design. It also includes the projects which connect the three precincts together (e.g. laneways), providing pedestrian and cycling access between the town centre, the wharf and the harbour.

8. The total anticipated investment in the programme until FY30 is \$70m capex and \$12m opex. Spend to date on the programme has been \$1.4m capex and \$4.9m opex and \$17.8m Strategic Development Fund (SDF) acquisitions.
9. The financial benefits of this programme are projected to be in the region of \$56m and are a direct result of the site sales identified in Attachment 4.
10. The intended overall non-financial “opportunity” benefits of this programme are:
  - 1065 new dwellings across the programme area encouraging new residents to the area
  - Retention of the fishing industry at Onehunga Wharf
  - Improved local amenities
  - Enhanced public space and improved connections across the town centre and to the Manukau Harbour.

## Horopaki | Context

11. The area of Transform Onehunga covers approximately 600ha, of which 80ha of land is owned by Auckland Council or its subsidiaries. Within Onehunga there are many council-owned properties, including community facilities and car parks. The effective use of these assets is a key priority for the programme. The Onehunga community is very diverse and multi-cultural – recognising and embedding this into the programme outcomes and deliverables is a central part of the programme.
12. The problems identified in the High Level project Plan (HLPP) for Onehunga that are to be addressed through Panuku’s regeneration masterplan approach are:
  - a) an ill-defined civic heart – no singular public place can be defined
  - b) unrealised potential for intensification
  - c) discontinuous land use as the belt of industry separates the town centre from the harbour
  - d) ecological degradation especially around the foreshore

e) severance and disconnection illustrated by major roads between the town centre and the harbour and the lack of pedestrian connections across the town centre.

13. The preferred option for delivery of the master plan for the Transform Onehunga programme demands a staged delivery – working from the town centre in the north to the wharf in the south. This enables development to progress while recognising the constraints related to:

- a) confirmation of the transport corridor – notably the:
  - East-West link for State Highway 20 and State Highway 20A; and
  - Light rail link between the CBD and the airport
- b) plan change timelines for Onehunga Wharf
- c) minimising disruption within the community and any adverse public sentiment.

14. The staging for the masterplan implementation is:

Short term 2019 to 2025	Waiapu Precinct, commencement of Municipal Precinct and Wharf renewals
Medium term 2024 to 2030	Continuation of Municipal Precinct and the commencement of the Station/Transport Precinct
Long term 2026 and future	Onehunga Wharf redevelopment

15. Our approach for the delivery of the master plan over the next 3 to 4 years on the journey to address the identified problems are:

- a) focus on improving the north and south reconnection from the Town Centre Precinct to the Manukau Harbour by enabling housing and commercial/retail development.
- b) progress the public plan change process for the wharf in preparation for future redevelopment which aims to reconnect the Onehunga community with the water.

- c) progress public realm investments on a precinct-wide basis, starting in the north (Waiapu Precinct and Dress Smart) reconnecting precincts into the main street via laneways.
- d) investigate opportunities to utilise existing infrastructure to reconnect the town Centre with the Manukau harbour for both walking and cycling access.
- e) focus on the revitalisation of the town centre, how the different areas of the town centre interact and complement one another and how to build a well-defined “civic heart”.
- f) explore the future sustainability of the high street in its current form.
- g) focus placemaking on holding events and focussing on initiatives that will help to revitalise the town centre in partnership with businesses and community groups.

16. Our staged commercial approach for the implementation of the master plan will:

- a) manage release of development sites by initiating work which optimises land use potential in the short and medium term – notably at Waiapu Precinct and Dress Smart Precinct.
- b) raise and test market interest in developing the Onehunga Town Centre by leveraging public realm upgrades and placemaking initiatives.
- c) identify and select suitable parties to work with on key developments in each precinct and attract wider market participants for other site developments.

The approach manages the release of development sites with the constraints presented by significant transport projects to be delivered within the programme area and the unitary plan change required on the wharf.

17. The strategic levers for Transform Onehunga are all high for the period identified in this PBC, with a slightly higher focus on public good investment and placemaking. These levers will be adjusted as the programme is delivered.



18. Previous Board decisions on Transform Onehunga are outlined in Attachment 3.

## Matapaki | Discussion

### Portfolio context

19. Panuku has been mandated by Auckland Council to deliver on its commitment to prioritise urban redevelopment. Panuku will achieve this through investment in the priority locations programmes of work that will facilitate urban redevelopment and public good activities.
20. Panuku investment in a location is for a variety of purposes, which will vary depending on the location and its requirements. The table below details the investment profile over the planned life of the programme.

Investment type	Description	✓✓✓
Unlock	Investment that must happen to unlock development opportunities on Panuku sites. This includes: <ul style="list-style-type: none"> <li>- infrastructure essential to make a site more marketable</li> <li>- infrastructure to service future growth in the area</li> </ul>	✓
Catalyse	Investment that is important to stimulate/advance change in a location by others and is expected to bring about significant change that would not happen within desired timeframes without this project	✓

Support	Creates additional non-financial (social, environmental, cultural, economic) value by creating new or significantly improved community assets to support a growing population	✓
Lead	Demonstrates leadership in relation to strategic outcomes and innovation. We expect some value trade-off. The project seeks to influence practice and outcomes in the wider market and has some element of replicability. This investment is often a property value write-down	✓
Critical	Urgently required to address risks such as maintaining level of service delivery, harm to people due to H&S issues, negative environmental impact or other or required due to legislative, regulatory, contractual and other requirements	
Growth	Facilitates business growth by providing new, expanded facilities	
Reputation	Significant public and political interest and support for the project, with significant reputation impact if the project is not carried out	✓

## Progress to date

21. To date this programme has delivered:

- A significant part of the master planning work required for Onehunga Wharf in relation to the initiation of the public plan process scheduled for early 2021
- Development of a master plan for the Waiapu precinct and negotiations with the key retail anchor tenant
- Development Agreement with Dress Smart and the initiation of the road stopping process as part of that agreement
- Working with Community services on the delivery of a community services needs assessment which will be used to understand future indoor recreation community facility requirements for the town centre and the wider Onehunga area
- Continuing to build key stakeholder relationships including with the Local Board, mana whenua, Kāinga Ora and the Onehunga Business Association

- Completion of laneway 7.

## Hīraunga | Implications

22. This section outlines all relevant implications for Panuku.

## Ngā ritenga ā-pūtea | Financial implications

23. The programme makes the following financial assumptions:

- That the property market will be able to support sales of property in a timeframe that supports reinvestment, and that sufficient capital funds through reinvestment remain available.
- That the Strategic Development Fund remains available for strategic acquisitions.
- That there is sufficient operational expenditure (Opex) available to support ongoing planning as well as change initiatives in the location.

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

24. Key risks to the programme are:

- a. The impacts of Covid-19 on the economy which will lead to a decline in available development partners as well as in retail and ultimately impacts on planned town centre revitalisation/regeneration. This is currently being reviewed as the economy restarts following lockdown to fully understand whether there are any significant impacts on the proposed programme delivery.
- b. Unsuccessful application for a plan change on Onehunga Wharf that allows for public access and future development. This is being managed by working closely with Plans and Places at Council to try to address any potential issues as and when they arrive and in advance of the initiation of the Public Plan change process.
- c. Future central government transport strategies are aligned with the Transform Onehunga programme plan. The Priority Location Director and Project Leads are working with the relevant agencies to ensure that they receive updates on future planned infrastructure as and when it becomes available.

## Ngā whakaaweawe rauemi | Resourcing impacts

25. The programme anticipates a maximum of 8 FTE of internal resource over the next 12 months (which will change as projects develop), including programme leadership and support, development and project leads, planners, designers, placemaking, engagement and communications.

## Tauākī whakaaweawe āhuarangi | Climate change impacts

26. The Panuku Priority Location programmes support regeneration of existing town centres, developing underutilised sites within the urban area, close to transport links. Increasing the density of housing in these areas will result in reduced carbon emissions through improved utilisation of existing infrastructure and transit-oriented development, along with the provision of easy, safe and attractive walking and cycling routes reduces reliance on private motor vehicles and enables low carbon lifestyles. Panuku has adopted a minimum standard of a Homestar 6 rating for all homes, resulting in warmer, drier and more energy efficient buildings and is developing an approach for delivery of lower carbon commercial buildings and public realm.

27. Climate change is likely to subject the Auckland area to hotter temperatures and more frequent flooding and drought. We are seeking to future-proof our communities by accounting for climate change, factoring adaptation and resilience into the creation of buildings and spaces. Our infrastructure and developments should be designed to cope with warmer temperatures and extreme weather events. This includes use of green infrastructure and water sensitive design for increased flood resilience, ecological and biodiversity benefits and provision of increased shade and shelter for storm events and hotter days.

## Ngā koringa ā-muri | Next steps

28. The programme will continue to be delivered in conjunction with the following partners:

- Māori and Mataawaka
- Central Government agencies: Kāinga Ora, NZTA
- Council Group partners: Community Services and Community Facilities at Auckland Council, Auckland Transport
- Development partners: Progressive Enterprises Ltd, Lendlease

May 2020

- Onehunga Business Association
- Maungakiekie-Tāmaki Local Board

29. Implementation will continue in line with the approved programme with progress reported to the board quarterly and monthly oversight by the management assurance functions: Portfolio Governance Group (PGG) and Programme Steering Group (PSG).

## **Ngā tāpirihanga | Attachments**

Attachment 1 - Transform Onehunga Programme Business Case (document in resource centre)

Attachment 2 - Transform Onehunga Programme Business Case Overview Summary

Attachment 3 - Previous Board decisions on Onehunga

Attachment 4 - Site sales for Transform Onehunga Programme

## **Ngā kaihaina | Signatories**

Ian Wheeler - Chief Operating Officer

David Rankin - Chief Executive (acting)

## Decision paper: Transform Onehunga: Waiapu Precinct

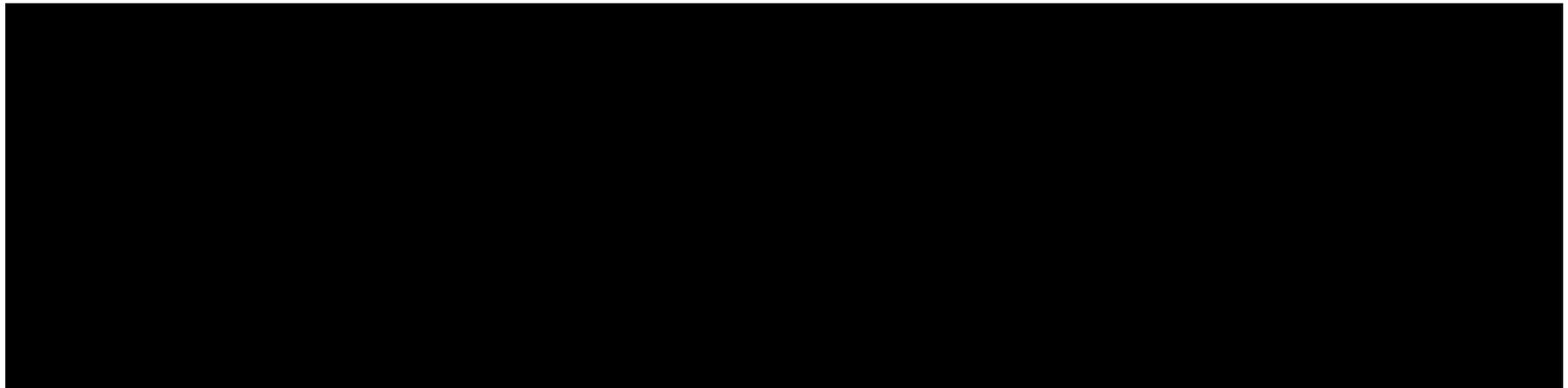
Author: Nicky Pennington, Development Manager; Gavin Peebles, Manager Development; Clare Thorne, Priority Location Director - Isthmus

May 2020

### Ngā tūtohunga | Recommendations

1. That the Panuku Board...

a) Approve the first stage of the development strategy involving:



iv. Negotiating with Auckland Council Community and Social Policy; Parks, Sport & Recreation; Community Services; council landscaping team; council parks team and Auckland Transport to facilitate concept designs for the masterplan to upgrade the streetscapes and public realm (including road stopping).

b) Approve the draft Masterplan for Waiapu Precinct which provides for mixed use development including housing, a new 3,500m<sup>2</sup> supermarket and network of public spaces including a playground, pedestrian and vehicular circulation in a grid that retains key features

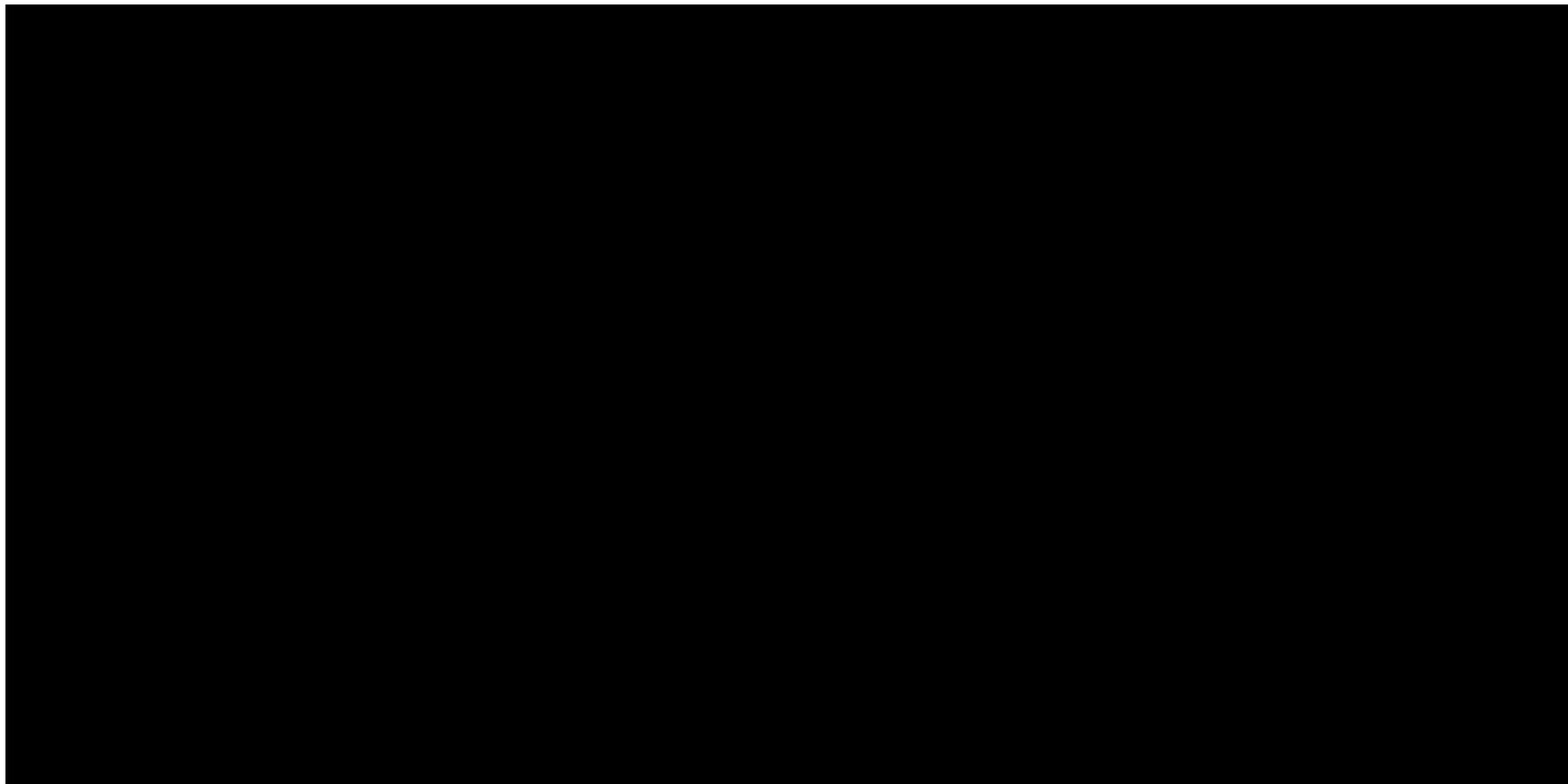
of the site, connects to the surrounding street network and aligns with the key moves of the Onehunga High Level Project Plan, the Onehunga Programme Business case, and the Board approved framework plan on the premise that once negotiations are concluded with the parties referred to in point 1(a) above, the masterplan is updated, reviewed by TAG, and essential outcomes are agreed, the preferred masterplan will be resubmitted to the Panuku Board for approval.

2. The undertaking, by Panuku, as outlined in point 1 above, is on the basis that council long term funding (and annual plan) approval is received.

## Whakarāpopototanga matua | Executive summary

3. The Waiapu Lane Block (now known as the Waiapu Precinct) is identified in the Onehunga High-Level Project Plan (HLPP) as being a key development block to be redeveloped in the Onehunga town centre. The development will be a catalyst to develop the north western portion of the town centre block into a high quality mixed- use development (including public realm space) that aligns with the strategic objectives of Transform Onehunga HLPP.
4. The draft masterplan as shown in Attachment 1 has been prepared to align with the HLPP objectives and addresses the key moves of retain and housing. To retain and reinforce the retail main street of the centre and provide more housing options.
5. The draft masterplan caters for mixed use development including approximately 200 apartments over 4 sites, a new 3,500m<sup>2</sup> supermarket, a small amount of additional retail to activate key public spaces. The network of public spaces includes a civic space with a playground, pedestrian and vehicular circulation in a grid that ties the precinct to the Onehunga main street to the east and the Onehunga community facilities cluster to the south of the site. The plan uses the sites natural features to retain a substantial amount of the existing trees and using the terraced topography to define spaces and conceal carparking. This vastly improved environment would contain the only public park and playground in the Onehunga town centre.
6. In order to ensure a strong connection to Onehunga Mall a mid site link is required [REDACTED]  
[REDACTED]
7. The draft masterplan was arrived at following a collaborative design process including community, local board, Mana Whenua and Onehunga Business Association aspirations. Input from Auckland Transport, council parks strategy, Watercare and several adjoining landowners has also been incorporated into the draft masterplan. The draft masterplan has been endorsed by the Maungakiekie-Tamaki Local Board.

8. The draft masterplan retains 59 - 95 public carparks. In addition to this, the supermarket will provide approximately 157-193 carparks and the apartment sites 49 carparks for exclusive use. A total of 265 - 301 carparks. The number of carparks onsite is currently 391 of which 115 carparks are currently not time restricted. A carpark management plan has been agreed with AT regarding the removal of carparking over medium term to facilitate the development.
9. Panuku intend to make most aspects of the draft masterplan public in July 2020. Parts of the plan will initially remain confidential due to commercial sensitivity around the supermarket. A communications and engagement strategy around the reduction in carpark numbers is being prepared prior to commencing any public consultation.



15. The individual components of stage one and stage two will be presented to the board at the relevant time as interdependent project business cases. Each case will be assessed on merit as well as its ability to deliver on the Onehunga HLPP and Programme Business Case as it progresses through future LTP funding cycles. Refined costs will be captured in each detailed business case for each stage of the project.
16. The non-financial benefits and outcomes this project (on completion) has not yet been valued but through the implementation of a masterplan with a balanced residential/commercial and public realm focus Panuku expects to achieve the following: -
  - a) revitalise part of the town centre that enhances Onehunga's urban identity
  - b) public realm upgrades and public good investment
  - c) increase housing stock (forecast at circa 200 houses)
  - d) a significant public realm upgrade (forecast at 3,500m<sup>2</sup>)
  - e) improvement in north/south and east/west pedestrian connections; and
  - f) achieve development activity that invigorates further private sector investment in the Town Centre.

## Horopaki | Context

17. This project proposes to facilitate high quality urban development across the "brownfield" precinct of the Waiapu Precinct. There are 5 properties in the Waiapu Precinct in council ownership totalling 10,822m<sup>2</sup> that have short term potential for development (two-five years). The sites are:
  - a) 1 Waiapu Lane 9,101m<sup>2</sup> - identified as 1 on the map
  - b) 61-65 Selywn Street; 1,334m<sup>2</sup> - identified as 3 on the map
  - c) Lots 2 and 3 Waiapu Lane; 116m<sup>2</sup> - identified as 7 on the map
  - d) 230 Onehunga Mall; 200m<sup>2</sup> - identified as 6 on the map

e) 210A Onehunga Mall; 71m<sup>2</sup> (used as a pedestrian access between Waiapu Block and Onehunga Mall)- identified as 8 on the map.

### Waiapu Lane Key Sites and Ownership



- ① AT Carparks for Development: 1 Waiapu Lane
- ② The Trident Site: 69 Selwyn Street
- ③ Mini Golf Course: 61-65 Selwyn Street
- ④ Existing Countdown Supermarket: 72A Selwyn Street
- ⑤ Potential new Countdown Supermarket site
- ⑥ 230 Onehunga Mall
- ⑦ Lots 2 and 3 Waiapu Lane
- ⑧ 210 and 208 Onehunga Mall

18. The transformation of council landholdings in the Waiapu Precinct is intended to act as a catalyst for private sector development and redevelopment of the community spaces and services.

19. Key strategic moves identified in the High-Level Project Plan for Onehunga are to retain, respond, revitalise, restore, and reconnect Onehunga through a transform programme. The Waiapu Precinct is identified as one of the catalyst projects that can help achieve these moves.

20. A redevelopment of Waiapu Precinct can help deliver on these moves as follows:

- RETAIN

- i. Consolidate carparking areas (to a min of 40 carparks) and develop on the resulting surplus carpark areas with new developments of mixed uses aligned with community needs.
- ii. Investigate the optimisation of community facilities and creating a civic space potentially around both the Municipal Block and the Waiapu Precinct.

iii. 

- RESPOND

- i. Work with Kāinga Ora and the private sector through special housing areas to achieve an integrated range of new housing.

- REVITALISE

- i. Acknowledge Onehunga's industrial grittiness and enhancing the adaption or re use of industrial character.

- RECONNECT

- i. Help achieve an integration between the Manukau Harbour and the Onehunga Town Centre by strengthening a north/south connection and an east/west connection within the Town Centre itself.

21. The development strategy for the Waiapu Precinct outlined in the HLPP is as follows:

Site location	Number of sites	Potential uses	Est, residential devel. potential (dwellings)	Commercial and retail potential (m <sup>2</sup> )	Land area (m <sup>2</sup> )	Est timing (ready for devel)
Waiapu Lane Block	4	Mixed use/ civic space	230	7,900	10,700	2-5 years

22. The brief, to Resilio (Design Studio), who prepared the draft masterplan was to:

- a) deliver a masterplan that creates a hierarchy of public spaces accommodating a public square and a network of pedestrian/vehicular circulation
- b) identify feasible residual development parcels within the site
- c) strengthen east/west and north/south connections from the Waiapu Precinct to the Onehunga Mall by pedestrian laneways, the Onehunga library, and other community facilities to the south of the site
- d) retain a minimum of 40 public carparks
- e) demonstrate integration of sustainable design and construction methodologies where relevant (for example, the Green Star Communities framework)
- f) comply with Auckland Transport standards for vesting of a road and other Auckland Transport requirements for streetscapes; and
- g) comply with the Parks and Open Space Acquisition Policy June 2013.

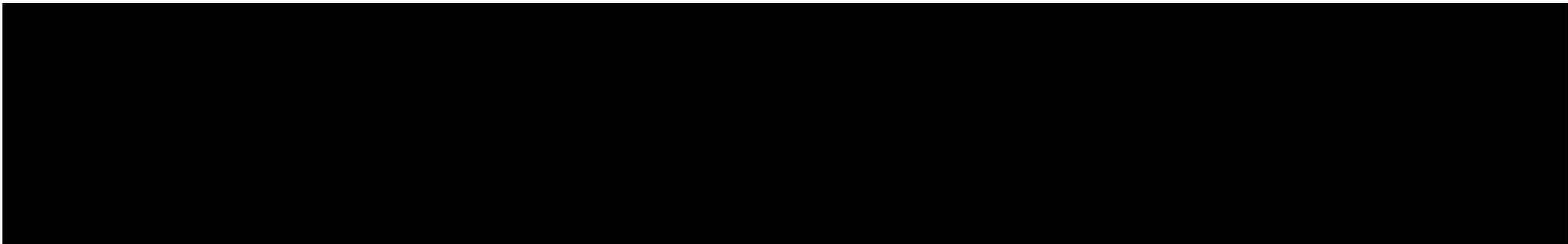
23. It is proposed that the Waiapu Precinct will accommodate:

- a) residential-led mixed use development(s) within council owned sites
- b) a new 3,500m<sup>2</sup> supermarket which can appropriately cater for the catchment area of Onehunga (which is presently under resourced) using privately owned and council land

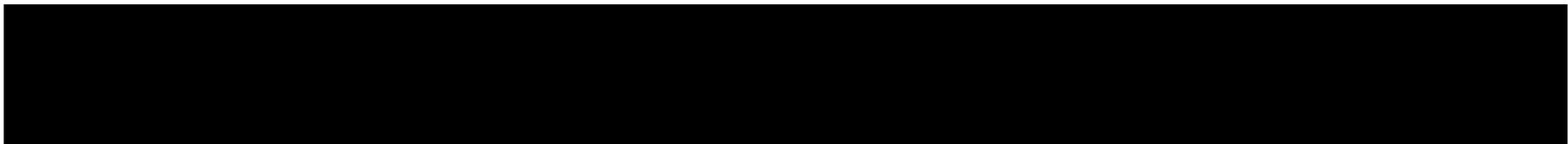
- c) a public realm network including a park with a playground, pedestrian access for north/south and east/west axial connections, cycleways, public parking, and road and vehicular circulation throughout
- d) establish grid/development logic for the Waiapu Precinct
- e) support Onehunga Mall as a heart of Onehunga retail (as distinct from the heart of a plaza space in the Municipal Block)
- f) connect community functions adjacent to the Waiapu Precinct (Onehunga Primary School, the Anglican Church, the Onehunga library, and the Onehunga Municipal Block)
- g) provide a green space for Onehunga town centre
- h) increase pedestrian connectivity through Onehunga; and
- i) enable Panuku to sell development sites to help fund public realm spaces.

24. Panuku Board approval of the draft masterplan is required and confirmation that Panuku can take the following steps:

- a) continue discussions with council in relation to site D (designated for a residential development but subject to a discussion with council as to whether it is needed for a civic space)



25. proposals.





Previous Board / Council engagement and decisions		
Date and meeting	Document	Decision / Outcome
27 August 2019	Maungakiekie-Tāmaki Local Board extraordinary meeting	Endorse the draft masterplan for Waiapu Lane Block, Onehunga to enable Panuku and its consultants to undertake public consultation and develop a detailed masterplan.

## Matapaki | Discussion

27. Waiapu Precinct is identified in the Transform Onehunga High Level Project Plan as being a key development block to be redeveloped in the Onehunga Town Centre. Redevelopment of this area will help achieve the strategic move of retain by building on existing strengths.

28. The role of the Waiapu Precinct within the Transform Onehunga vision is twofold:

a) First, in designing the development blocks the intent is to:

- i. provide mixed use developments to support existing uses within Onehunga
- ii. sell development sites to fund the upgrade of public realm spaces
- iii. provide a new supermarket within the town centre which can appropriately cater for the catchment area of Onehunga (which is presently under resourced); and
- iv. establish grid/development logic for Waiapu Precinct.

b) Secondly, the public realm design will:

- i. support Onehunga Mall as the heart of Onehunga retail (as distinct from the heart of a plaza space in the Municipal Block)

- ii. connect community functions adjacent to the Site (Onehunga Primary School, the Anglican Church, the Onehunga Library, and the Onehunga Municipal Block)
- iii. provide a green space for Onehunga town centre; and
- iv. increase pedestrian connectivity through Onehunga.

29. The draft masterplan identifies development blocks and public realm spaces.

30. Regarding the public realm area, Panuku has worked with council departments and Maungakiekie-Tāmaki Local Board to ensure that the masterplan incorporates the requirements of the council, the ultimate benefit owners, as well as the community needs (public consultation has also been undertaken). It has been determined that with regards to the Waiapu Precinct, the masterplan needs to include a public gathering space, a playground, pedestrian access for north and south, and east and west axial connections, cycleways, public parking (minimum of 40 public carparks directed from Auckland Transport), and road and vehicular circulation throughout.



## Stage 2 of the development strategy

32. A go to market strategy to find one or more partner/s to develop the Waiapu Precinct development sites (up to 4 development sites which is in addition to the Countdown) to achieve an increase in housing in the Waiapu Precinct area of approximately 200 dwellings on council controlled land and/or a potential increase in commercial space (if one of the development sites is sold for a commercial development).

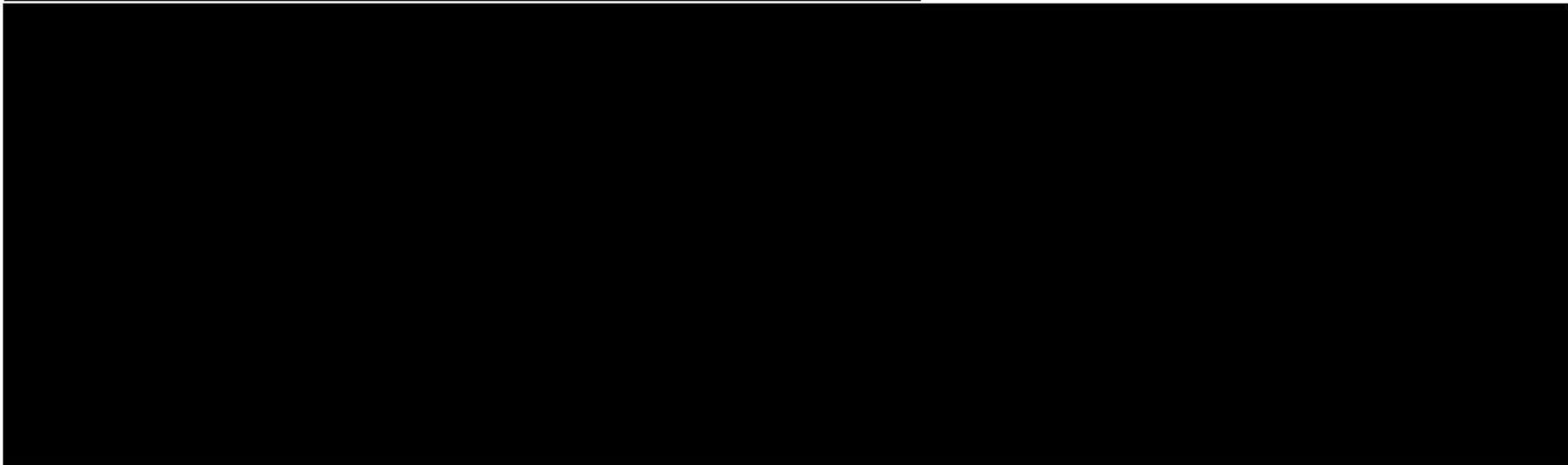
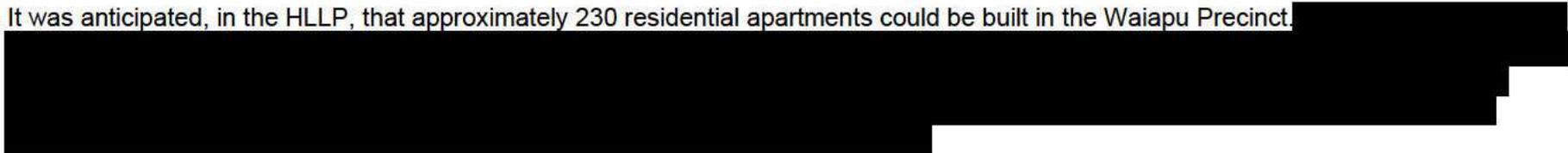


33. Amalgamate land and stop roads to enable development sites that can be taken to market in general accordance with the draft masterplan.

34. Enable sites with infrastructure (and undertake or enable decontamination to be completed) to allow sale of sites to and development by private developers. This will involve Panuku assuming the role of master developer to deliver the infrastructure including road, streetscape, and public realm to council requirements, then on-selling the development sites (unless this is negotiated with a developer party to do as part of their development). Complete a staged plan for the redevelopment of public realm areas to:

- a) improve local pedestrian/cycleway connections (north/south and east/west)
- b) enhance the natural environment and develop green spaces
- c) improve the roads and streetscapes within the Waiapu Precinct
- d) provide a civic space with an outdoor playground; and
- e) provide improved (albeit less) public parking in the upgraded Waiapu Precinct.

35. It was anticipated, in the HLLP, that approximately 230 residential apartments could be built in the Waiapu Precinct.



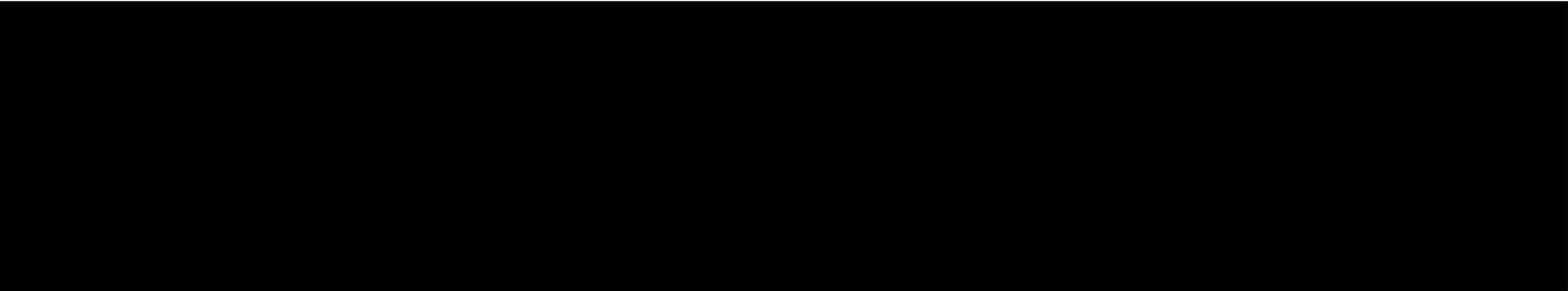
36. Panuku will include housing mix objectives within commercial documentation (EOI/RFP) to promote innovation, partnerships and positive community regeneration outcomes. Panuku is aware of the mismatch between supply and demand of accessible housing in Auckland.

37. Panuku will consider the Panuku housing mix guideline but anticipates that it may be required to depart from the 30/30/40 mix given the current offerings available in the wider Onehunga context. Adjacent to the Waiapu Precinct, is a Kāinga Ora apartment block that has approximately 20-30 2 bedroom/single bedroom apartments. In nearby Galway Street, is a new 78 apartment Kāinga Ora social offering.

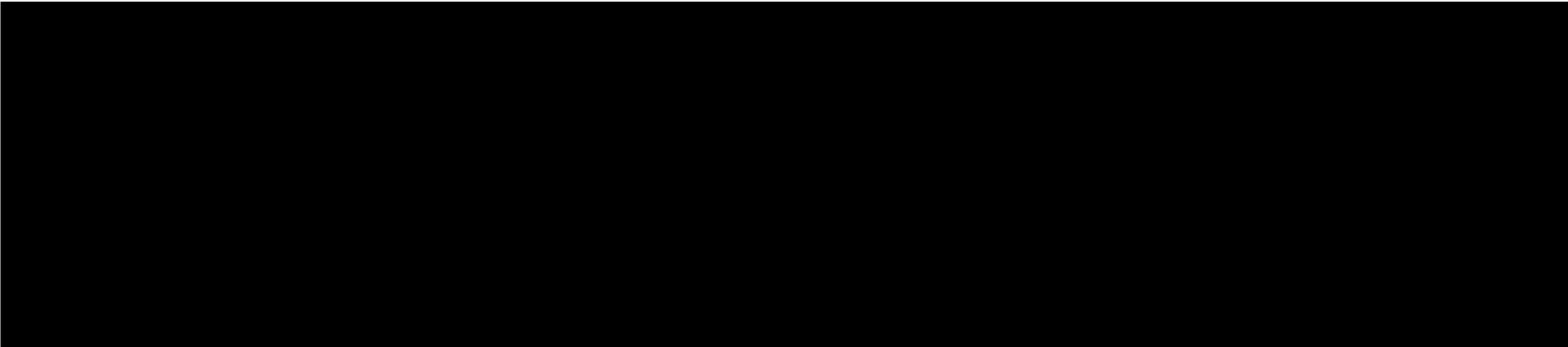
38. Desired housing outcomes are as follows:

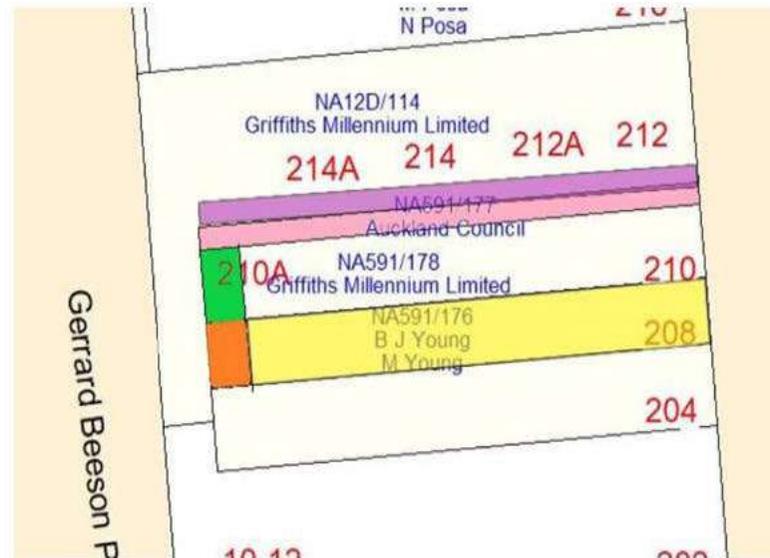
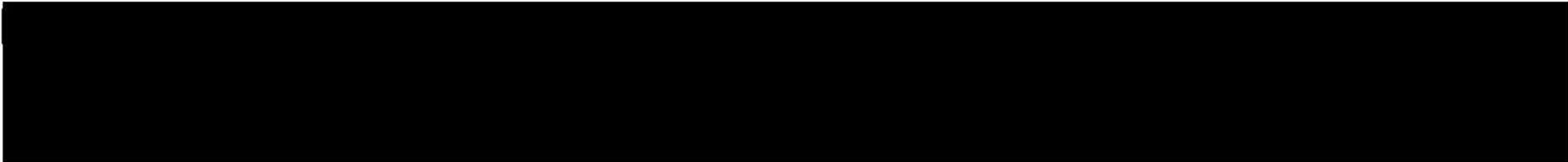
- Provide a mix of apartment sizes, bedrooms and tenure.
- Commit to explore options to deliver a mix of affordable and market housing.
- Commit to explore options to include innovative housing solutions that contribute to housing affordability and sustainability outcomes e.g. Build to Rent, KiwiBuild.
- Commit to engage with mana whenua Iwi and Community Housing Providers to explore opportunities for their involvement within the development.
- As a minimum, Panuku will adopt a Homestar 6 rating requirement but will encourage development partners to exceed these ratings.

39. The draft masterplan for the Waiapu Precinct (endorsed by Maungakiekie-Tāmaki Local Board extraordinary meeting on 27 August 2019 and endorsed by TAG on 20th September 2019) is as follows:

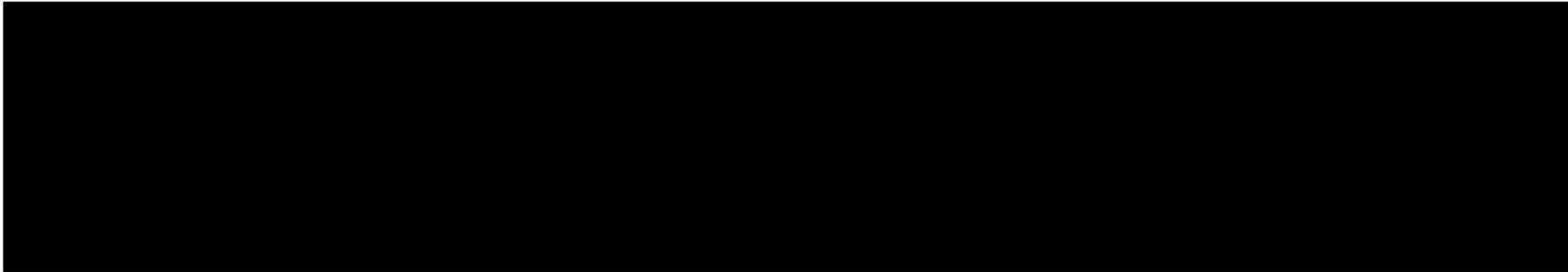


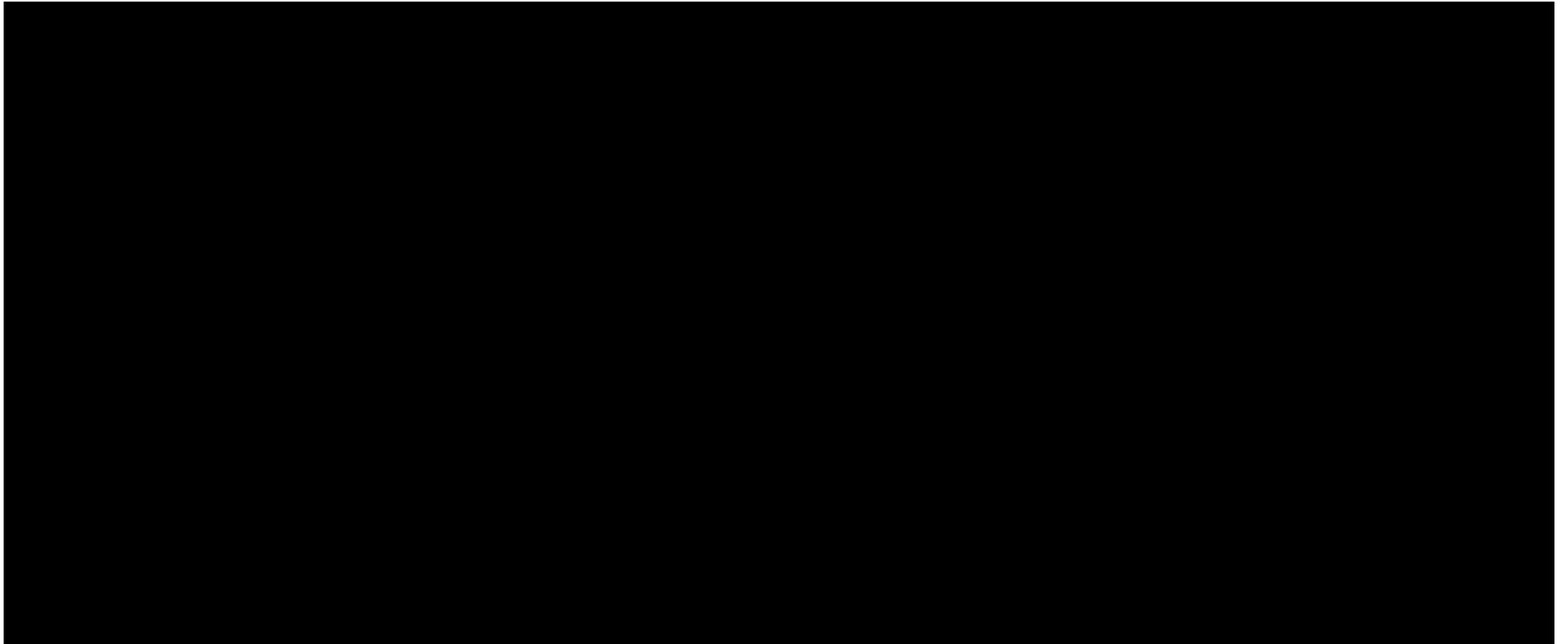






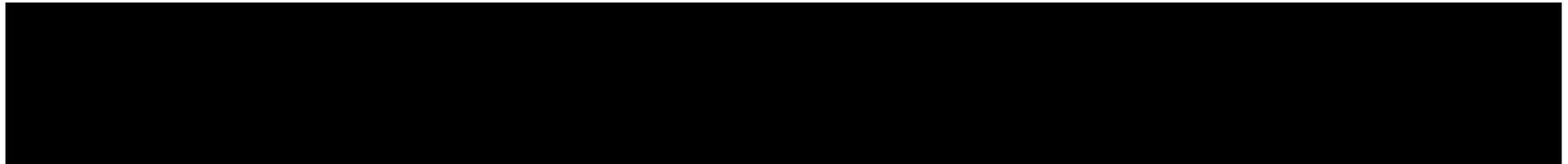
- a) 208 Onehunga Mall, coloured yellow on the plan above, has an approximate width of 5.5m.
- b) 210 Onehunga Mall has an approximate width of 6.1m.

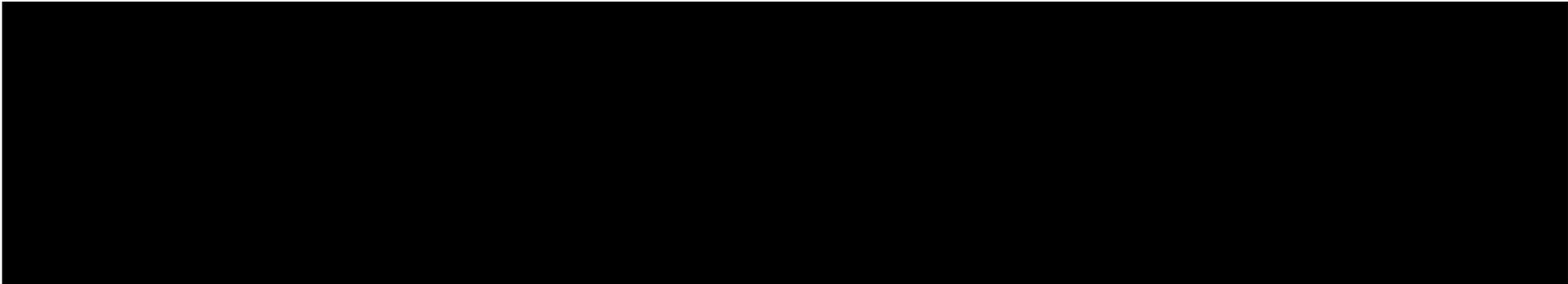




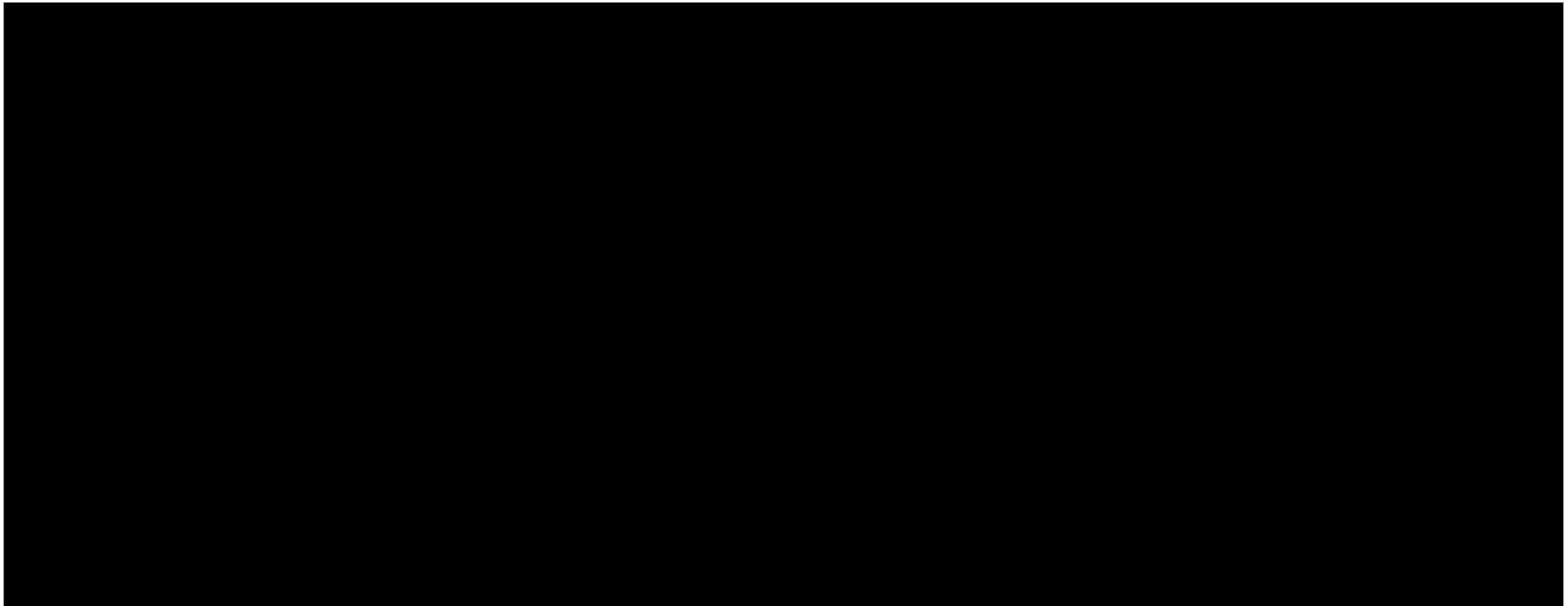
## Hīraunga | Implications

### Ngā ritenga ā-pūtea | Financial implications



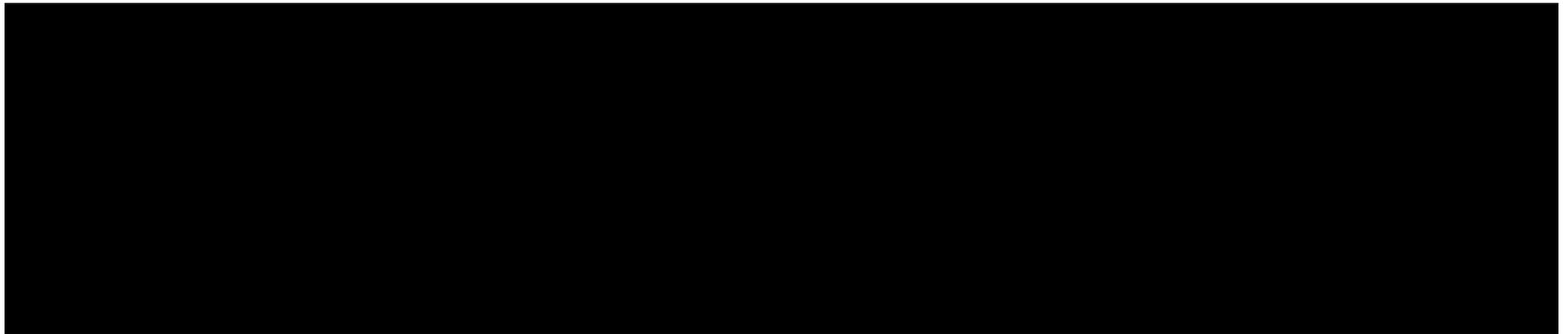


**Ngā raru tūpono me ngā whakamaurutanga | Risks and mitigations**





### **Tauākī whakaaweawe Māori | Māori impact**

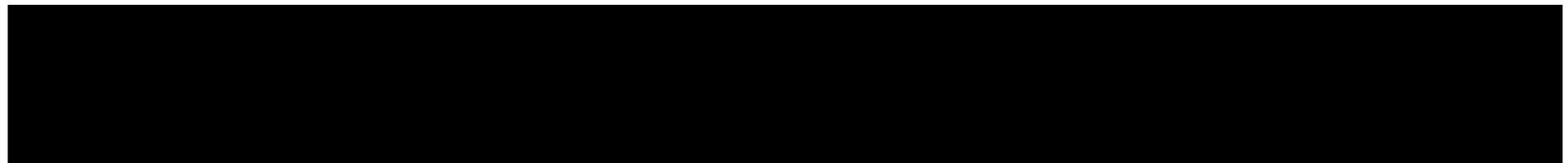


### **Ngā whakaaweawe mō te hunga whaipānga | Stakeholder impacts**

60. Panuku held workshops with the Maungakiekie-Tāmaki Local Board and have addressed their feedback in preparing the draft masterplan. Specifically, the Maungakiekie-Tāmaki Local Board identified the need to address:
- a) Provision for public carparking.
  - b) A development that supports existing uses along Onehunga Mall and existing businesses within the area.
  - c) Maintain the vehicle connection between Gerrard Beeson Place and Waiapu Lane.
  - d) Relocate the play space close to public gathering spaces.

- e) Provide a visual connection to the Municipal Block that will form the “heart” of the Onehunga Town Centre.
  - f) Improved accessibility for people with disabilities.
61. Panuku completed a community engagement from 23 January 2020 to 15 March 2020 using a social pinpoint interactive tool to familiarise the community with Panuku and our work; understand potential key voices in the project; ask high-level questions about what the community think about the Waiapu Precinct and what people aspire to see in the future to inform Panuku’s master planning processes. Key themes that emerged from this community consultation was
- a) The Waiapu Precinct is in urgent need of a “spruce up”.
  - b) There is a need to have a larger supermarket to cater to the growing population in Onehunga.
  - c) The need to maintain parking for people to access facilities - balanced with the need for more green space/ a playground/ a community plaza space that can be used for markets or outdoor dining.
  - d) Improve connections to the Onehunga Mall, School, the lagoon and Taumanu reserve.
  - e) Safety concerns around pedestrian access to the site especially near Countdown and the Trident tavern.
  - f) The community identify green space as an important part of the Waiapu Precinct.

## **Ngā whakaaweawe rauemi | Resourcing impacts**



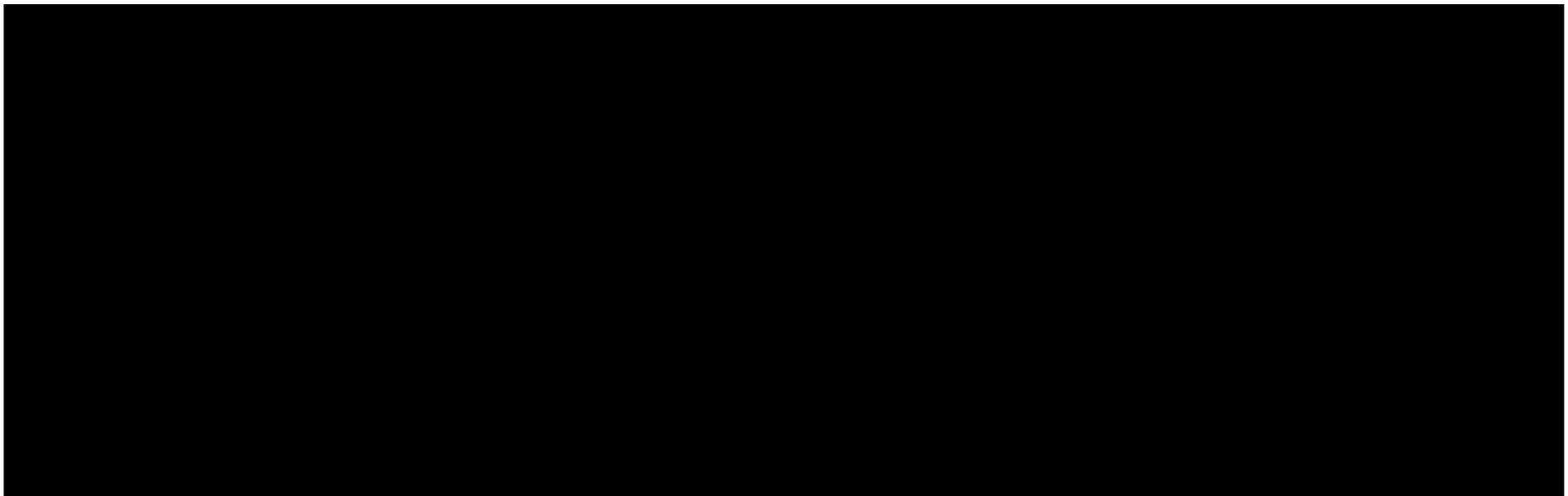
## **Tauākī whakaaweawe āhuarangi | Climate change impacts**

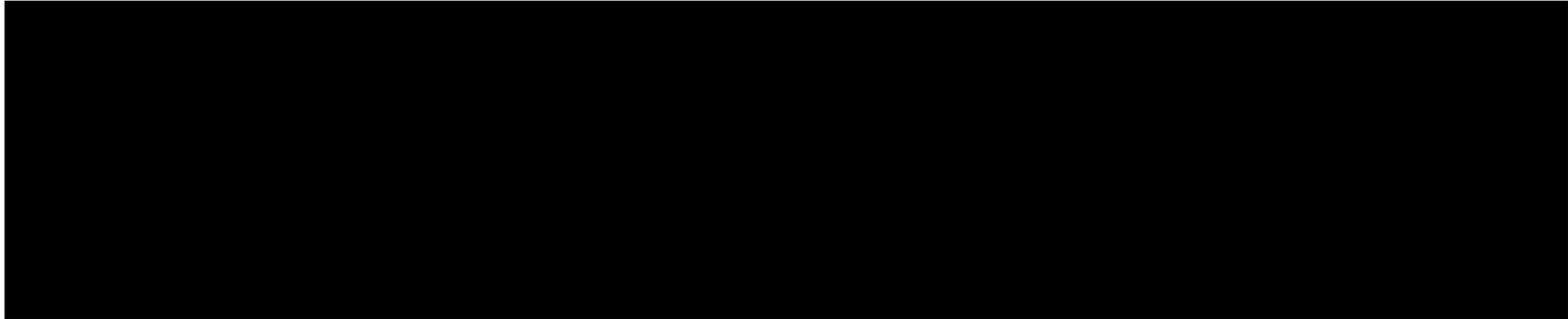
64. The Panuku urban regeneration approach promotes a low-carbon lifestyle where people can live, work, and play near to their homes and public transport, reducing reliance on private car travel and supporting walking and cycling. The Waiapu Precinct involves improved walking and cycling connections through the site and connecting to public transport and wider sites in the area

65. In order to reduce greenhouse gas emissions and energy use, and conserve resources through the design and delivery of our regeneration projects, standards are set for our development partners. Housing will be required to meet a minimum 6 Homestar rating to ensure housing is good quality, warm, dry, and more efficient to run.
66. Green infrastructure, increased tree cover and water sensitive design principles will be critical for climate adaptation and resilience and will be utilised in the design of the Waiapu Precinct to support a healthier environment, promote ecological and biodiversity values and minimise flood risk.
67. Panuku is looking to better understand the carbon impact of its developments and is looking for developments to pilot the use of Life Cycle Assessment (LCA) on some projects. There is the opportunity for one of the developments to be involved in an LCA pilot. The opportunity for a development partner to be involved in a pilot should be signalled within relevant design briefs/EOIs/development agreements. Further investigation to explore these opportunities will be the subject of future business cases.

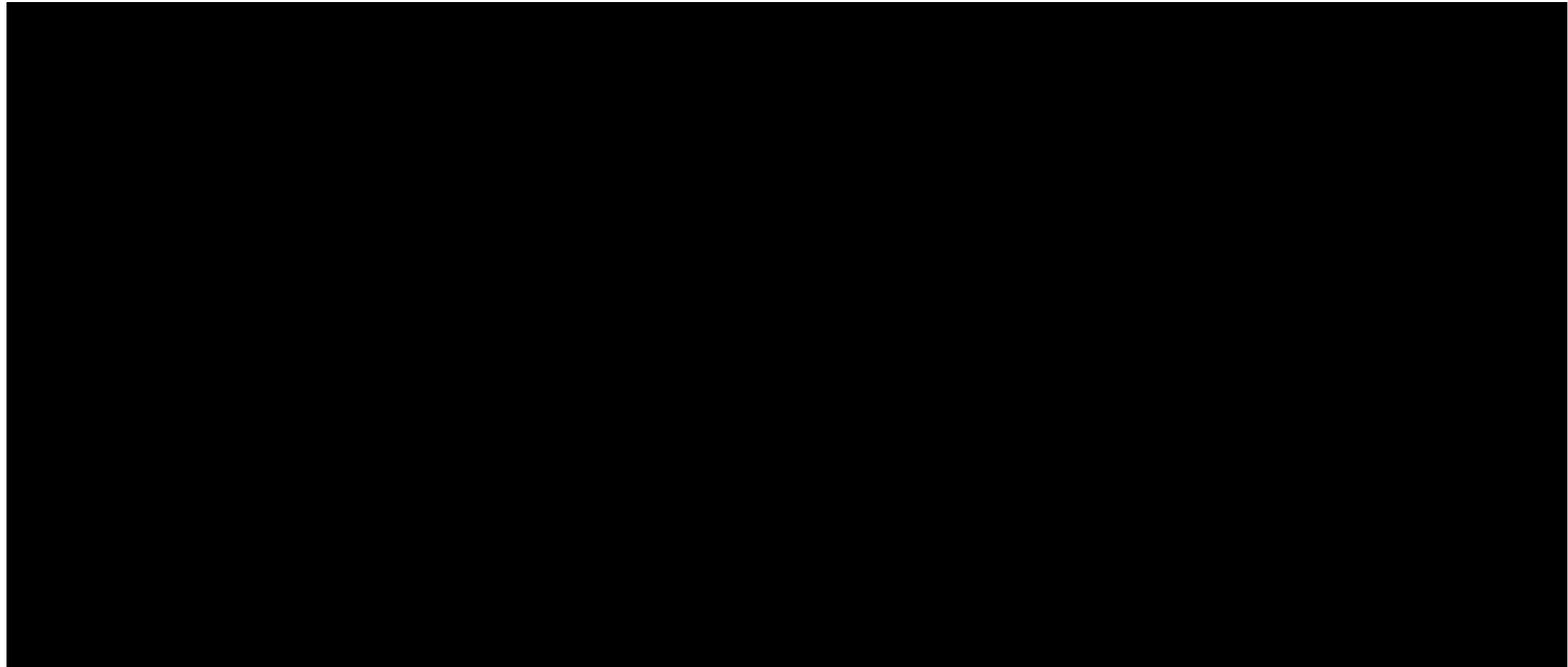
## Ngā koringa ā-muri | Next steps

68. Based on the above initial assessment, the preferred option involves undertaking the following activities, as stage 1:



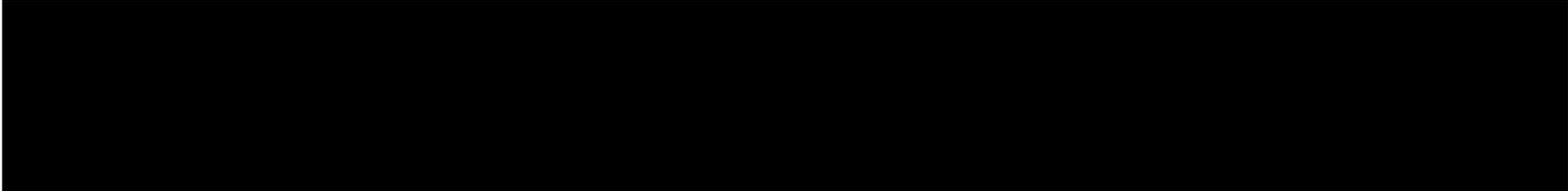


69. As part of stage 2 Panuku shall undertake the following activities:





## Ngā tāpirihanga | Attachments



## Ngā kaihaina | Signatories

Allan Young - GM Development

David Rankin - Chief Executive (acting)

## Information paper: Transform Waterfront Wynyard Crossing resource consent withdrawal

Document author: Lance Furniss - Senior Project Manager; Fiona Knox, Priority Location Director - Waterfront

May 2020

### Whakarāpopototanga matua | Executive summary

1. In early 2019, as part of the America's Cup 36 (AC36) acceleration programme of works, Panuku was asked to consider whether a replacement for the existing Wynyard Crossing could be achieved within a \$20m budget and be delivered in 2020.
2. The original bridge was one of a suite of projects undertaken as part of Auckland hosting the 2011 Rugby World Cup. The existing bridge was designed and built as a temporary pedestrian and cycling link to connect the city to the newly developed Wynyard Quarter.
3. A business case was developed, and a concept and then preliminary design created through a fast-tracked process. At the end of the concept design the Panuku Board approved a recommendation to increase the \$20m budget to \$25.7m. At the end of preliminary design stage, the value of the bridge design was assessed as \$35m. Panuku Programme Steering Group (PSG) agreed with a recommendation to apply for consent while refining the design.
4. The resource consent for the new bridge design was applied for in June 2019. Submissions closed on 28 August 2019, and it is currently in "process hold". Meaning that the submission process has closed, initial council technical reviews have been completed, and council are awaiting confirmation from Panuku to proceed to a hearing.
5. On 26th November 2019, ELT members requested that the project team undertake additional work to consider alternative options and value engineering of the bridge design. This process was designed to test the estimated construction costs before deciding whether to complete the resource consent process.

6. The result of this work has concluded it is unlikely that the cost of the new bridge could be meaningfully reduced from the current \$35m estimate, or that an alternate design, which still meet the design parameters, could be developed which was significantly cheaper. As such, it is now considered that the most prudent option is to maintain the new design, but to withdraw the current resource consent.
7. It is not considered appropriate for Panuku to proceed with obtaining a resource consent where we have no funding to enable construction, and particularly so in this current COVID-19 environment.
8. When considering overall funding requirements for WQ, the new bridge is a significant investment and not currently considered a top priority in the wider waterfront and WQ context where we have other significant investment and funding requirements. However, there is existing stakeholder expectation for increased capacity across the bridge. We propose, assuming it is a priority at the time, to apply for the required funding in the 2024 LTP and if successful re-establishing the design and consenting work in 2025 and starting construction in 2026.
9. As a result, the existing bridge will need to continue to be maintained, which will require regular two-yearly condition assessments, and likely result in maintenance and/or replacement of some significant structural and operational components. It is estimated that these costs will be between \$3m and \$5m assuming its operation over the next 10 years. The majority of these costs will be treated as capex, as they are extending the useful life of the bridge.

## Matapaki | Discussion

### Background

10. The Wynyard Crossing project is the design and development of a new crossing to replace the existing bascule bridge in the Viaduct Marina. The existing bridge was designed and built as a temporary pedestrian and cycling link to connect Wynyard Quarter to the city centre. This was one of a suite of projects implemented as part of Auckland hosting the 2011 Rugby World Cup.
11. The transport strategy for Wynyard Quarter which has been reviewed and updated since the Waterfront Plan has confirmed that the east-west connection from the city to Wynyard, should be for pedestrians and cyclists only. The current alignment of the Wynyard Crossing best meets the needs of these modes. Public transport routes are catered for from Fanshawe Street and up Daldy Street.
12. In early 2019, as part of the America's Cup acceleration programme of works, Panuku was asked to consider whether a replacement bridge could be achieved within a \$20m budget. A feasibility and options analysis report was prepared by Beca, which concluded that it was possible to deliver an alternate bridge within the \$20m budget. An information paper was presented to the board in February 2019, which provided an update on the preferred concept design option within that report.

13. The options study identified the double leaf bascule bridge as the best option in the context of:

- Delivery – Implement quickly prior to September 2020; consentable; meets existing contractual obligations.
- Public Amenity / Functionality – Increased capacity; reduced pedestrian and cyclist conflict; reliability; enhanced public space; caters for events.
- Operation / Maintenance – Reduced bridge faults.
- H&S / Public Safety – Bridge failure injury; crowd management; emergency services access.
- Legacy – Meets Waterfront objectives; caters for growth; promotes walking and cycling objectives; longevity.
- Cost – Capex; operational and lifecycle costs.

## Design development

14. The preferred option from the feasibility report was then progressed to concept design. As the bridge design was developed, specific design requirements were identified through design guidance and stakeholder discussion, these included:

- Preserving and minimising impacts on existing berths
- Allowing Karanga Plaza and steps to continue to be used for public functions and events
- Alignment on the well-defined East-West axis that links with the wider waterfront of Auckland
- Pedestrian crossing capability needs to be maintained during the construction of the new bridge
- The different levels of Karanga Plaza and Te Wero Island need to be resolved through design
- Access to the bridge should not exceed 1:20 gradient.
- Increase in width from 4m to 6m.

15. At completion of the concept design a construction estimate was undertaken by Beca with a peer review by Aecom. The full project cost was estimated to be \$25.7m, which included initial value engineering. A decision paper presented to the board in March 2019 requested approval for increased funding to meet this estimate. The recommendation was approved.
16. Following approval from the board, the design was progressed from concept to preliminary design through a fast-tracked process. McConnell Dowell (MCD) was appointed as Early Contractor Involvement (ECI) contractor. The Preliminary design was costed by MCD in conjunction with Beca, and following value engineering, the project estimate was increased to \$35m.
17. A decision paper was presented to the Panuku Programme Steering Group (PSG) in June 2019 which identified the increased project cost. The PSG approved progressing the project through to resource consent application, with the requirement for another decision point on whether to progress with the detailed design post resource consent.

## Consent history and status

18. Progressing the resource consent at that time was based on a balance of:
  - Meeting the delivery time constraints for implementation immediately following AC36
  - Identifying submitters concerns by putting a "line in the sand"
  - Allowing for refining the design and meeting stakeholder expectations on design engagement
  - Identifying where there may be flexibility with stakeholders which could identify further cost savings.
19. Panuku applied for resource consent in June 2019, and it was notified on 3 July 2019. Submissions closed on 28 August 2019. A total of 61 submissions were received: 14 in support, 9 neutral and 38 in opposition. Key themes of the submissions were:
  - Support for proposed design
  - Support for pedestrian/shared space on the bridge
  - Bridge is not designed to be future proofed for tram/public transport to reduce journey time between Britomart and Wynyard Quarter
  - Priority for pedestrian traffic over boat traffic

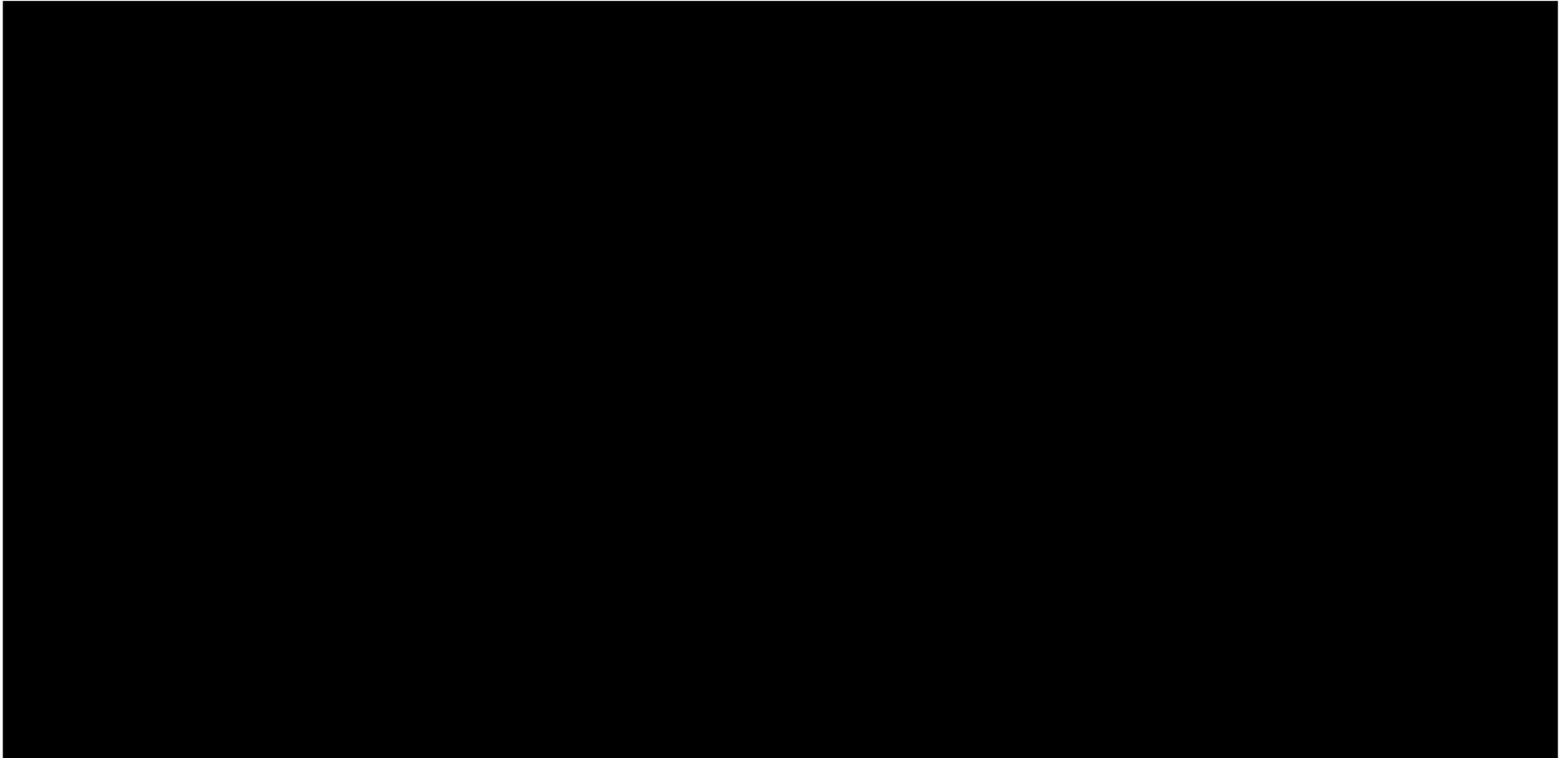
- Segregation of pedestrians from cyclist, electric bikes, scooters, skateboards
  - Bridge width of 6m is not considered sufficient
  - Concerns regarding construction, operation and maintenance of the proposed bridge, and ensuring vessel movements is sufficiently prioritised and maintained
  - Concerns with the lack of certainty around lifting mechanism/safety measures; lack of confirmation of detailed design; impact of construction activities on Viaduct Harbour Marina and vessel priority; and inadequate conditions for ongoing consultation – VHHL
  - Construction noise and effects and impact on Park Hyatt
  - Decline the application - Ngāti Whātua Ōrākei
  - Eight other mana whenua - neutral, but submissions expresses concerns around Panuku's engagement process.
20. The project team continued to engage with stakeholders through the submission process and with key stakeholders once the submission period had closed. There was a particular focus on developing the cultural narrative of the bridge with mana whenua, following their initial feedback, which expressed disappointment with the level of design engagement and input they were able to contribute to. Three mana whenua artists, agreed through the mana whenua governance forum, worked with the architectural firm in enhancing the cultural narrative and expression of the bridge.
21. Ngāti Whātua Ōrākei submitted that the application be declined or if granted the conditions be amended to ensure Ngāti Whātua Ōrākei are given ahi kā relationship with the project area. This relates to the primacy challenge which is due to be heard in the Environment Court.
22. The Resource Consent application is now on "process hold". This means that the submission period for the application has closed and the council's initial documentation review has been completed. Council is waiting for Panuku to confirm proceeding with a hearing. The process hold was initiated on the basis that further work was requested by the Executive Leadership Team (ELT) in December. The request was to consider alternative options and value engineering of the bridge design to further test the estimated construction costs.

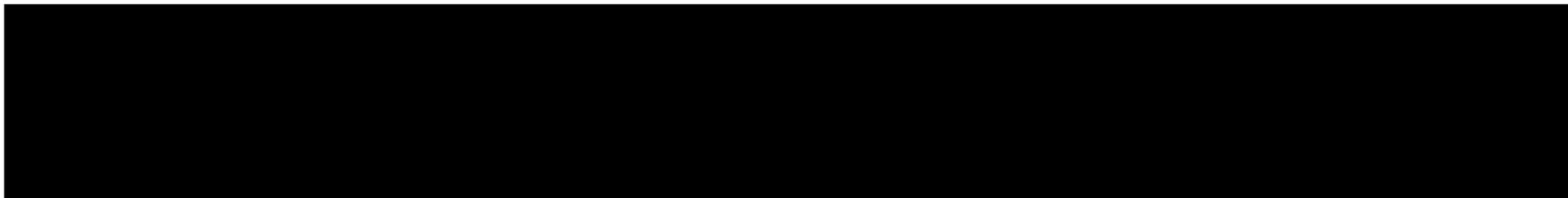
## **Assessment of options for progressing the project**

23. The project team completed additional work to provide the supporting evidence for informing the decision on the best option for progressing the project. The additional work included:

May 2020

- Benchmark bridge - designing a basic superstructure which still meets design criteria
- Value Engineering - high level review of potential value engineering options of current design
- Like for Like - estimate to replace the existing bridge with a visually identical bridge
- Maintain existing - practicality of extending the life of the current bridge





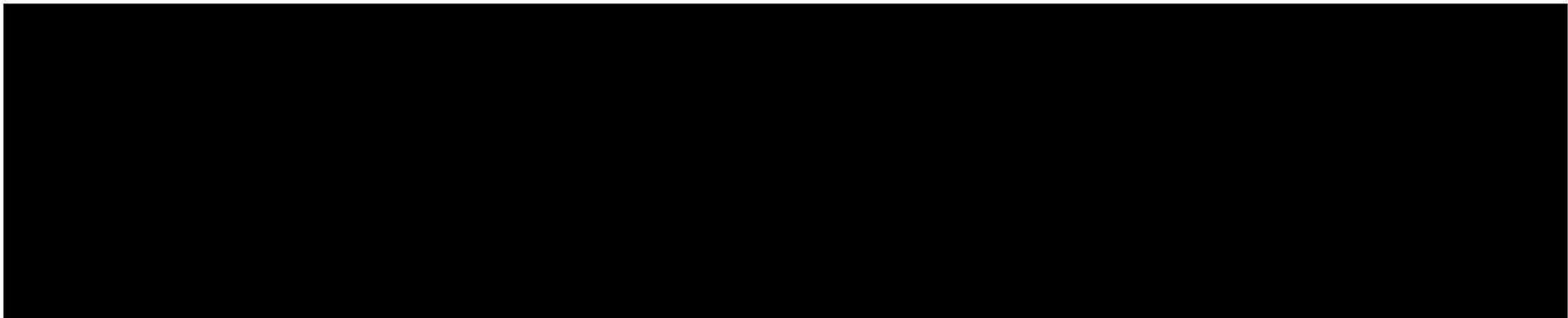
### Viability of existing bridge

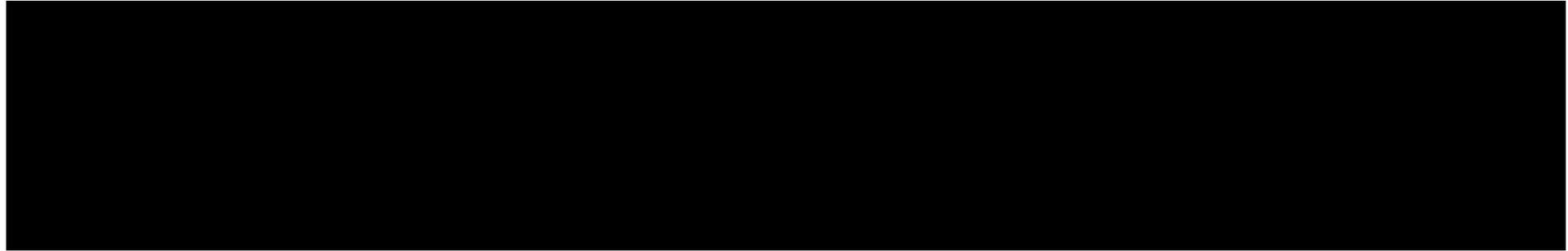
- 30. Three of the options identified above, including the preferred option, require the existing bridge to be maintained until funding for a new permanent option is approved.
- 31. It was determined that the life of the Wynyard Crossing could be extended beyond the previously envisioned 2024 date for the replacement. However, it will likely require that significant structural and operational maintenance and replacement will be required.   

- 32. It is also worth pointing out that opex costs for any new bridge design would also likely exceed the current opex costs, as they are generally considered to reflect a percentage of the total capex costs for this type of infrastructure.

### Impacts

- 33. Impacts of keeping the design and withdrawing the consent include:





34. It is important to reiterate that this option does not make the work completed to date redundant. The design parameters will need to be considered once funding is secured, but it is expected that the fundamentals of the design and the stakeholder engagement to date will carry through to the future revitalisation of the project.

## **Ngā tāpirihanga | Attachments**

Attachment A - Summary of scenarios

## Information paper: Transform Waterfront Vos Boat Shed

Document author: Tracey Ryan, Project Development Manager; Fiona Knox, Priority Location Director - Waterfront

May 2020

### Whakarāpopototanga matua | Executive summary

1. Panuku is underway with planning the Wynyard Quarter Precinct of the Waterfront Plan for the next development stage projects from 2022 as well as planning for activation of waterfront assets prior to the America's Cup 36 event and through 2021.
2. As a response to this, the waterfront team have started to develop a strategy for the interim use of the Vos Boat Shed during the America's Cup 36 event and the long-term use after the event.
3. The thinking has been considered through Panuku levers:
  - a) The opportunity to celebrate Auckland's rich marine character in the restoration of the Vos Boat Shed aligns with our public good investment lever
  - b) The opportunity to fully realise the value of the enhanced experience of this unique wooden boat shed aligns with our commercial investment lever
  - c) The opportunity to focus on the continuation of place-led strategies by way of integration with the wider waterfront place programme aligns with our placemaking lever.
4. The process and timeline are summarised in the discussion, this timeline is subject to uncertainty created by Covid 19 and plans will be adjusted for any changes around the America's Cup 36 event timing, scale or nature of activities permitted. Some opex budget has been built into the 2021 year for the waterfront programme to provide an interim use and function for the newly restored Vos Boat Shed building. Some capex budget has been built into the 2022 to 2028 long term plan to fully restore the slipway boat ramp access.

## Panuku Board consideration and feedback

5. For the Vos Boat Shed building we are proposing a staged process:

### Interim Use Plan

a) Use the building to house the additional marina staff needed during the America's Cup 36 event (from October 2020 to April 2021)

### Future Use Plan

b) Seek an expression of interest (EOI) from the market to lease the restored boat shed (August 2020)

c) EOI evaluation process to select a shortlist of respondents (September 2020)

d) Seek a request for proposal (RFP) from the shortlist (October to December 2020)

e) RFP evaluation process and recommendation (January to February 2021)

f) Board Decision on preferred party (March 2021)

g) Lease negotiation (April 2021)

h) Lease commencement (May 2021)

## Matapaki | Discussion

### Vos Boat Shed background

6. Vos Boat Shed built in 1937, is understood to be the last remaining traditional, classic wooden boat building yard in New Zealand. The original purpose for restoring the boatshed and slipway was to help preserve the art and craft of wooden boatbuilding, and to offer a behind the scenes look at the tradition of boat building and the stories of people who worked at sea. Auckland Council Built Heritage Acquisition Fund (BHAf) confirmed a \$2.3M grant at the October 2017 Finance and Performance Committee meeting:

i) To enable the exemplary restoration of the Vos Boat Shed and reinstate it to a fully functional boatshed with slipway.

- j) To activate the site in such a way that it celebrates Auckland’s rich maritime heritage in an interactive way that expresses the character of the area and reflects the origins of today’s marine industry.
  - k) To create a sense of place and identity by developing the Vos Boat Shed as a social hub for the public, visitors and the marine community.
  - l) Provide a commercial return to Panuku based on land and water space value.
7. The Panuku Board approved the restoration of the Vos Boat Shed Stage 1 to proceed at the July 2017 meeting, [REDACTED].
  8. Stage 1 contract works commenced in 2018 based on an approved budget of \$4.7M. In December 2018 unforeseen asbestos was encountered during demolition works and this resulted in the removal of the boatshed structure to ground level. In September 2019 the Waterfront Governance Steering Committee approved re-allocation of \$1.6M from the Transform Waterfront Programme Contingency to the Vos Boat Shed Stage 1, to complete the restoration works including the reinstatement of the original 1922 trusses based on a revised budget of \$6.3M.
  9. Planned completion for Stage 1 restoration of the building (shed and office space) is October 2020 with Stage 2 repair and reinstatement of the slipway boat ramp subject to LTP funding of \$3M.
  10. The revised estimated cost for Stage 1 restoration is \$6.3M (including BHAF grant of \$2.3M) and the estimated cost for Stage 2 slipway is \$3M, indicating the total Panuku investment (excluding BHAF grant) estimated at \$7M. [REDACTED]
  11. The rental area (excluding circulation and core facilities) is 600m2 and permitted occupancy is 70, refer table below and Attachment Two Vos Boat Shed restoration plans.

2020 Vos Boat Shed	Area	Occupants	Market Rental rate pa
Office (Level 1/ mezzanine)	120m2	12	[REDACTED]
Ancillary shed (Ground level)	90m2	14	[REDACTED]
Boatshed (Ground level)	320m2	32	[REDACTED]
Workshop (Ground level)	70m2	12	[REDACTED]
<b>Total</b>	<b>600m2</b>	<b>70</b>	[REDACTED]

## Interim use plan

12. The Vos building is a hidden gem, that does not yet have a contracted use, particularly in the lead up to and during the America's Cup 36 event. Commercial Place Operations have indicated an interest in the "shed space" for hosting events and other activities as a social hub for the America's Cup 36. The Panuku Marine Services Team have indicated an interest in the "office space" to accommodate additional marina staff who are required to run the additional business associated with the Superyachts. The interim use plan is subject to uncertainty created by Covid-19 and plans will be adjusted for any changes around the America's Cup 36 event timing, scale or nature of activities permitted.
13. The Percy Vos Trust have indicated support for Panuku to use the building for events and functions, as a social hub for the public, visitors and the marine community during the America's Cup 36 event.
14. Mana Whenua have been approached informally to see if this could be a space for Mana Whenua over the course of the event. [REDACTED]

## Future use plan

15. When fully restored the Percy Vos Trust have an interest in the ongoing management of a fully operational working boat yard that is open to the public, to activate the site in celebration of Auckland's rich maritime heritage and to reflect the origins of today's marine industry for \$0 rental rate per annum, this interest will be assessed as part of the process.
16. Panuku Commercial Place Operations have indicated a commercial opportunity that could net an annual rent roll of [REDACTED] per annum (pre Covid-19 conditions) with the Percy Vos Trust use of the facility making way for Panuku to host a minimum number of events [REDACTED]. This opportunity for Panuku (or other parties) to stage key community and social events and activities during the year for a commercial return with the Percy Vos Trust use of the facility will be assessed with the Percy Vos Trust before going to a public process.
17. Other parties such as Regional Facilities Auckland have informally approached Panuku with an interest in operating the fully restored building as part of the wider waterfront place programme, and the staging of key community and social events and activities during the year, this interest will be assessed with Regional Facilities Auckland before going to a public process.
18. Mana Whenua have been approached informally to see if this could be a space for Mana Whenua in the future. This initial thinking will be further progressed as part of the Wynyard Quarter Precinct planning discussions about opportunities for Mana Whenua and cultural expression into the future.

19. In keeping with the original business cases, and the conditions of the BHAF, it is expected that the building meets “a number of key social, heritage and waterfront objectives” (Vos Business Plan 2015-19) by way of connection to the Panuku Placemaking team, integration with wider waterfront place programme, and the staging of key community and social events and activities during the year.

## Staged process

20. Subject Panuku Board discussion, the emerging view is the following staged process. This process will acknowledge uncertainty created by Covid-19 and flexibility for any changes around the America's Cup 36 event timing, scale or nature of activities permitted:

- a) Use the building for marina staff during the America's Cup 36 event to house additional staff required and to host events (from October 2020 to April 2021), timing and use subject to Covid-19.
- b) Seek an Expression Of Interest (EOI) from the market (August 2020) for formal confirmation of willingness and intent to submit a proposal for the management and operation of a fully restored building in keeping with “a number of key social, heritage and waterfront objectives” (Vos Business Plan 2015-19) and to provide “a commercial return to Panuku” (Finance and Performance Committee 2017).
- c) Evaluation process part one (September 2020) - initial shortlist of respondents based on a pass/fail assessment against the key objectives, each respondent is required to meet all pre-conditions to progress to the next stage.
- d) Seek a Request For Proposal (RFP) from the initial shortlist respondents (October to December 2020) for a business model based on evaluation criteria and weightings in keeping with the original business cases and set out within the RFP.
- e) Evaluation process part two (January 2021) - final shortlist of respondents based on proposals evaluated on their merits according to the evaluation criteria and weightings as set out in the RFP. Each member of the evaluation panel undertakes an assessment of the proposals against the evaluation criteria and scores the proposals accordingly. The evaluation panel meets to review the overall scores and selects two respondents to progress to the next stage.
- f) Evaluation process part three (February 2021) - recommendation on the preferred party based on interviews. Evaluation panel interview final shortlisted parties and based on the outcome of the interviews make a preferred party recommendation.
- g) Panuku Board decision on the preferred party (March 2021).
- h) Lease agreement negotiation (April 2021) - terms and conditions based on a fully restored building, key social, heritage and waterfront outcomes, Panuku access to fully restore the slipway boat ramp and a commercial return to Panuku [REDACTED]

May 2020

21. The unique location of the boatshed close to the social hub of the Wynyard Quarter strongly supports the original intention for Panuku to retain ownership and governance over the building through a staged process to select a preferred party based on meeting key social, heritage and waterfront objectives for a commercial return.

## **Ngā tāpirihanga | Attachments**

Attachment A: Vos Boat Shed Restoration Plans



ARTIST IMPRESSION

Issue Name	Change ID	Issued By	Date
PRELIMINARY		JS	18.05.17
PRELIMINARY		JS	02.05.17

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AT  
38 HAMER STREET

DRAWING TITLE  
COVER SHEET

DO NOT SCALE. CONTRACTOR TO VERIFY ALL  
DIMENSIONS ON SITE

REF NO: 506

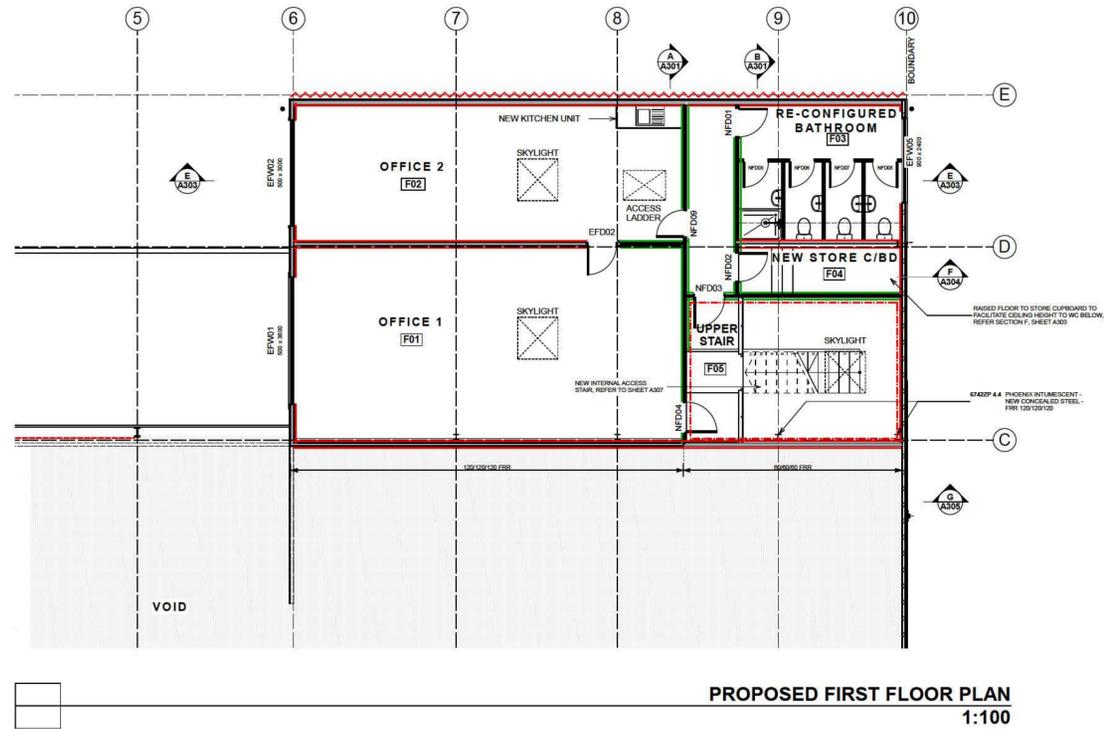
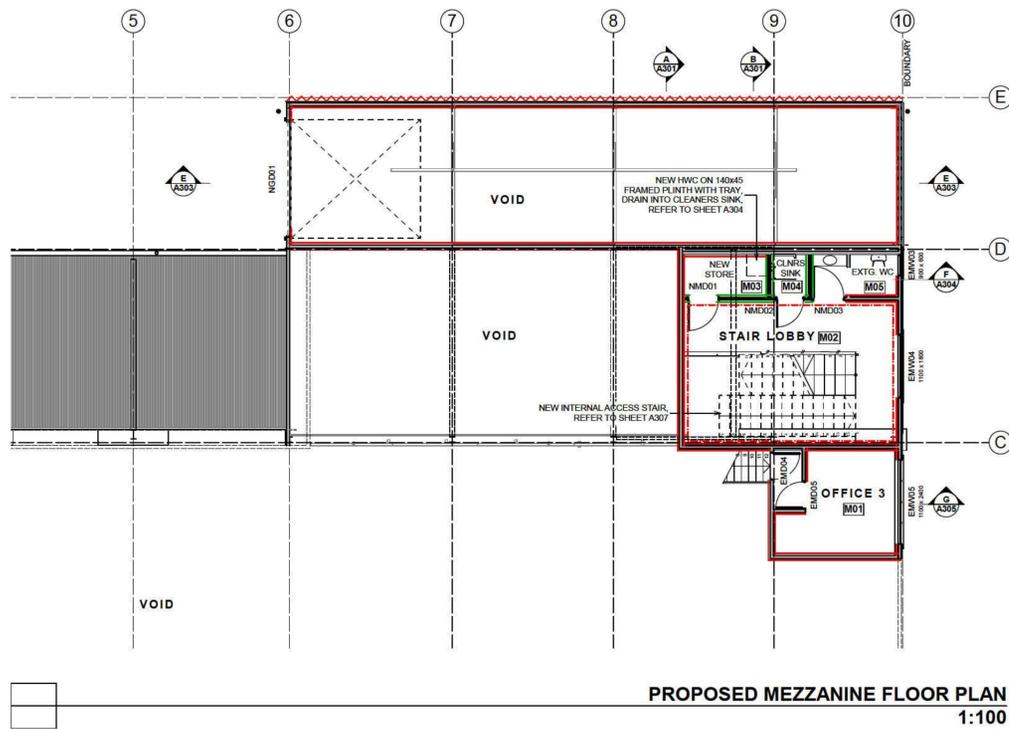
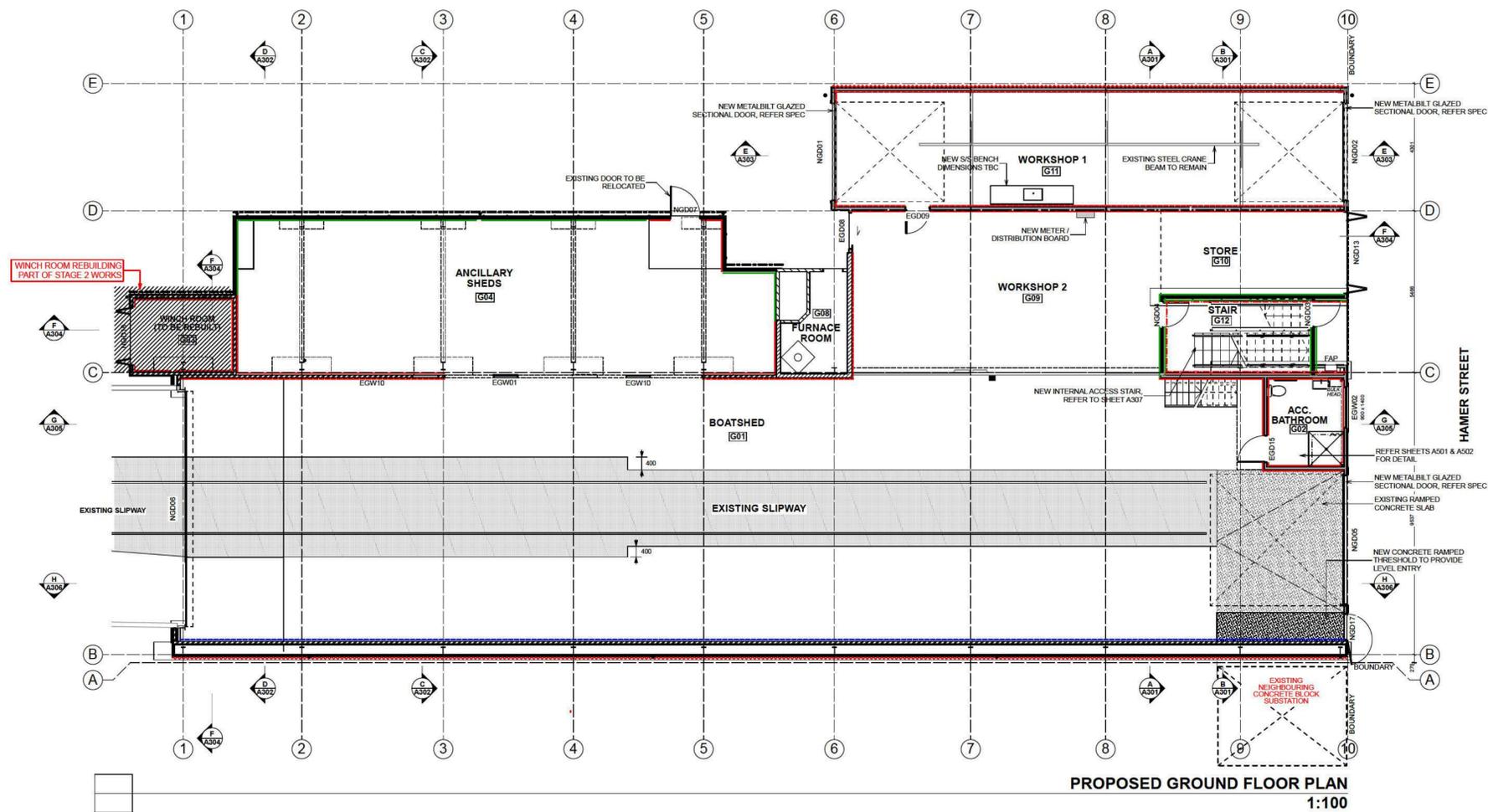
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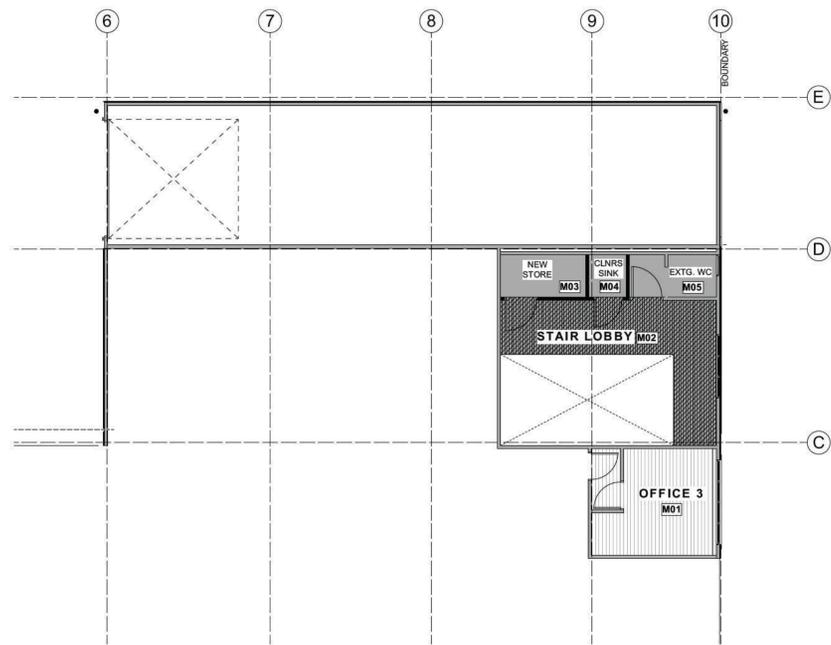
ISSUE: PRELIMINARY

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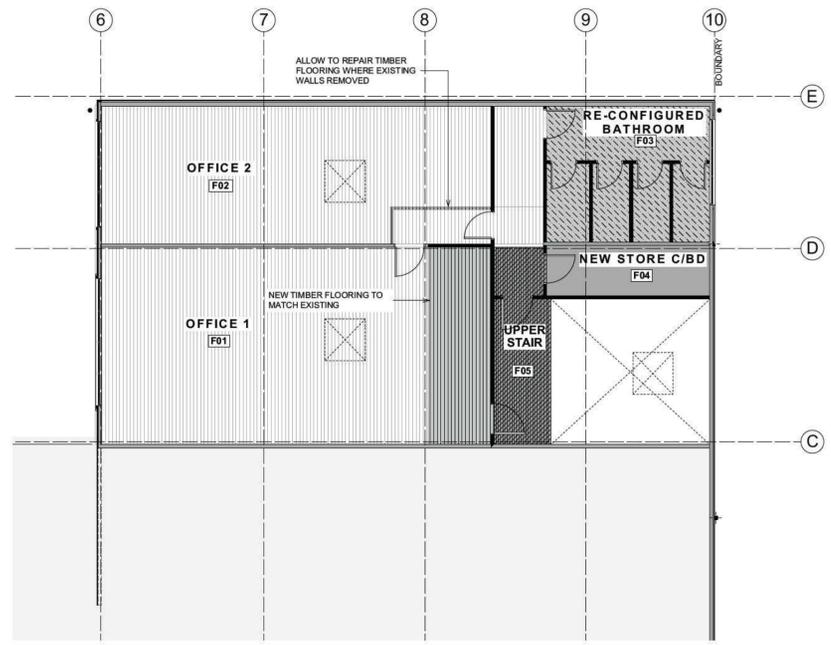
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**MEZZANINE FLOOR FINISHES PLAN**  
1:100



**FIRST FLOOR FINISHES PLAN**  
1:100



**GROUND FLOOR FINISHES PLAN**  
1:100

**FLOOR FINISHES LEGEND:**

- 6721 4.1** NEW T&G TIMBER FLOORING
- 3102 4.3** EXISTING CONCRETE FLOOR
- 3102 4.2** NEW CONCRETE FLOOR
- 6721 4.2** NEW T&G TIMBER FLOORING OVER NEW SLAB
- 6411J 4.1** 2MM COMMERCIAL VINYL SHEET LAID OVER NEW SLAB
- 6411J 4.2** 2MM COMMERCIAL VINYL SHEET LAID OVER NEW PLYWOOD FLOORING
- 6413A 4.2** ADVANCE NEOFLEX EXPRESS DELIVERY R01
- 6721 4.4** EXISTING T&G TIMBER FLOORING
- 6411J 4.3** 2MM COMMERCIAL VINYL SHEET LAID OVER EXISTING FLOORING

**FLOOR FINISHES NOTES:**

**TIMBER FLOORING:**

- ALLOW TO MAKE GOOD AND REPLACE DAMAGED FLOOR BOARDS. FIT SELECTED TIMBER TO MATCH EXISTING WHERE FLOOR RECONSTRUCTED, CLEAN DOWN

-REFER TO ARCHITECTS SPECIFICATION FOR FURTHER INFORMATION ON FINISHES

**CONCRETE FLOORING:**

- ALLOW TO CLEAN DOWN. ALLOW TO INSPECT AND MAKE GOOD AS INSTRUCTED

-REFER TO ARCHITECTS SPECIFICATION FOR FURTHER INFORMATION ON FINISHES



PROJECT NORTH

ID	Issue Date	Issued By	Issue Name
D	13/01/2020	KM	Construction Issue
C	10/12/2019	KM	Construction Issue
B	26/09/2019	KM	Construction Issue
A	21/11/2018	KM	Construction Issue
04	2/08/2018	KM,JS	Tender

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DRAWING TITLE  
PROPOSED FLOOR FINISHES PLANS

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REF NO: 506

DATE: 2/04/2020

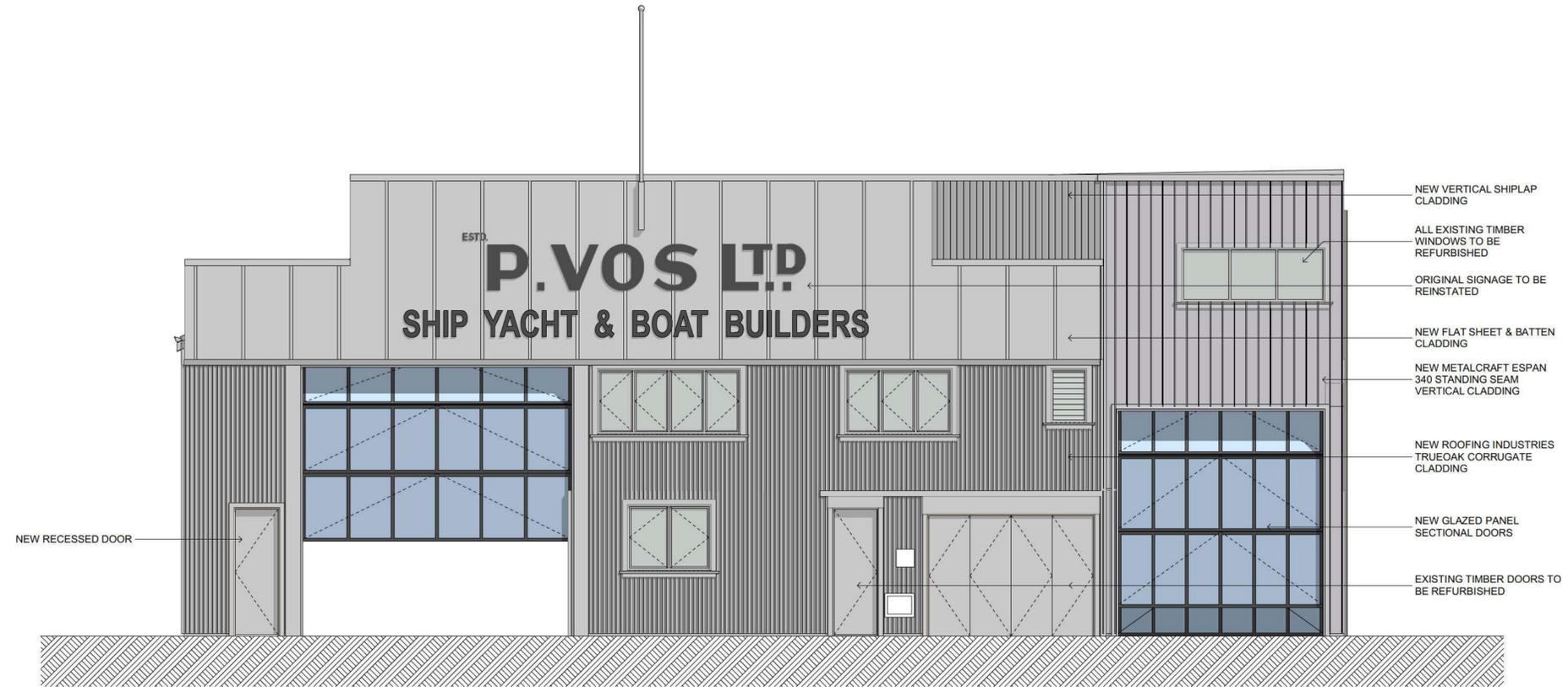
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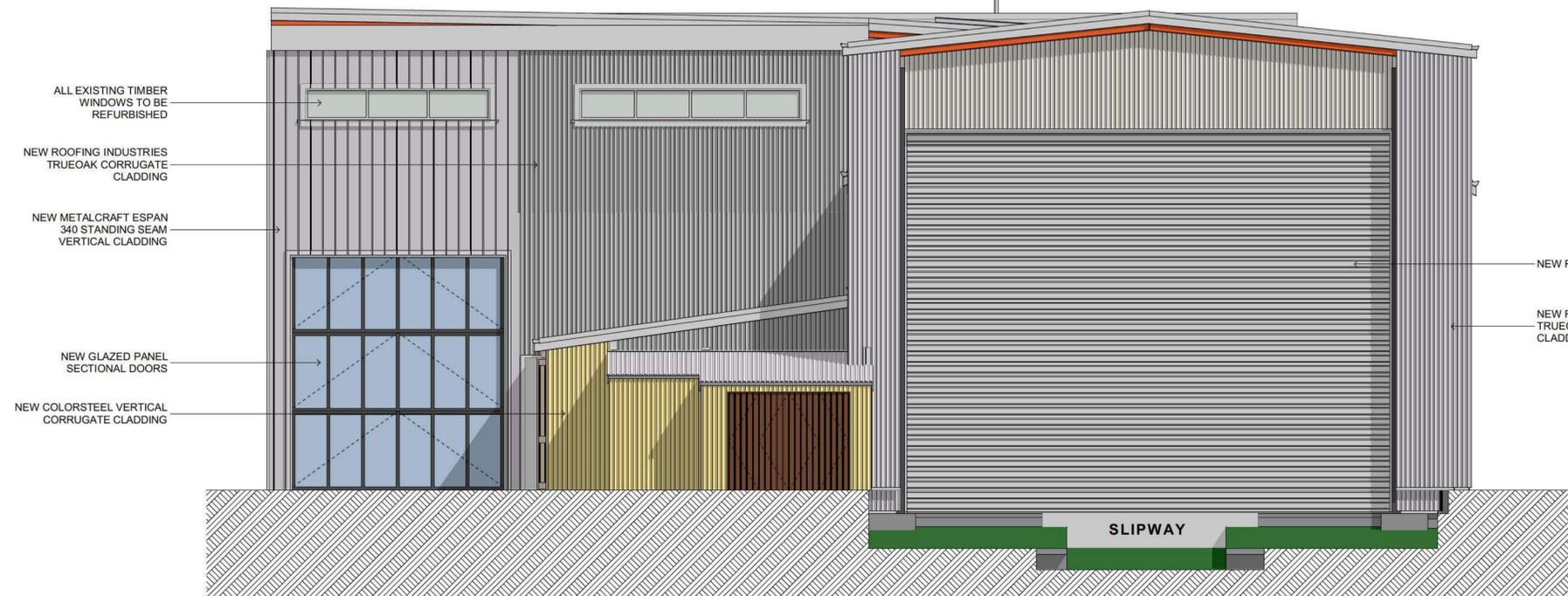
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- NEW VERTICAL SHIPLAP CLADDING
- ALL EXISTING TIMBER WINDOWS TO BE REFURBISHED
- ORIGINAL SIGNAGE TO BE REINSTATED
- NEW FLAT SHEET & BATTEN CLADDING
- NEW METALCRAFT ESPAN 340 STANDING SEAM VERTICAL CLADDING
- NEW ROOFING INDUSTRIES TRUEOAK CORRUGATE CLADDING
- NEW GLAZED PANEL SECTIONAL DOORS
- EXISTING TIMBER DOORS TO BE REFURBISHED

NEW RECESSED DOOR

South-East Elevation  
1:50



- ALL EXISTING TIMBER WINDOWS TO BE REFURBISHED
- NEW ROOFING INDUSTRIES TRUEOAK CORRUGATE CLADDING
- NEW METALCRAFT ESPAN 340 STANDING SEAM VERTICAL CLADDING
- NEW GLAZED PANEL SECTIONAL DOORS
- NEW COLORSTEEL VERTICAL CORRUGATE CLADDING

- NEW ROLLER DOOR
- NEW ROOFING INDUSTRIES TRUEOAK CORRUGATE CLADDING

SLIPWAY

North-West Elevation  
1:50



Issue Name	Change ID	Issued By	Date
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DRAWING TITLE  
SOUTH-EAST / NORTH-WEST  
ELEVATIONS

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DIMENSIONS ON SITE

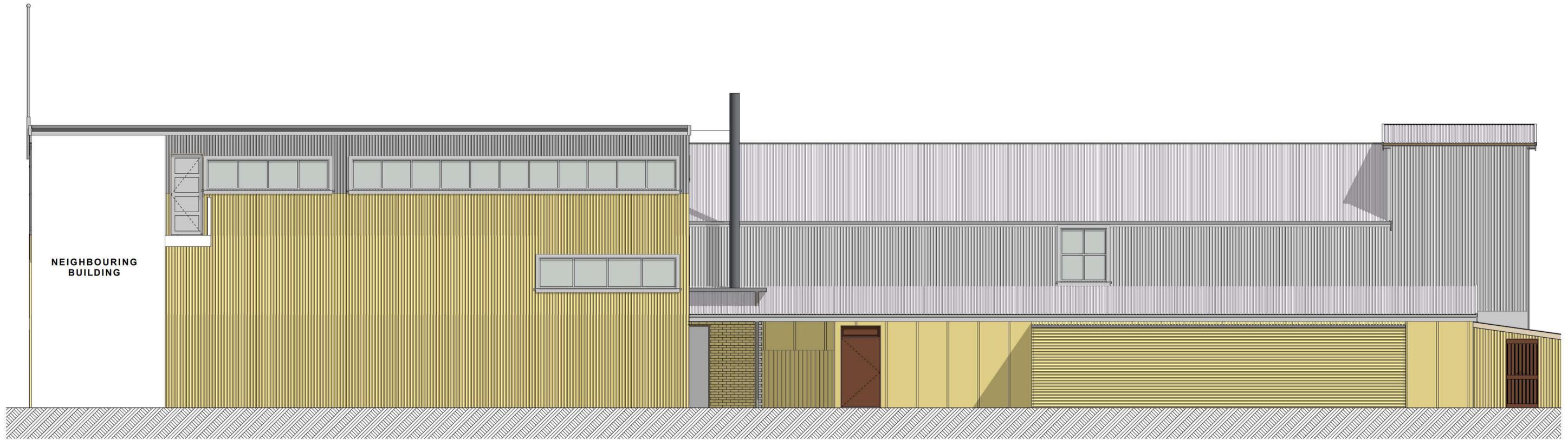
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NEIGHBOURING  
BUILDING

Existing North-East Elevation  
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PRELIMINARY		JS	02.05.17

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AT  
**38 HAMER STREET**

DRAWING TITLE  
**EXISTING NORTH-EAST  
ELEVATION**

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DIMENSIONS ON SITE

REF NO: 506

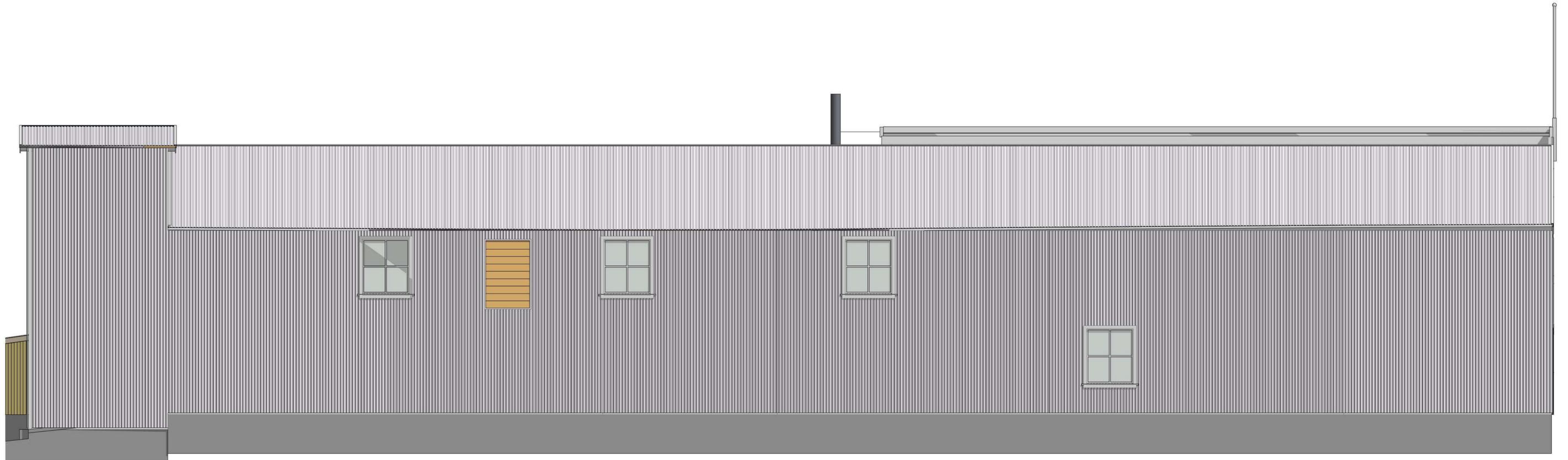
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Existing South-West Elevation  
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DRAWING TITLE  
EXISTING SOUTH-WEST  
ELEVATION

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DIMENSIONS ON SITE

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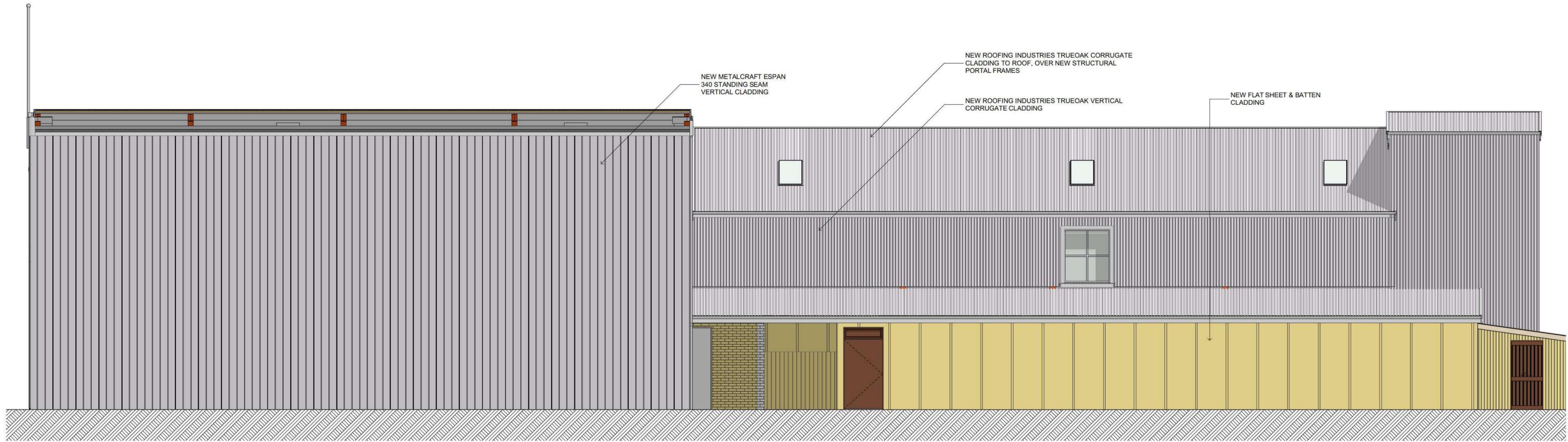
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NEW METALCRAFT ESPAN  
340 STANDING SEAM  
VERTICAL CLADDING

NEW ROOFING INDUSTRIES TRUEOAK CORRUGATE  
CLADDING TO ROOF, OVER NEW STRUCTURAL  
PORTAL FRAMES

NEW ROOFING INDUSTRIES TRUEOAK VERTICAL  
CORRUGATE CLADDING

NEW FLAT SHEET & BATTEN  
CLADDING

North-East Elevation  
1:50

Issue Name	Change ID	Issued By	Date
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NORTH-EAST ELEVATION

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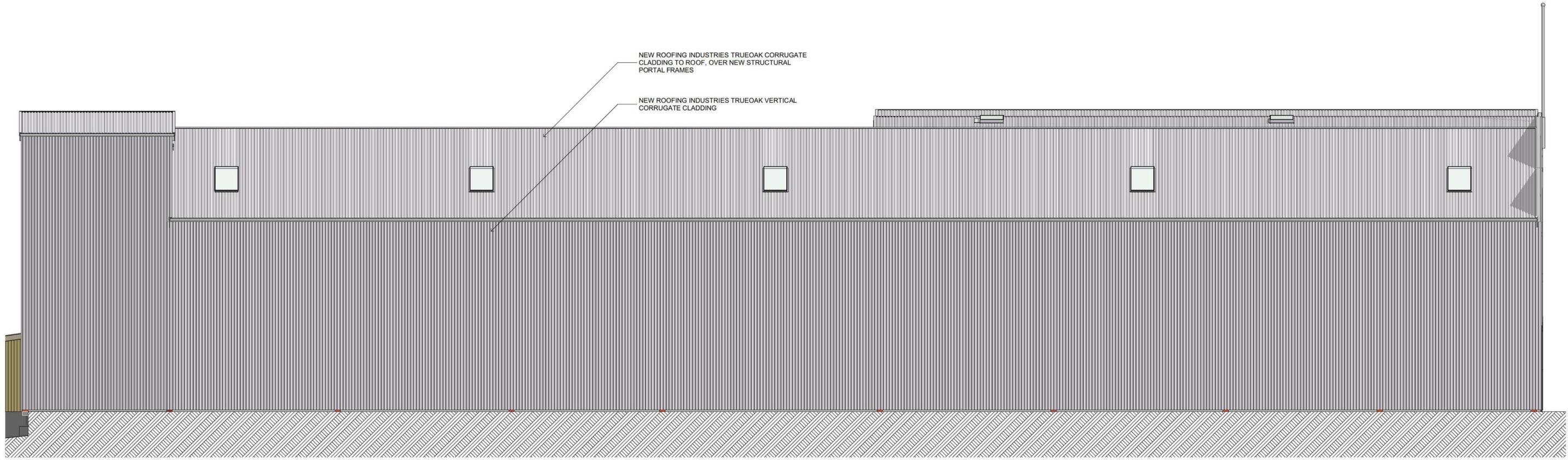
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NEW ROOFING INDUSTRIES TRUEOAK CORRUGATE  
CLADDING TO ROOF, OVER NEW STRUCTURAL  
PORTAL FRAMES

NEW ROOFING INDUSTRIES TRUEOAK VERTICAL  
CORRUGATE CLADDING

South-West Elevation  
1:50

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SOUTH-WEST ELEVATION

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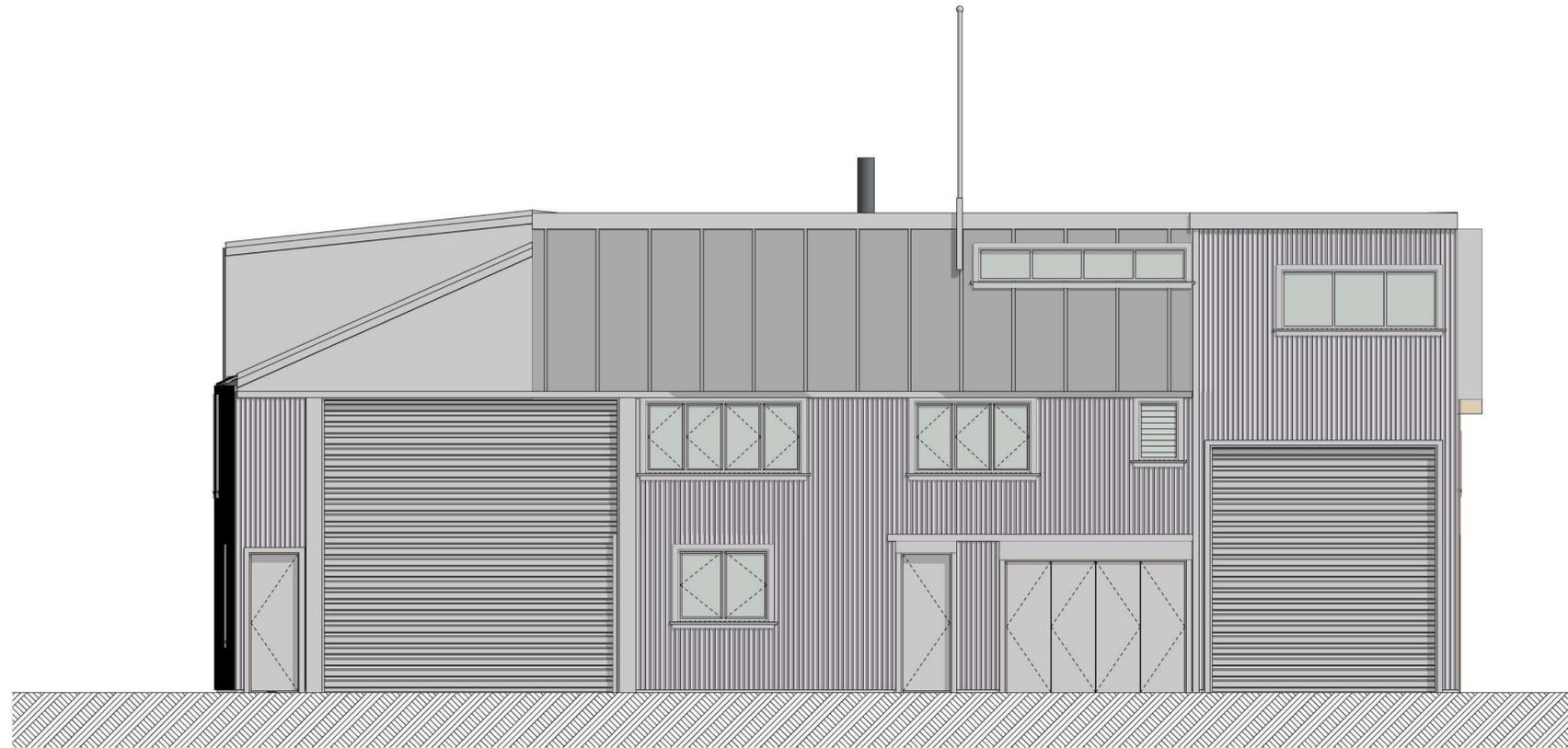
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Existing South-East Elevation  
1:50



Existing North-West Elevation  
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EXISTING SOUTH-EAST / NORTH-  
WEST ELEVATIONS

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## Decision paper: Unlock Takapuna Programme Business Case

Author: Kate Cumberpatch, Priority Location Director

May 2020

### Ngā tūtohunga | Recommendations

1. That the Panuku Board:

- a) Approve the revised Unlock Takapuna programme business case.
- b) Approve in principle, to the ongoing investment in the programme, noting that this is subject to Auckland Council Long-term Plan and confirmation of ongoing funding through reinvestment.
- c) Approve the following site disposals, subject to Panuku Board approval on proposed development agreement terms (as per delegations), for the financial year to 30 June 2021:
  - i. Development part 40 Anzac Street and 38 Hurstmere Road (inflight) for mixed use development
  - ii. Development part 14 Huron Street (smaller site adjacent to the Gasometer car park)
  - iii. Development part 14 Huron and 15 Northcroft streets (Auburn Street frontage) for high density residential development
- d) Approve the following public realm investment projects and initiatives for the financial year to 30 June 2021:
  - i. Anzac town square (ongoing investment) – creating a 3,200sqm civic open space in the centre of Takapuna
  - ii. Huron and Northcroft streetscape improvements (ongoing investment)
  - iii. Project completion of the Gasometer car park

- e) Approve placemaking, engagement and communications relating to the enabling of the above site disposals, public realm investment projects for the financial year to 30 June 2021.
- f) Note that the FY21 investment requirements of \$3.7M capex and \$400,000 opex, and the baseline programme milestones for FY21 will be approved as part of the June 2020 Portfolio Investment decision paper.
- g) Note the Unlock Takapuna programme is subject to confirmation of annual programme funding and the programme milestones in the June 2020 Portfolio Investment decision paper.

## Whakarāpopotanga matua | Executive summary

- 2. This paper seeks formal approval of the Unlock Takapuna programme business case which is described in the attached executive summary (Attachment 1) and supporting full programme business case which is available in the resource centre.
- 3. The programme commenced in 2016 and the projected end date of this programme is 2029.
- 4. The next stage of investment is focused on the delivery of the Takapuna town square, streetscape improvements and development procurements.

**Figure 1: Unlock Takapuna; preferred option**



May 2020

5. The total anticipated investment in the programme is \$42.5M. Spend to date on the programme has been \$30M.
6. The financial benefits of this programme are projected to be in the region of [REDACTED] net and are a direct result of:
  - Sale of part 14 Huron Street – small Gasometer site
  - Sale of part 14 Huron and 15 Northcroft streets (fronting Auburn Street) – Gasometer development site
  - Sale R78 and 72A Hurstmere Road [REDACTED]
  - Sale of part of 40 Anzac Street and 38 Hurstmere Road – five development sites within this precinct
7. The intended overall non-financial outcomes and benefits of this programme are:
  - Approximately 250 new sustainable homes of mixed typologies and providing affordable options
  - A new civic open space to create a civic heart for Takapuna (3,200sqm)
  - Commercial space that will bring employment and business opportunities and contribute to the already thriving hospitality sector in Takapuna (potential for 6,500sqm)
  - Improved streetscapes along Huron and Northcroft street to strengthen the connection to Takapuna town centre
  - 2 infrastructure enabling projects – Gasometer car park and service pipes surrounding Gasometer site.

## Horopaki | Context

8. The Panuku managed programme, Unlock Takapuna, is focused on two main sites being the Gasometer site and the Anzac Street precinct.
9. Takapuna is a Metropolitan Centre and development is focused on enhancing this centre to match this zoning status.
10. The strategic levers for Unlock Takapuna are:



11. The property market is still seeing development in Takapuna, albeit at a much slower rate to a couple of years ago. The development projects Panuku has taken to the market have not seen as much interest as we would have anticipated. A number of public good and infrastructure enabling works have needed to be delivered before development could progress.
12. Unlock Takapuna is in delivery phase, with nearly all projects already underway.
13. The staged approach can be summarised in the following:
  - i. Enable infrastructure – through delivering a 400+ space car park building and delivering new services pipes around the Gasometer site to enable development and redirect overland flow paths.
  - ii. Deliver public realm – the Anzac town square needs to be delivered on 40 Anzac Street and 38 Hurstmere Road to create a civic heart and enable surrounding development in the centre of town.
  - iii. Housing choice and provision in Takapuna town centre.
14. Previous Panuku Board and council engagement and decisions are set out in Attachment B.

## Matapaki | Discussion

### Strategic outcomes

1. The Unlock Takapuna programme will follow Panuku policies, strategies and guidelines as agreed by the Panuku Board.

2. For Unlock Takapuna this is relevant to our approach to sustainability (section 3.4.1 in the programme business case), affordable housing and housing mix (section 3.4.2 in the programme business case) and working with Maori (section 3.4.3 in the programme business case).

## Portfolio context

15. Panuku has been mandated by Auckland Council to deliver a car parking facility for 400+ cars to satisfy the transport arrangements for the centre and a civic open space of at least 3,000sqm to create a civic heart for Takapuna.
16. Panuku investment in a location is for a variety of purposes, which will vary depending on the location and its requirements. The table below details the investment profile over the planned life of the programme.

**Table 1: Unlock Takapuna; projects investment type**

Investment type	Description	Low, Med, High
Unlock	Investment that has to happen to unlock development opportunities on Panuku sites. This includes: <ul style="list-style-type: none"> <li>a) infrastructure essential to make a site more marketable</li> <li>b) infrastructure to service future growth in the area</li> </ul>	High
Catalyse	Investment that is important to stimulate/advance change in a location by others and is expected to bring about significant change that would not happen within desired timeframes without this project	Med
Support	Creates additional non-financial (social, environmental, cultural, economic) value by creating new or significantly improved community assets to support a growing population	Low
Lead	Demonstrates leadership in relation to strategic outcomes and innovation. We expect some value trade-off. The project seeks to influence practice and outcomes in the wider market and has some element of replicability. This investment is often a property value write-down	Low

Critical	Urgently required to address risks such as maintaining level of service delivery, harm to people due to H&S issues, negative environmental impact or other or required due to legislative, regulatory, contractual and other requirements	Low
Growth	Facilitates business growth by providing new, expanded facilities	Med
Reputation	Significant public and political interest and support for the project, with significant reputation impact if the project is not carried out	High

## Progress to date

17. To date this programme has delivered:

- Construction being nearly complete for a new 420 space car park facility including infrastructure enabling works to redirect overland flow paths and provide stormwater pipes with greater capacity
- Agreement with community and council on the delivery, location and size of a new town square

## Hīraunga | Implications

18. This section outlines all relevant implications for Panuku.

## Ngā ritenga ā-pūtea | Financial implications

19. The programme makes the following financial assumptions:

- That the property market will generate property sales of enough value and in a timeframe that sufficient capital funds through reinvestment remain available.
- That there is sufficient operational expenditure available to support ongoing change initiatives in the location.

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

20. Key risks to the programme are:

Risk	Mitigation
Property market conditions	Defer procurement and/or amend strategy to better meet current market conditions
Supplier capability and capacity	Defer procurement or amend strategy to be direct appointments for certain suppliers
Work programmes not aligned between key stakeholders	Develop Panuku programme in close liaison with related parties. Regularly meet other parties working in area.
Stakeholder expectations on speed and scope of delivery not maintained	Regularly engage with stakeholders to understand priorities. Communicate constraints and manage expectations.

## Ngā whakaaweawe rauemi | Resourcing impacts

21. The programme anticipates 2.5 FTE of internal resource over the next 12 months, comprising development and project managers, and expertise from Panuku’s centres of excellence.

## Ngā koringa ā-muri | Next steps

22. The Programme will continue to be delivered in conjunction with the following partners:

- Māori and Mataawaka
- Council Group partners: Auckland Council parks and recreation, Auckland Transport, Healthy Waters and Auckland Council Development Programme Office

May 2020

23. Implementation will continue in line with the approved programme with progress reported to the board quarterly and monthly oversight by the management assurance functions: Portfolio Governance Group (PGG) and Programme Steering Group (PSG).

## **Ngā tāpirihanga | Attachments**

Attachment A. Unlock Takapuna Programme Business Case Overview

Attachment B. Previous Panuku Board and Auckland Council engagement and decisions

## **Ngā kaihaina | Signatories**

Ian Wheeler - Chief Operating Officer

David Rankin - Chief Executive (acting)

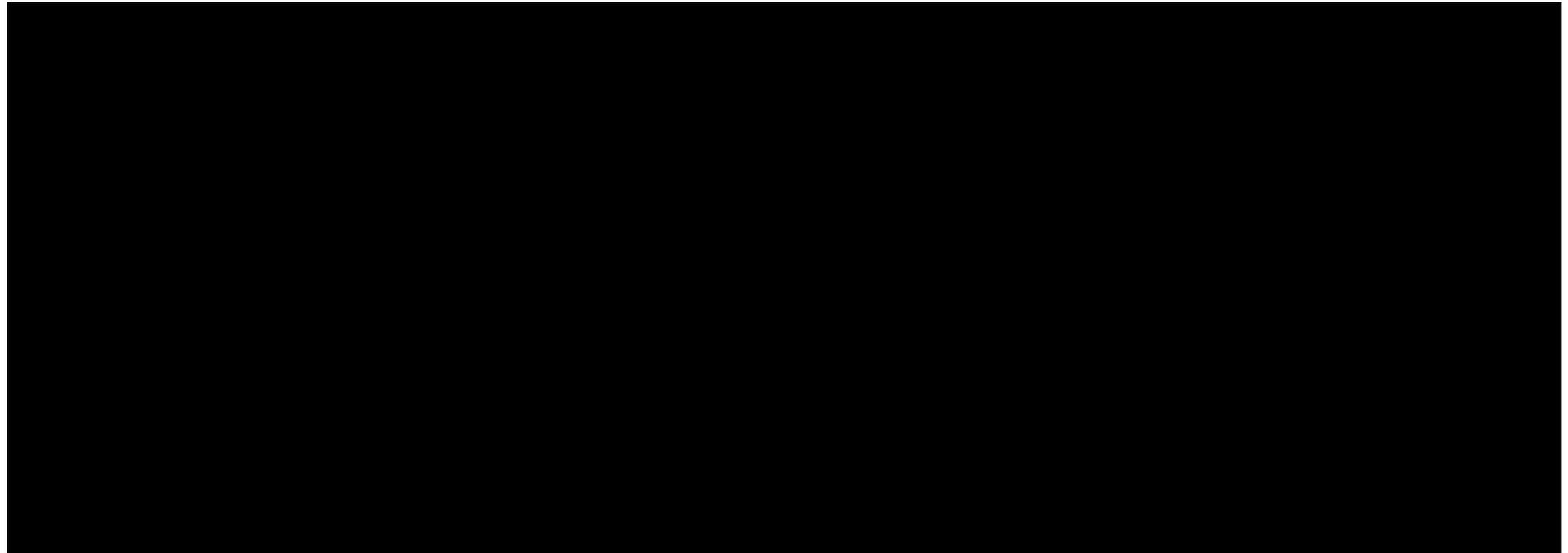
## **Decision paper: Unlock Takapuna: Development partner approval for development of 40 Anzac Street and 30-34 Hurstmere Road**

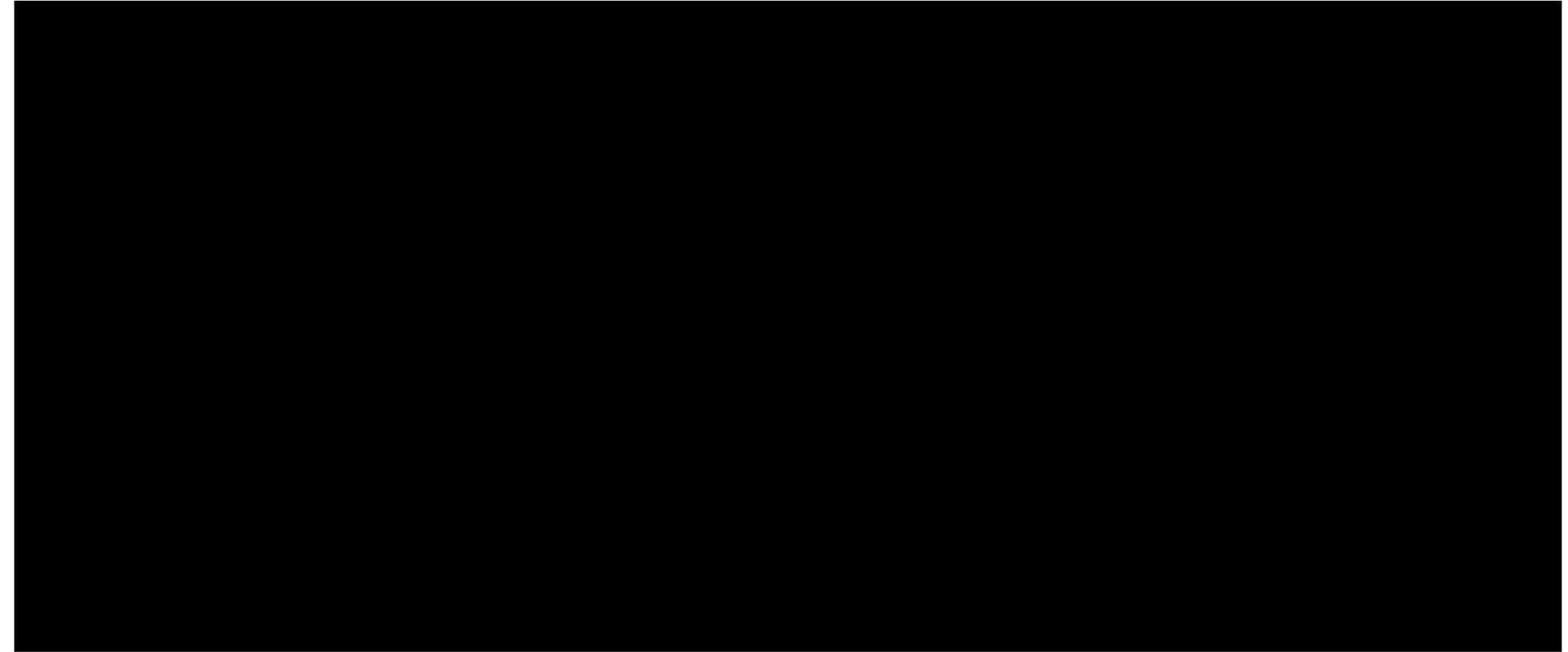
Author: Kate Cumberpatch, Priority Location Director - North

May 2020

### **Ngā tūtohunga | Recommendations**

1. That the Panuku Board...





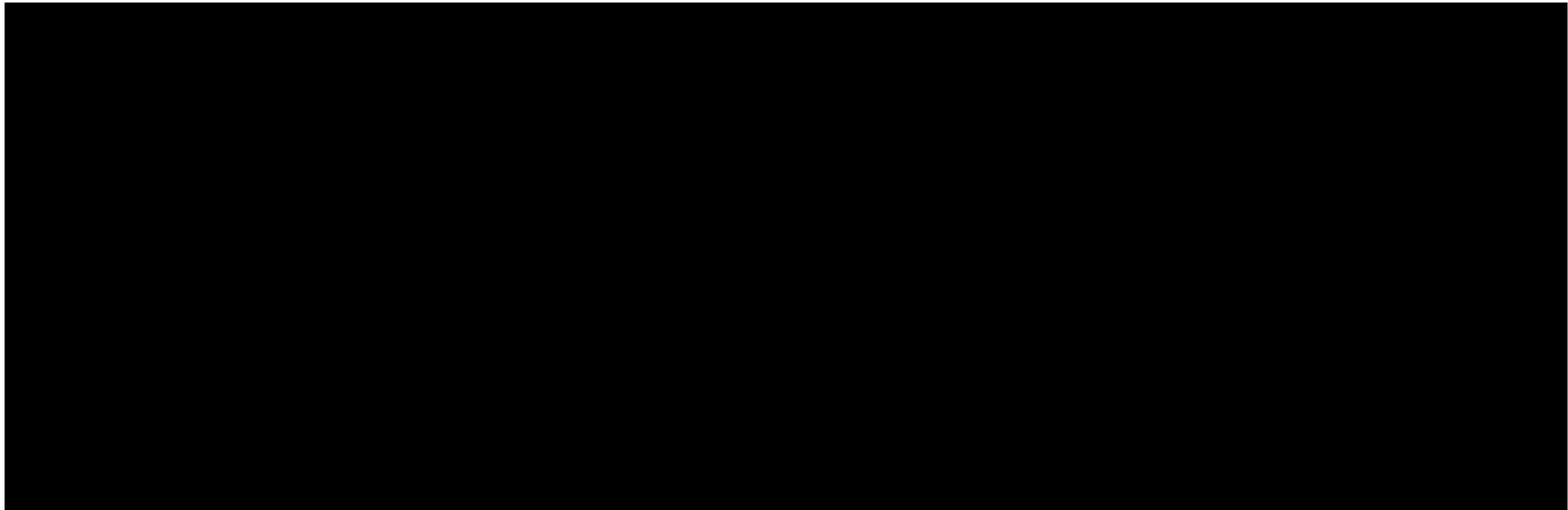
## Whakarāpopototanga matua | Executive summary

2. As part of the Unlock Takapuna programme, Panuku started a two-stage procurement process to seek a development partner for the development opportunity at 40 Anzac Street and 30-34 Hurstmere Road.
3. The development opportunity has five development blocks across this 1ha site with a new 3,200 sqm town square being delivered in the centre of the site by Panuku.
4. The development objectives for this development have been derived from the objectives in the Unlock Takapuna High Level Project Plan and the Framework Plan. The design brief that was included in the procurement process was reviewed and agreed by the Panuku Technical

Advisory Group which is also independently reviewing the design of the town square as it progresses. It is vitally important that the town square and the surrounding developments integrate well.



7. The process to approve and arrange the town square has been long-winded with many rounds of public consultation and Auckland Council Governing Body decisions made to reach an approved spatial arrangement. It is not recommended that Panuku seeks to change the spatial arrangement of the town square from the council approved arrangement. This would risk our reputation and decrease any community trust we have in Takapuna.



## Horopaki | Context

### Council approval to dispose

13. Auckland Council's Auckland Development Committee approved the disposal of 40 Anzac Street, 30 Hurstmere Road and 34 Hurstmere Road at its 10 March 2016 meeting.
14. A condition of the disposal was to satisfy any statutory requirements. There was a statutory requirement to publicly consult on the change of use and ownership of 40 Anzac Street. This was because Auckland Council had historically acquired the property through a loan that was paid via a targeted rate, and case law precedent required public consultation.
15. Auckland Council's Planning Committee heard the submissions from the public consultation and approved the disposal of 40 Anzac Street provided a town square was provided.
16. Following further public consultation, it was determined that the town square was to be over 3,000 square metres in size and be located across the sites connecting Lake Road to Hurstmere Road.

### Available development blocks

17. Using the size and location as preferred by the community, our design team for the town square, Isthmus, designed the site plan for the town square and the development sites. The site plan is in attachment 1.
18. The spatial arrangement of the town square has been approved by Auckland Council's Environment and Community Committee which has the delegation to approve new open space being created for council. We have the authority to make slight amendments to the boundaries of the town square if required to enable a better development.

## Objectives of precinct

19. The vision for Unlock Takapuna is to:

"Make the most of Takapuna's lake and seaside setting to create a safe, accessible and vibrant town centre orientated around pedestrians and cyclists."

20. The objectives of this development as set out in the Unlock Takapuna High Level Project Plan and Framework Plan are:

- a) Town centre revitalisation through mixed use development on 40 Anzac Street
- b) Improve the connection to the beach between Lake and Hurstmere roads
- c) Help meet the demand for additional housing and choice in Takapuna by providing a variety of housing types and price points
- d) Enhance public transport facilities and provide an appropriate level of car parking to service the town centre
- e) Be a potential catalyst for further development in the town centre and fringe, consistent with the vision for the centre.

21. All previous Panuku Board and Auckland Council decisions and engagement relating to these Unlock Takapuna properties are outlined in the table in attachment 3.

## Matapaki | Discussion

### Procurement process

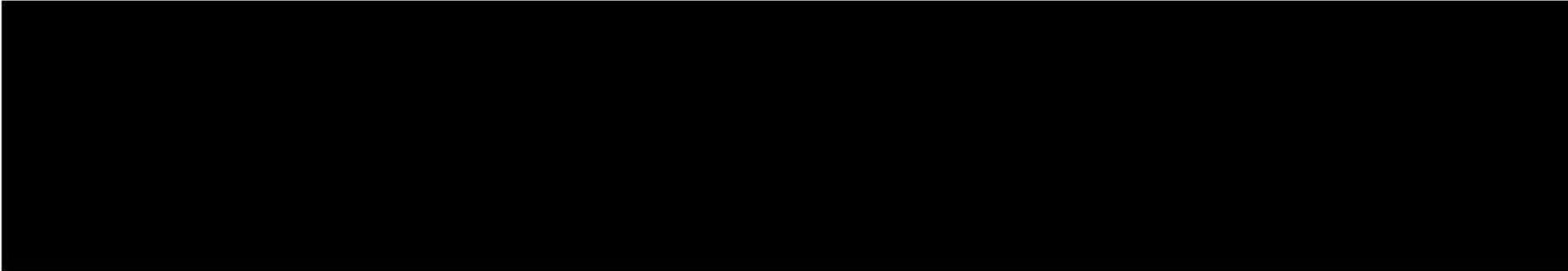
22. The procurement process to seek a development partner for 40 Anzac Street and 30-34 Hurstmere Road had two stages.

23. The first 'expression of interest' was widely marketed by CBRE from 2 March to 6 May 2019. This stage provided an opportunity for all interested parties to present their capability, experience, track record and design 'vision' for the site, without incurring significant cost. We received four responses in total and after an evaluation process, proceeded with two parties to the second stage. The recommended parties to proceed to the second stage were:



[REDACTED]

24. This first stage allowed parties to express interest in some of the blocks or for the whole site. [REDACTED]  
[REDACTED]
25. The design brief for the second, development proposals, stage of the procurement process was reviewed and endorsed by the Panuku Technical Advisory Group. The full design brief is provided in attachment 2 of this report.
26. A workshop was held, prior to the second procurement stage starting, with the shortlisted parties and Isthmus. The purpose of these workshops was to give parties an understanding of party's priorities and get feedback on both the designs of the town square and those proposed by each development party.



31. The final step in the procurement process is to confirm whether to proceed with the party into development agreement negotiations.

### Development proposal

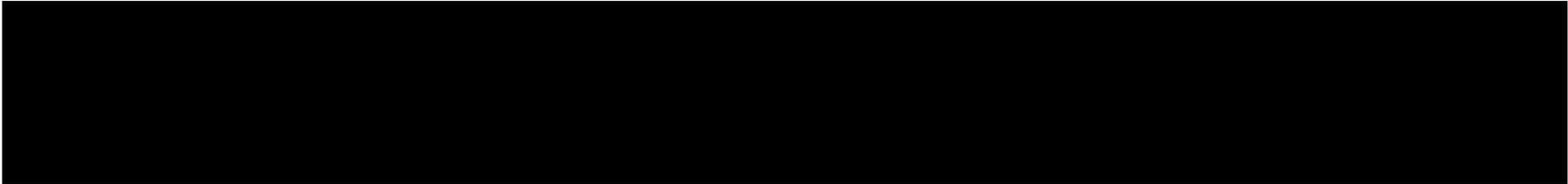


Figure one: Draft design proposal from Willis Bond

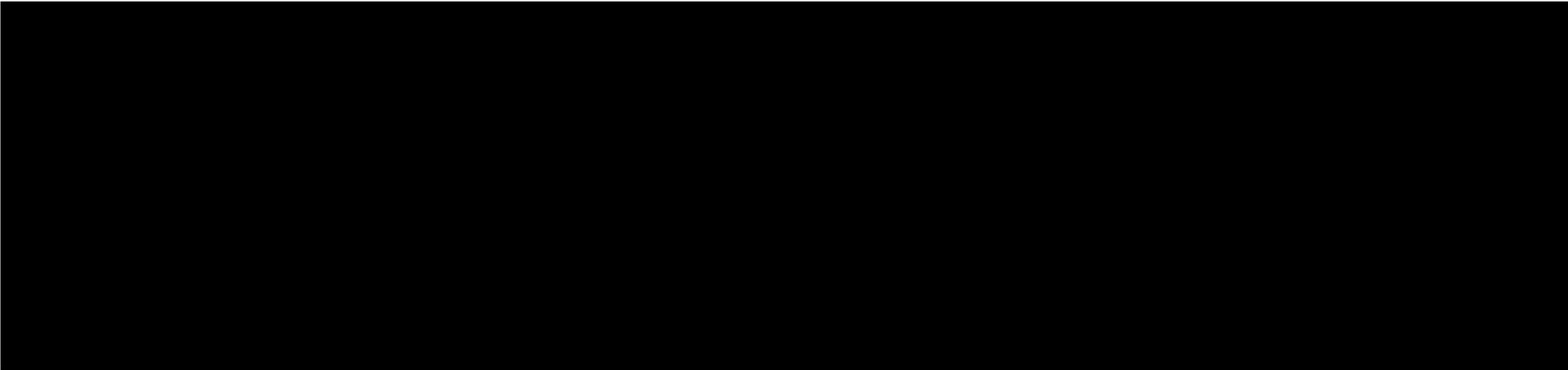


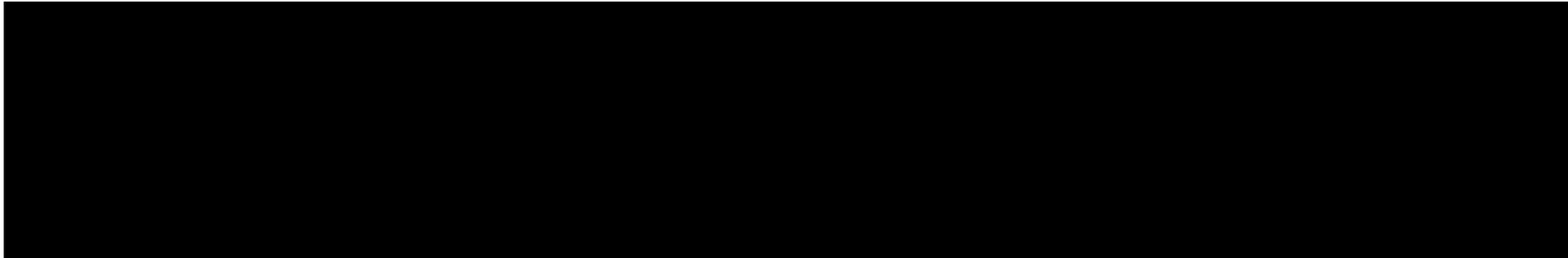


**Development partner**

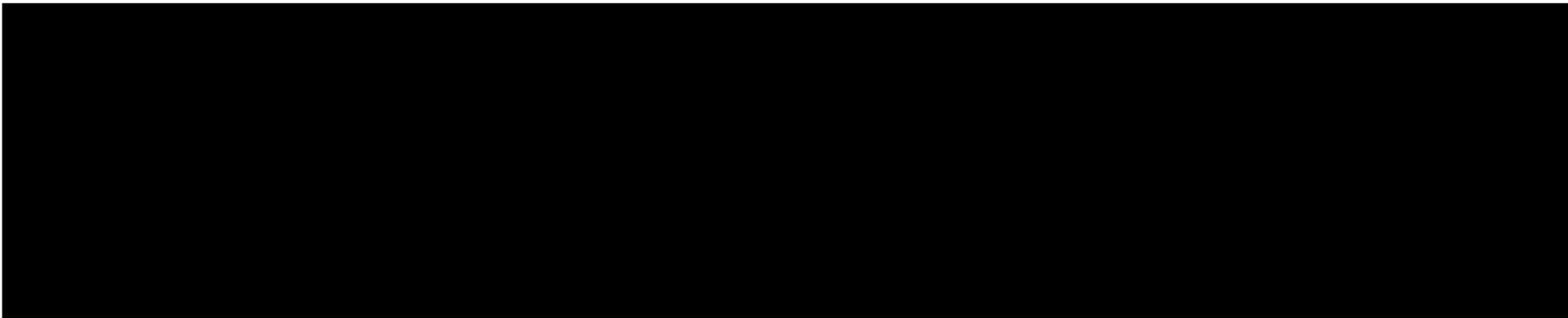


**Development agreement**





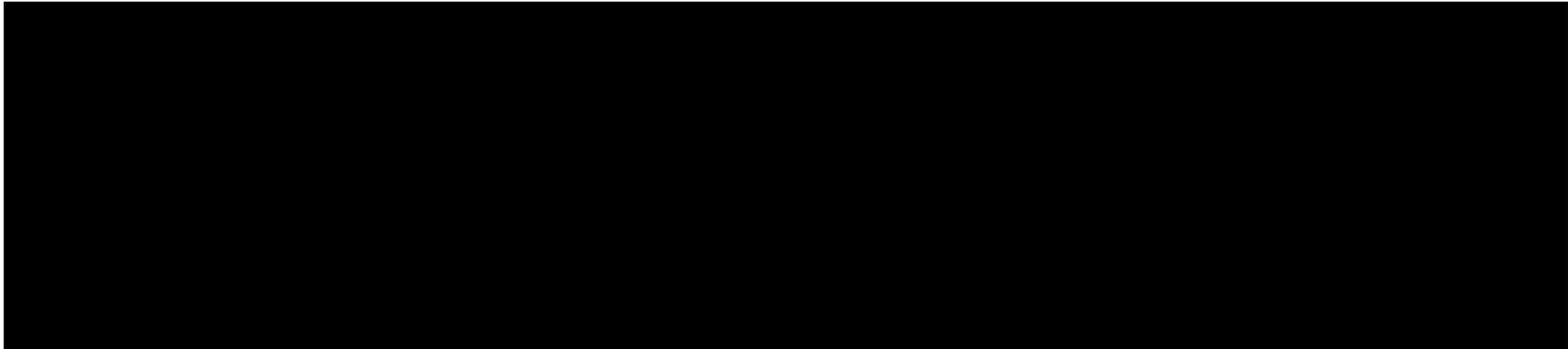
### Gasometer site



- 47. We also need to reconfirm the development and design outcomes and objectives of the Gasometer site.
- 48. The Auckland Unitary Plan has zoned Takapuna a Metropolitan Centre, one of only ten in the Auckland Region. Within Takapuna there is only a very small area that can get buildings of height. We need to carefully consider whether we want to lose this opportunity and seek a different development typology which may be easier and quicker to deliver.
- 49. A development strategy is being worked on for the Gasometer site and it is expected that this will come to the Panuku Board for consideration in due course.

### Other options

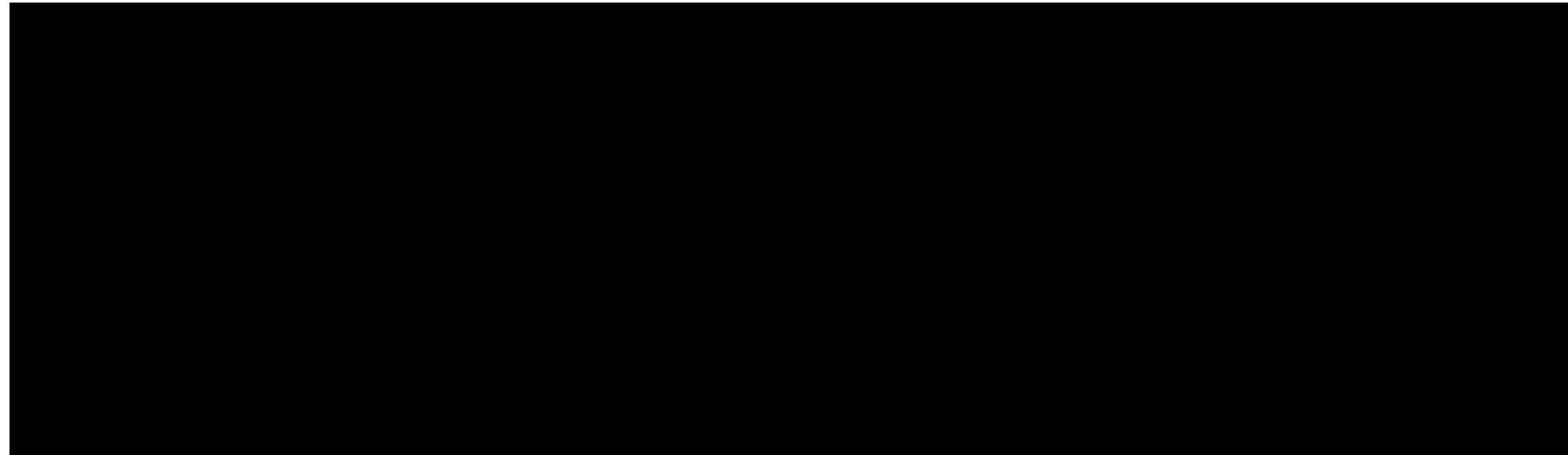


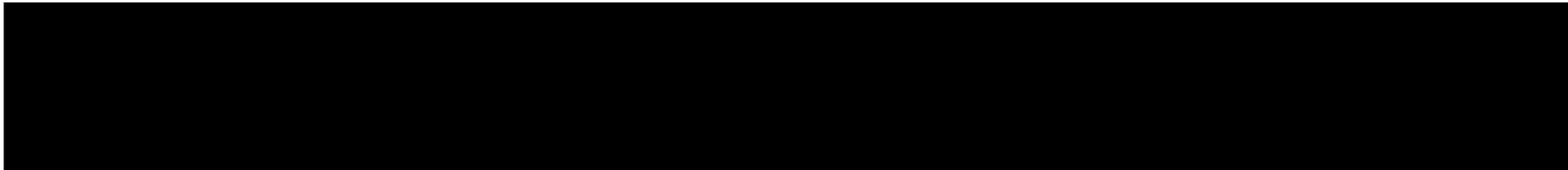


## **Hīraunga | Implications**

53. This section outlines all relevant implications for Panuku.

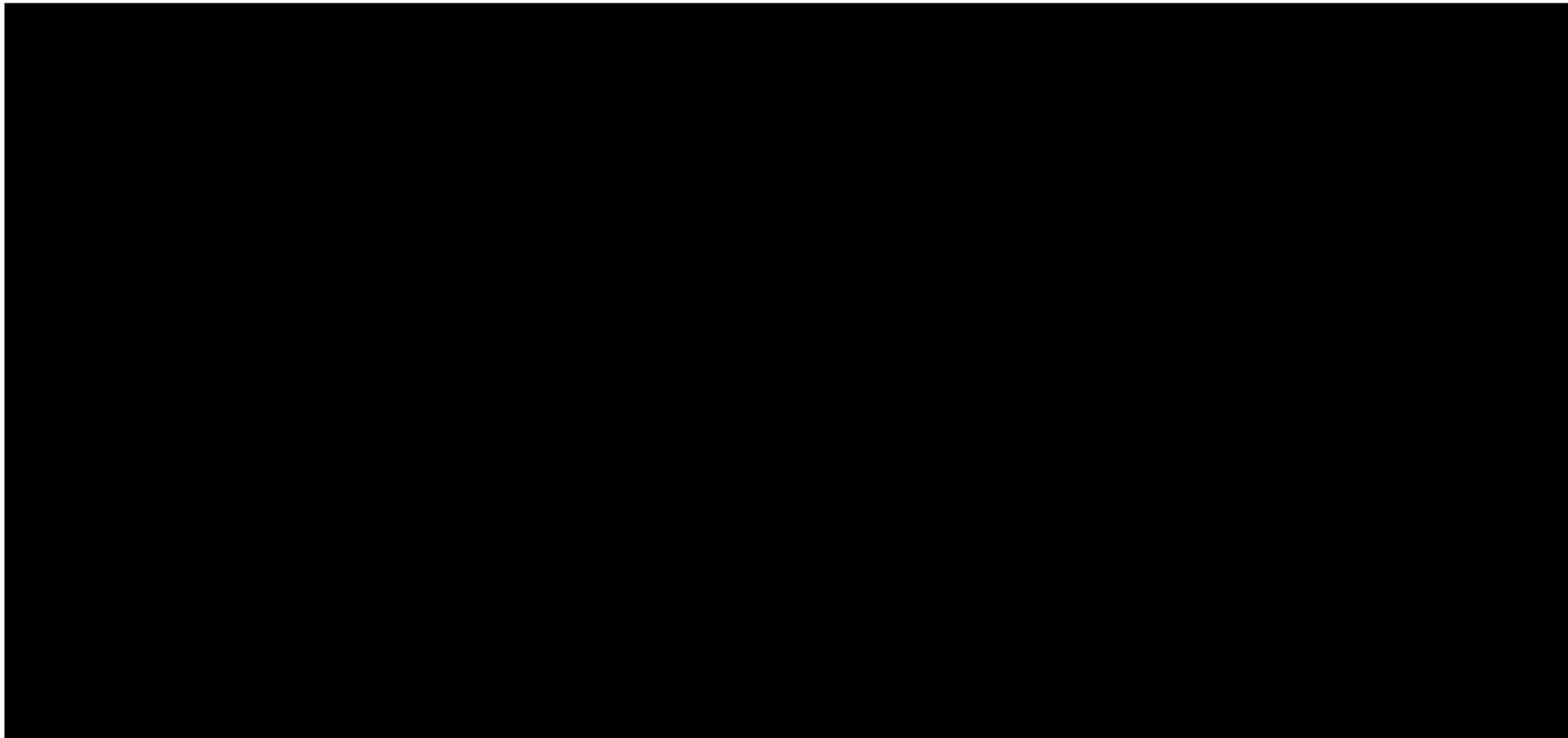
## **Ngā ritenga ā-pūtea | Financial implications**





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

60. The key risks identified for the transaction and the mitigations proposed are as follows.



## **Tauākī whakaaweawe Māori | Māori impact**

61. Mana whenua iwi authorities were informed of the development opportunity through regular hui that outlines upcoming disposals.
62. The RFDP document requested that the respondents consider Te Aranga Māori Design Principles in their Development Proposal.
63. The development agreement will set out the requirements for continued iwi consultation and have a requirement to ensure key aspects are carried through in the design until completion.
64. The new town square in the centre of these developments is having the cultural narrative woven into the design through involvement of a Māori artist, selected by mana whenua, becoming part of the design team for this public space. This work will help inform and, where appropriate, be folded into the development with Willis Bond.

## **Ngā whakaaweawe mō te hunga whaipānga | Stakeholder impacts**

65. The key stakeholders are Auckland Council Community Facilities, Auckland Transport and the Devonport-Takapuna Local Board.
66. Auckland Council Community Facilities are stakeholders as the development needs to integrate with the new town square in the centre of the development which it will be the asset owner of.
67. Auckland Council Community Facilities also has a desire to explore options for whether a new community facility including a library, council offices, local board offices, community space and a council service desk could be integrated into the new development. [REDACTED]
68. Auckland Transport's feedback on the design of the development would be sought to ensure that the Lake Road bus station is integrated and well designed into the [REDACTED] development. Design along the service lane will also be an important aspect for Auckland Transport as this service lane is legal road, therefore traffic flow and services provision such as rubbish collection along this service lane will be important.
69. The Devonport-Takapuna Local Board has provided significant feedback on the development of 40 Anzac Street, 30 and 34 Hurstmere Road. Support for development on this site has been mixed. However, the local board has provided strong feedback to restrict the height of the development to ensure maximum sunlight onto the new town square is achieved.

## **Ngā whakaaweawe rauemi | Resourcing impacts**

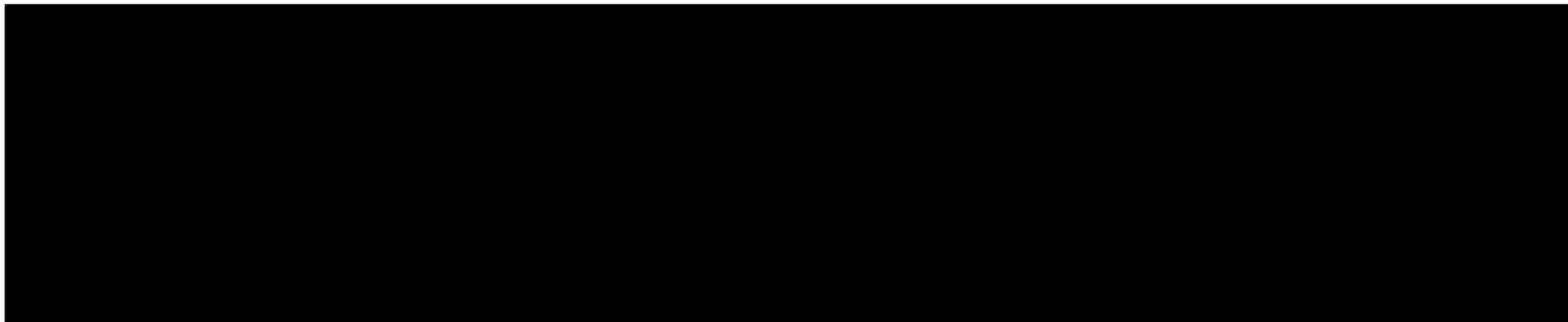
70. Panuku will be required to monitor the implementation of the development agreement. This will require the Panuku to review and approve the design of the development plan at each stage. A high level of consultation with stakeholders will also be required throughout delivery of the development.

## **Tauākī whakaaweawe āhuarangi | Climate change impacts**

71. Consistent with Panuku policy requirements, the development agreement will specify Greenstar 5 for any office component and Homestar 6 for any residential component as benchmarks to meet environment thresholds.

72. Contribution towards the Unlock Takapuna Green Star Communities rating will also be required.

## **Ngā koringa ā-muri | Next steps**



## **Ngā tāpirihanga | Attachments**

Attachment 1 – Site plan

Attachment 2 – Design brief

May 2020

Attachment 3 – Previous Panuku Board and council committee engagement and decisions

## **Ngā kaihaina | Signatories**

Ian Wheeler - Chief Operating Officer

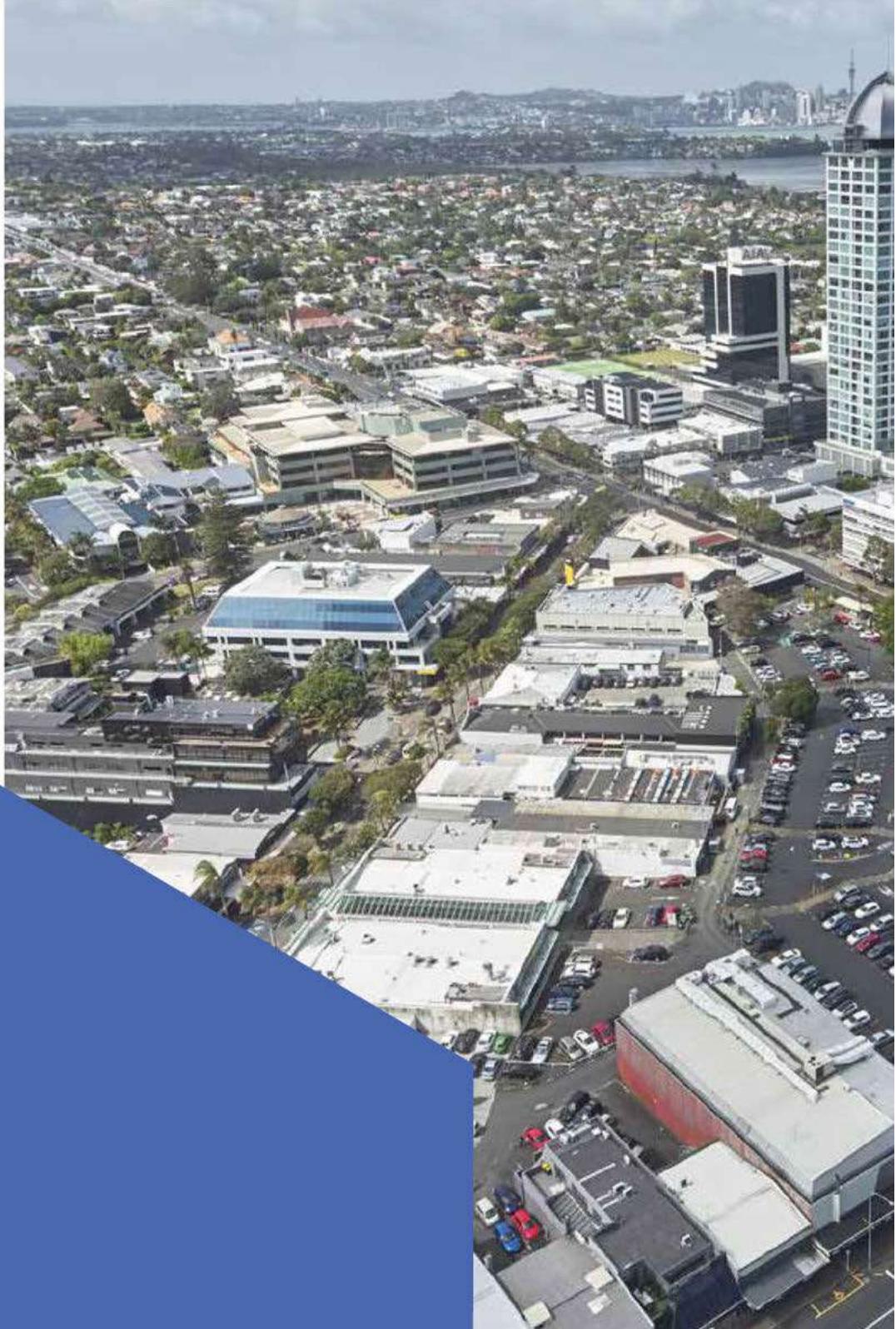
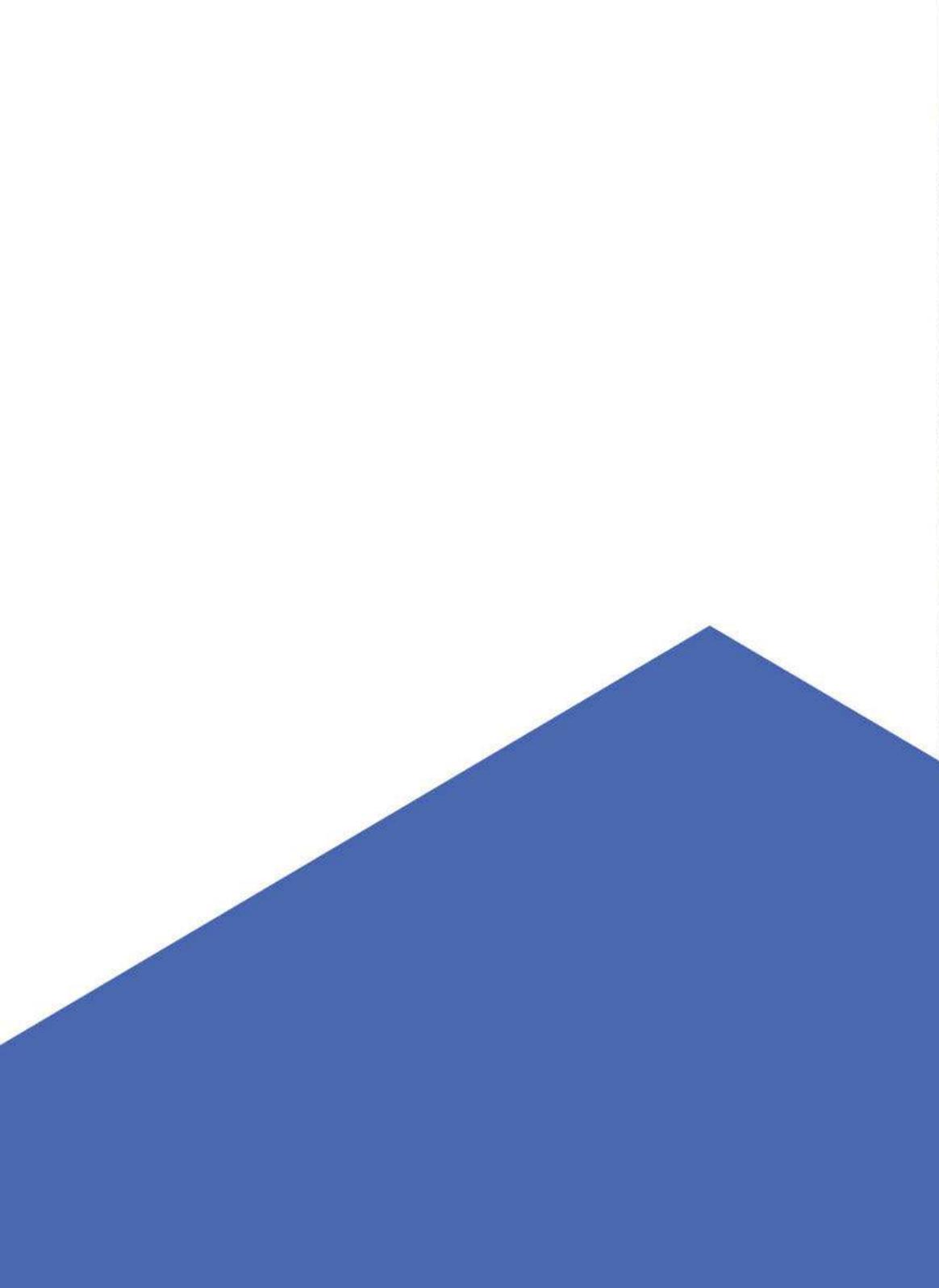
David Rankin - Chief Executive (acting)

# Attachment 1 - Site plan of development blocks for 40 Anzac Street and 30-34 Hurstmere Road



An aerial photograph of the Takapuna Central area in Auckland, New Zealand. The image shows a dense urban environment with various buildings, streets, and green spaces. A large, light green geometric shape, resembling a stylized 'T' or a series of overlapping triangles, is overlaid on the left side of the image. The text 'Takapuna Central DESIGN BRIEF' is centered within this green shape. In the bottom left corner, there is a smaller inset image showing a park area with a playground and a building. In the bottom right corner, there is a white triangular area containing the Panuku Development Auckland logo and tagline.

# Takapuna Central DESIGN BRIEF





## Contents

	PAGE
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2. The Site	1
3. Strategic Design Approach	2
4. Specific Design Outcomes	5
5. Public Realm Background	7
6. Design Workshops and Review	7

# 1. Introduction

A This design brief has been prepared by Panuku Development Auckland to outline expectations for potential development at Takapuna Central.

40 Anzac Street and 30-38 Hurstmere Road are collectively known as Takapuna Central. It is one of the Unlock Takapuna Sites and has for the most part been used for public carparking since the 1960's. The site occupies approximately 1 ha in total, located in the heart of Takapuna.

Panuku is inviting a development proposal (RFDP) to develop the Takapuna Central Site (40 Anzac Street and 30-38 Hurstmere Road). This document sets out the essential design outcomes and considerations. It provides specific design and development requirements parties must meet and/or demonstrate.

This RFDP represents Stage 2 of a two stage tendering process.

# 2. The Site

## Site Area

Approximately 1ha including the proposed town square, Refer to Indicative Site/Sudivision Plan opposite for Development Sites within this.

## Unitary Plan Zoning

30-38 Hurstmere Road is Metropolitan Zone, Sub-Precinct A; 40 Anzac Street is Metropolitan Zone, Sub-Precinct B.

## Permitted Building Height under AUP

30-38 Hurstmere Road is 24.5m (7 storeys);  
40 Anzac Street is 36.5m (9-storeys)

## Key Retail Frontage

Along Anzac Street and Hurstmere Road.

## Public Transport

Bus Stops Along Lake Road: 3 bus bays,  
2,500 bus boardings per day.



Measurements are approximate only. Refer to electronic file for accurate dimensions and setting out



BLOCK A	2,890m <sup>2</sup>
BLOCK B	731m <sup>2</sup>
BLOCK C	570m <sup>2</sup>
BLOCK D	1,072m <sup>2</sup>
BLOCK E	806m <sup>2</sup>
<b>TOTAL</b>	<b>6,069m<sup>2</sup></b>

### 3. Strategic Design Approach

In 2017 Panuku prepared a Framework Plan for Takapuna providing a vision, goals and design principles for its two development sites; 40 Anzac Street and the Gasometer Site at 14 Huron Street. This forms the basis for this design brief and outline the strategic approach for the development of these sites. Respondents will need to ensure they respect and deliver these ambitions within the development.

#### VISION

Making the most of Takapuna's lake and seaside setting to create a safe, accessible and vibrant town centre orientated around pedestrians and cyclists

#### GOALS

Town centre revitalisation – revitalise the town centre through mixed use development on the Anzac Street car park site

Connect to the beach – Improve the connection to the beach between Lake and Hurstmere Roads

Public realm – improve the public realm in the town centre with public open space and a laneway network

Housing choice – help meet the demand for additional housing and choice in Takapuna in providing a variety of housing types and price points

Transport connections – Enhance public transport facilities and provide an appropriate level of car parking to service the town centre

Be a catalyst – Be a potential catalyst for further development in the town centre and fringe consistent with the vision for the centre

#### DESIGN PRINCIPLES



##### 1. Contribute to a walkable network of public spaces

Ensure development prioritises the creation of quality public space that complements the existing public space network in Takapuna

- 1.1 Create two direct, open-aired through-site links.  
Provide these in the locations set out in the Auckland Unitary Plan to ensure connections are created between Lake Road and Hurstmere Road. The opportunity to align a direct link with the Rangitoto sightline initiated by Hurstmere Green should occur.
- 1.2 Provide a public square that can function as a civic heart for Takapuna  
This public square should be sized for everyday use and designed as an attractive pedestrian area, with active edges. It should be designed to be innovative and flexible to enable this space to also accommodate larger gatherings when required.
- 1.3 Pedestrian amenity along activated street edges is important  
Pedestrian amenity is important along Lake Road, particularly where the bus stop and Anzac Street site interface.
- 1.4 Retain and upgrade Potters Park  
Retain Potters Park and upgrade it as a space that integrates with adjacent new development. Pedestrian-only edges can be created on its eastern and southern boundaries.
- 1.5 Pedestrian egress from any car parking to be located to bring people into key spaces and maintain pedestrian safety.  
Pedestrian entries/exits to any public car parking can activate public spaces and streets. This approach to creating a walkable network of public spaces organises the site into three development parcels for development. Building setback rules apply for upper floors, taller than four storeys.



## 2. Create street-level vibrancy

Street-level vibrancy is essential to attract people, support business and enterprise and contribute to improved street and pedestrian amenity

- 2.1 Ensure building entrances are visible  
Building entrances (including to upper floor activities) are to be visible, accessible, provide weather protection and contribute to the activation of public open spaces.
- 2.2 Active uses at ground floor  
Active uses at ground floor to be achieved along street and priority laneway edges.
- 2.3 Parking on the Anzac Street site to be accessed from Anzac Street  
Primary vehicle access to the site for car parking to be from Anzac Street.  
Additional access from Lake Road via Anzac Lane to be minimised.



## 3. Foster Takapuna's urban identity

Takapuna's urban identity stems from its beachside charm, relaxed lifestyle and array of retail and hospitality choices. The continued evolution of Takapuna's urban identity will embody innovation and creative flair.

- 3.1 Distinctive identity is important  
We seek architectural variety that reflects the Takapuna context and conditions.
- 3.2 Fine grain is desirable  
The development should be read as a series of buildings, as opposed to a single development.
- 3.3 Building design should respond to street conditions  
Provide building frontages of a scale that relates to the adjacent public realm spaces and enables sunlight entry. Above this level, buildings should be set back and provide architectural variety suitable for more distant viewing..
- 3.4 Create urban edges  
Build to the street and lane edges, however building line variation can occur where it results in visual interest, building richness and is appropriate for the intended activity.



## 4. Positively contribute to Takapuna's skyline

Takapuna is a premier North Shore centre and destination. Its skyline is distinguishable from the Auckland Harbour Bridge and locations within the city centre. Therefore, any tall building design must rise to the challenge of being a visually prominent and potentially admired future landmark.

- 4.1 Varied height and variable rooflines is desired  
Buildings to be designed to provide varied height and rooflines. A completely constant frontage height should be avoided.



- 4.2 Consider local and distant views for building design  
Key local and distant views (back to the site) to be considered in the design of any tall buildings.
- 4.3 Elegant architecture  
An elegant form for any building above frontage height is considered important.
- 4.4 Design to minimise dominance over public spaces  
Buildings to be designed to ensure Takapuna's appreciation of sunlight and the appearance of the sky at street-level is not compromised.



## 5. Ensure sustainability and liveability

Sustainable design is vital. This philosophy supports liveable outcomes for the Takapuna centre and enhanced quality of life outcomes that include the way we move around Takapuna, the range of housing choices, the quality of the natural environment, and our ability to enjoy and benefit from these.

- 5.1 People at the centre of Takapuna  
Car parking to be located below ground level where feasible.
- 5.2 Design with local climatic conditions  
Buildings to be sited and designed for passive solar gain and natural ventilation. Building and public realm design to be cognisant of local prevailing winds. Public realm to be located and designed to avoid and not make strong wind conditions worse. Dual aspect dwellings are desirable for ventilation benefits. With single aspect dwellings, avoid south-facing apartments.
- 5.3 Green Building  
Achieve 6 Homestar rating (or other appropriate rating) for new dwellings.
- 5.4 Create a variety of dwelling sizes  
A range of dwelling sizes to be accommodated in order to achieve a variety of price points.



## 6. Māori design

Improved expression and visibility of Māori culture within Takapuna is important and should be used to strengthen the outcomes of all other principles.

- 6.1 Māori design  
Māori cultural association with Takapuna to be expressed in the public realm design and use of native planting.
- 6.2 Collaboration opportunities  
Further opportunities to work with mana whenua on other built form aspects to be explored.

### 3. Specific Design Outcomes

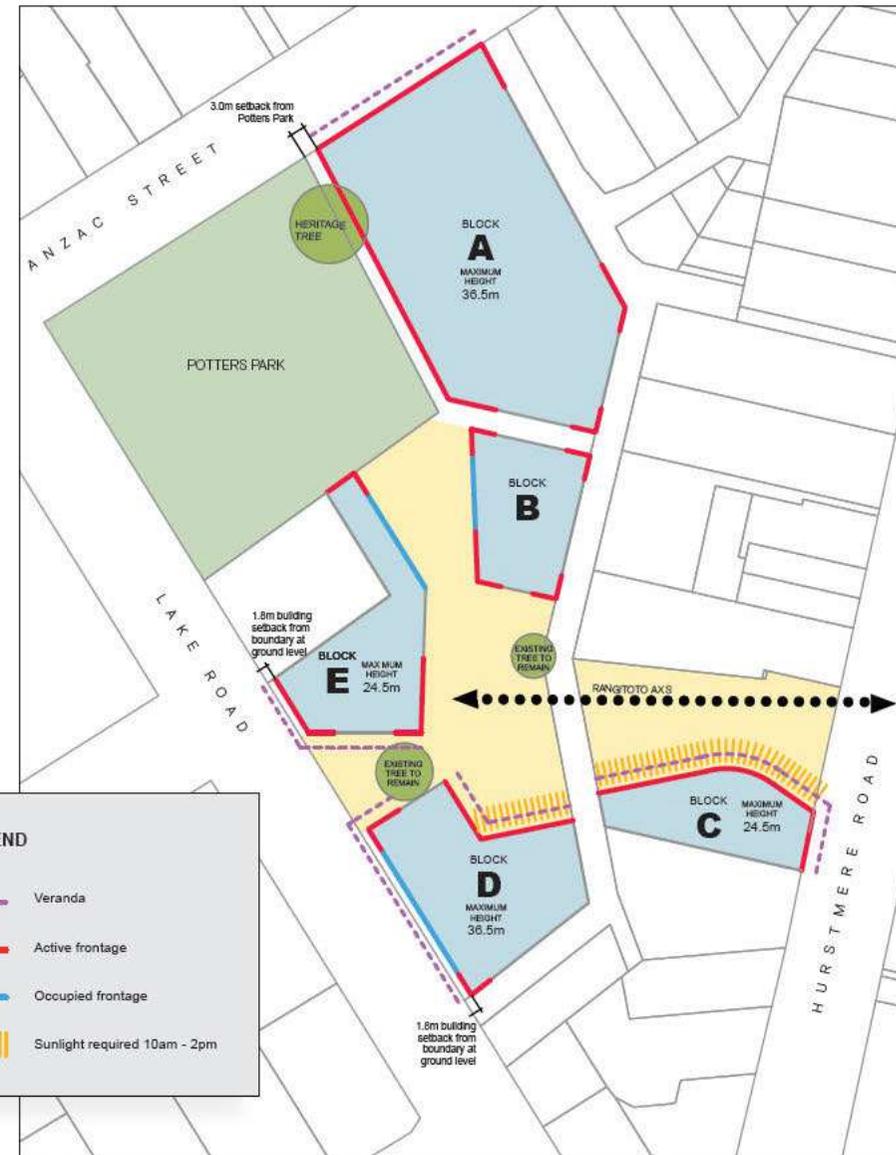
The following outcomes must be achieved in the proposed built form. Any variation from these will need to be justified against the strategic outcomes and demonstrate that they will result in enhanced design outcomes. Variations will only be accepted at the discretion of Panuku Development Auckland.

#### 7. Building Form

- 7.1 Building Qualities  
Buildings shall have a human scale at ground level, a fine grain and be complimentary to existing building character in Takapuna. Each building block is to appear individual and contribute to a diverse townscape by avoiding uniformity.
- 7.2 Building Footprints  
Building forms are to occupy the defined building footprints in their entirety at the ground floor as shown in Plan 1 (an electronic file is provided in the dataroom).
- 7.3 Solar Access  
Buildings are to be designed to maximise sunlight access into the public realm. As a minimum standard it shall ensure the northern building line of Blocks C & D (at ground level) receive sunlight from 10am – 2pm at all times of the year.
- 7.4 Sustainability  
New dwellings must achieve a minimum 6-Homestar rating and commercial components of the development must be consistent with the Panuku Commercial Building Sustainability Framework. The development must also contribute to relevant aspects of Takapuna's Green Star – Communities rating. (Information can be found in the dataroom).
- 7.5 Verandas  
Provide overhead verandas along Anzac Street, Lake Road and the northern faces of Blocks C & D in accordance with Plan 1 as a minimum. Verandas along Lake Road to service the existing bus station need to be at least 4.5m high with LED downlighting at 50 lux minimum.
- 7.6 Reverse Sensitivity  
Buildings are to achieve a high level of noise attenuation standards, minimising reverse sensitivity risks and respecting building locations on a public space designed for large gatherings.
- 7.7 Utilities  
Aerials, satellite dishes, air conditioning units, and other such services are to be screened from the public realm and contained within site boundaries. Lift plant is to be housed within a structure that is integral to, and coherent with, the overall architectural character of the building.
- 7.8 Existing Trees  
Two existing trees are to be retained with the Civic Space – a Pin Oak and Box Gum (as indicated in Plan 1). These are outside the proposed built blocks but should be respected in the building design. A heritage tree (Monterey Cypress) is located within Potters Park. Its roots extend into the site and will require protection and a building setback. Final requirements are to be determined with the Council arborist.
- 7.9 Block A  
The building frontage against Potters Park is to be setback a minimum of three metres to facilitate public access and provide some protection to the existing heritage tree. Setbacks required from the park under the Auckland Unitary Plan and these are to be incorporated in a manner that minimise visual dominance over the Park and avoid the creation of a “wedding cake” form.
- 7.10 Block B  
The height of this building is to be restricted to meet the sunlight controls into the public realm.
- 7.11 Block C  
Block C needs to accommodate a change in level between Hurstmere Road and the service lane of approximately 1.6 metres. This will necessitate a split level responding to plateaus at each end within the public realm.
- 7.12 Block D  
A 4.5m wide footpath is required along Lake Road to accommodate the existing bus station. This necessitates a 1.8m building setback at the street level with the potential for a building overhang above.
- 7.13 Block E  
Block E is to respond to the termination of the Rangitoto axis with a perpendicular face to this axis. It shall have a maximum height of 24.5metres. A 4.5m wide footpath is required along Lake Road to accommodate the existing bus station. This necessitates a 1.8m building setback at the street level with the potential for a building overhang above.

## 8 Activities & Uses

- 8.1 Ground Floor  
The ground floor is to be predominantly retail and hospitality with no residential, except for entrance lobbies. Carparking can be located on the ground floor if it does not conflict with the frontage controls.
- 8.2 Public Conveniences  
Provide public conveniences to replace the two blocks that currently exist on site.
- 8.3 Frontage Controls  
Active and occupied uses at the ground floor are to be achieved in accordance with Plan 1 as a minimum.
- 8.4 Car parking  
Car parking access must be off Anzac Street or the service land located away from building corners. All carparking must be visually screened from the public realm.



PLAN 1

**ACTIVE FRONTAGES** are defined as retail / food and beverage / hospitality uses at ground floor with a good degree of day and evening activity that provides engagement between the public realm and the building inviting users into the building. Typically the facade will provide a variety of void and solid with glazing comprising a major portion of the ground floor façade.

**OCCUPIED FRONTAGES** extend the active frontages definition to include more passive secondary active uses such as offices or communal egress but only where the building facade provides sufficient openings (windows and doors without decals or similar) to enable social engagement between those in the street and those in the building at ground floor.

### LEGEND

-  Veranda
-  Active frontage
-  Occupied frontage
-  Sunlight required 10am - 2pm

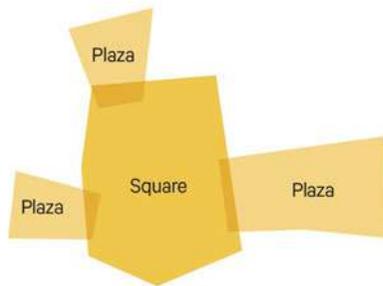
## 5. Public Realm Background

Panuku are creating a civic space within portions of the site to form a vibrant focus for Takapuna reinforcing the centres existing character and seeking to catalyse its economy. It is proposed that this be 3,200m<sup>2</sup> and accommodate public gatherings and events that may include Anzac commemorations, graduation parades and concerts.

The design of this civic space is currently at the conceptual design stage. The focus has been on defining the appropriate spatial arrangement to deliver five key outcomes:

- Connectivity
- Form and Function
- Sense of Place- Image and Identity
- Comfort and Safety
- Viability and Control

The conceptual arrangement seeks to create a single modulated space comprised of four interconnected areas. Each area is interlinked with the next and can work independently and/or together when the occasion arises. This allows the place to feel busy by allowing the perception of the space to change as the number of people fluctuates.



A key organising element is the Rangitoto Axis. This is a visual alignment that runs from the cone of the island through Hurstmere Green (along the central pathway) and the site. Rangitoto is an important element in the character of Takapuna, and the Mana Whenua cultural narrative of the North Shore.

An electronic copy of the Takapuna Central Public Realm Study has been included in the dataroom.

A design workshop and ongoing discussions will be undertaken to coordinate the interface between these two projects as they progress.

## 6. Workshop and Design Reviews

### Interface with the Public Realm

A design workshop and ongoing discussions will be undertaken to coordinate the interface between the design of the public realm and the surrounding development through the RFP process.

### RFP Design Review

If wished, Panuku will facilitate a review of the proposed development as part of the RFP process through its internal design staff and its Technical Advisory Panel (TAG). (However any design will still be subject to obtaining a Resource Consent that will necessitate further design reviews as part of that process.)

Panuku's Technical Advisory Panel (TAG) is a review panel that is used prior to the lodgement of a Resource Consent. This Panel is made up of industry professionals working within the disciplines of Architecture, Urban Design and Landscape Architecture.

### Design development

Upon the selection of a preferred development partner a series of design reviews will occur to ensure delivery of the design outcomes sought through this Design Brief. Design reviews will occur through internal Panuku design staff and are supplemented by design advice from TAG where required.

### Resource & Building Consent Design Review

A complete design package must be given to Panuku design staff prior to lodging Resource and Building Consent for review and feedback.

As part any necessary resource consent applications Auckland Council utilises a hybrid design review panel that is comprised of TAG and Auckland Council's Auckland Urban Design Panel (AUDP). This is a Panel set up specifically for Panuku projects going through resource consent in Transform and Unlock locations. It comprises two members from TAG for consistency in design advice (from concept stage) and two members from the AUDP pool of 52 design, property and planning professionals.

Notwithstanding obtaining a Resource Consent, the final design must still receive the support of TAG.

## Attachment 3 Previous Panuku Board and council committee engagement and decisions

Previous Board / Council engagement and decisions		
Date and meeting	Document	Decision / Outcome
<p>March 2016 Auckland Development Committee</p>	<p>Takapuna High Level Project Plan – Unlocking Urban Renewal</p>	<p>That the Auckland Development Committee:</p> <ul 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):</li> <li>d) 40 Anzac Street (including adjacent service lane)</li> <li>e) 72A Hurstmere Road</li> <li>f) 38 Hurstmere Road</li> <li>g) 34 Hurstmere Road</li> <li>h) R78 Hurstmere Road</li> <li>i) 14 Huron Street</li> <li>j) 15 Northcroft Street</li> <li>k) Note that recommendation c) above is subject to the following conditions as shown in Attachment B and more fully described in Attachment C of the agenda:</li> <li>l) Satisfactory conclusion of the required statutory processes</li> <li>m) Auckland Transport confirming prior to the disposal of any of the sites described in Attachment B that transport arrangements will be accommodated to its satisfaction following the disposal</li> </ul>

		<p>n) 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>CARRIED</p>
<p>August 2017 Panuku Board</p>	<p>Takapuna Business Case</p>	<p>It was RESOLVED THAT the Panuku Board approves the Unlock Takapuna business case and gives approval to:</p> <p>....</p> <p>c) Undertake further planning and collaborative place-making and engagement with the community on public realm options for the Anzac Street and Hurstmere Road properties.</p>
<p>March 2018 Planning Committee</p>	<p>Change of use of 40 Anzac Street, Takapuna</p>	<p>That the Planning Committee:</p> <p>b) approve the recommendation of the hearing panel to change the use of 40 Anzac Street, Takapuna from a car park to mixed use with the following conditions:</p> <p>i) includes a town square</p> <p>iv) undertake further community engagement on the design of public space at 40 Anzac Street.</p> <p>....</p> <p>f) note that Panuku will work with Auckland Transport to ensure that the design of any future development integrates an upgraded Takapuna Transport Centre.</p> <p>g) note that Panuku, through development agreements, will ensure an outcome that is people-friendly, creates public amenity, retains and enhances the existing Potters Park and creates connections to Hurstmere Road.</p>
<p>January 2019 Panuku Board</p>	<p>Chief Executive report</p>	<p>Informed the Panuku Board marketing for the development will commence shortly.</p>
<p>March 2019 Panuku Board</p>	<p>Chief Executive report</p>	<p>Informed the Panuku Board that the Expression of Interest process had started on 2 March 2020. CBRE is marketing the property on our behalf.</p>

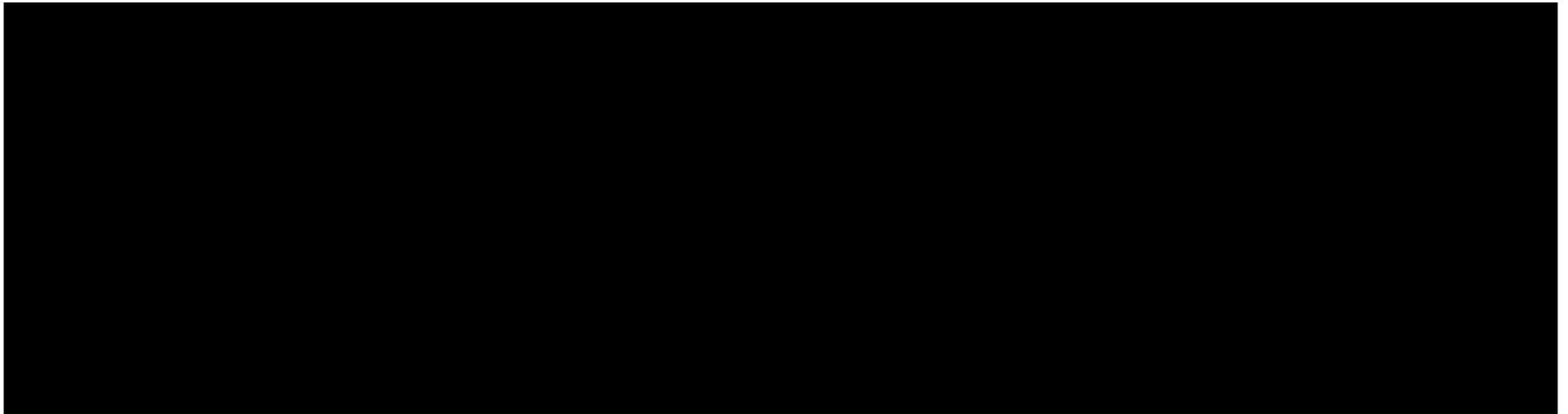
May 2019 Panuku Board	Chief Executive report	Informed the Panuku Board of the submitters that responded to the first stage of procurement, the results from the evaluation team and the next steps to proceed to the second stage of procurement.
July 2019 Environment and Community Committee	Provision of land for new civic open space - Takapuna	That the Environment and Community Committee: a) approve the acquisition at no capital cost of approximately 3200sqm of land at parts of 40 Anzac Street and 34-38 Hurstmere Road Takapuna for new civic open space shown as the proposed spatial arrangement on Attachment A of the agenda report. b) delegate to Panuku Development Auckland authority to refine the final boundaries of the new civic open space in accordance with the spatial arrangement on Attachment A of the agenda report in a manner that ensures appropriate design principles are met.
August 2019 Panuku Board	Chief Executive report	Informed the Panuku Board that the second stage of procurement was about to commence [REDACTED] [REDACTED]
November 2019 Panuku Board	Chief Executive report and Priority Location Committee workshop	Informed the Panuku Board that [REDACTED] [REDACTED] [REDACTED]

## Decision paper: Prepayment of ground lease

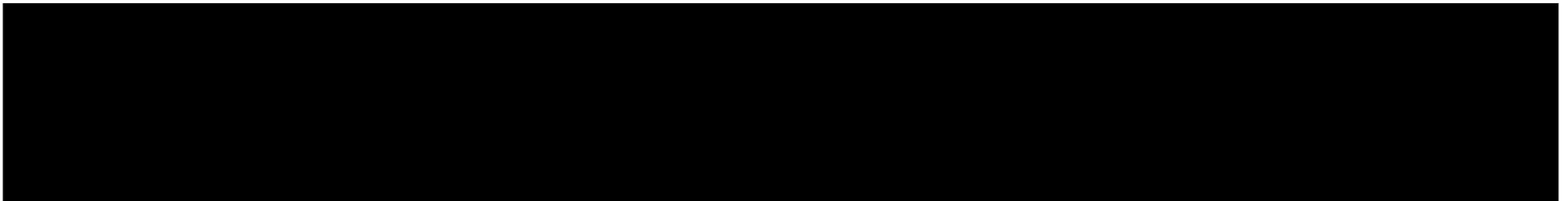
Author: Marian Webb, GM Assets and Delivery (acting)

May 2020

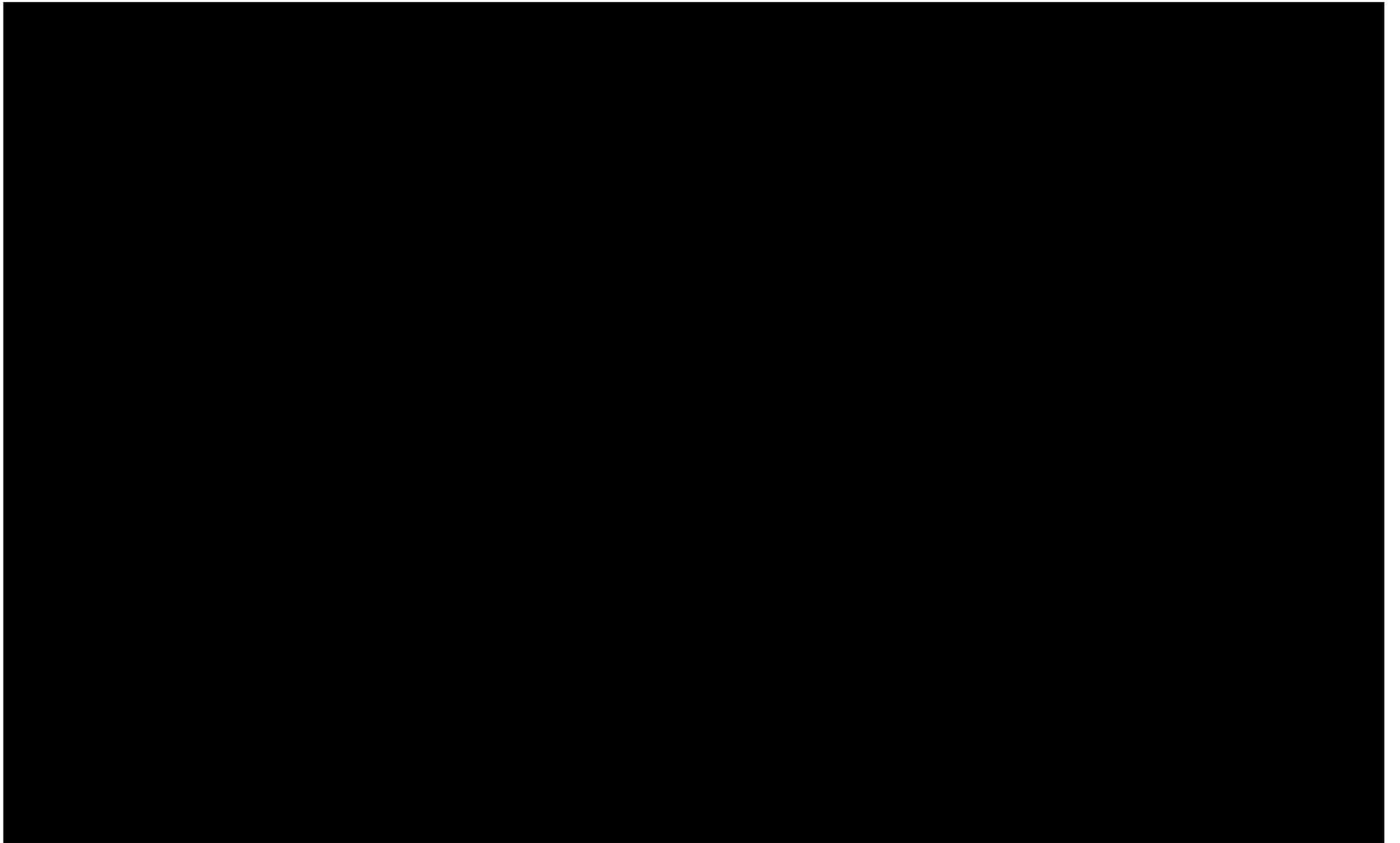
### Ngā tūtohunga | Recommendations



### Whakarāpopototanga matua | Executive summary





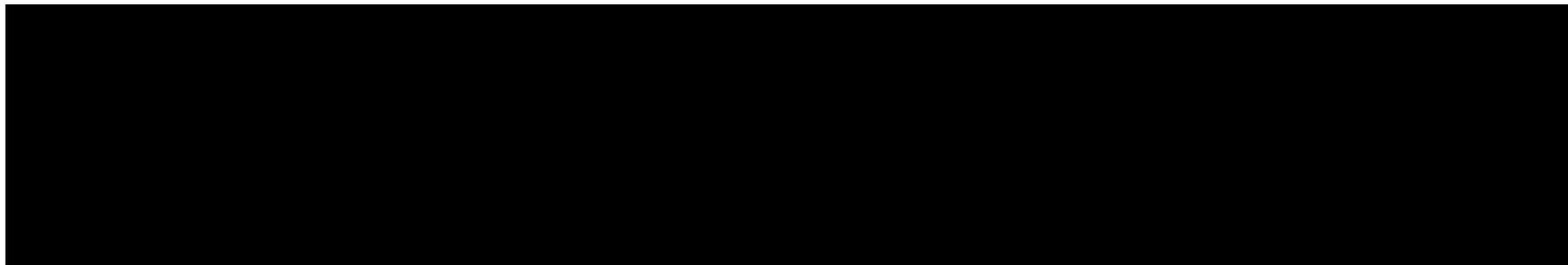


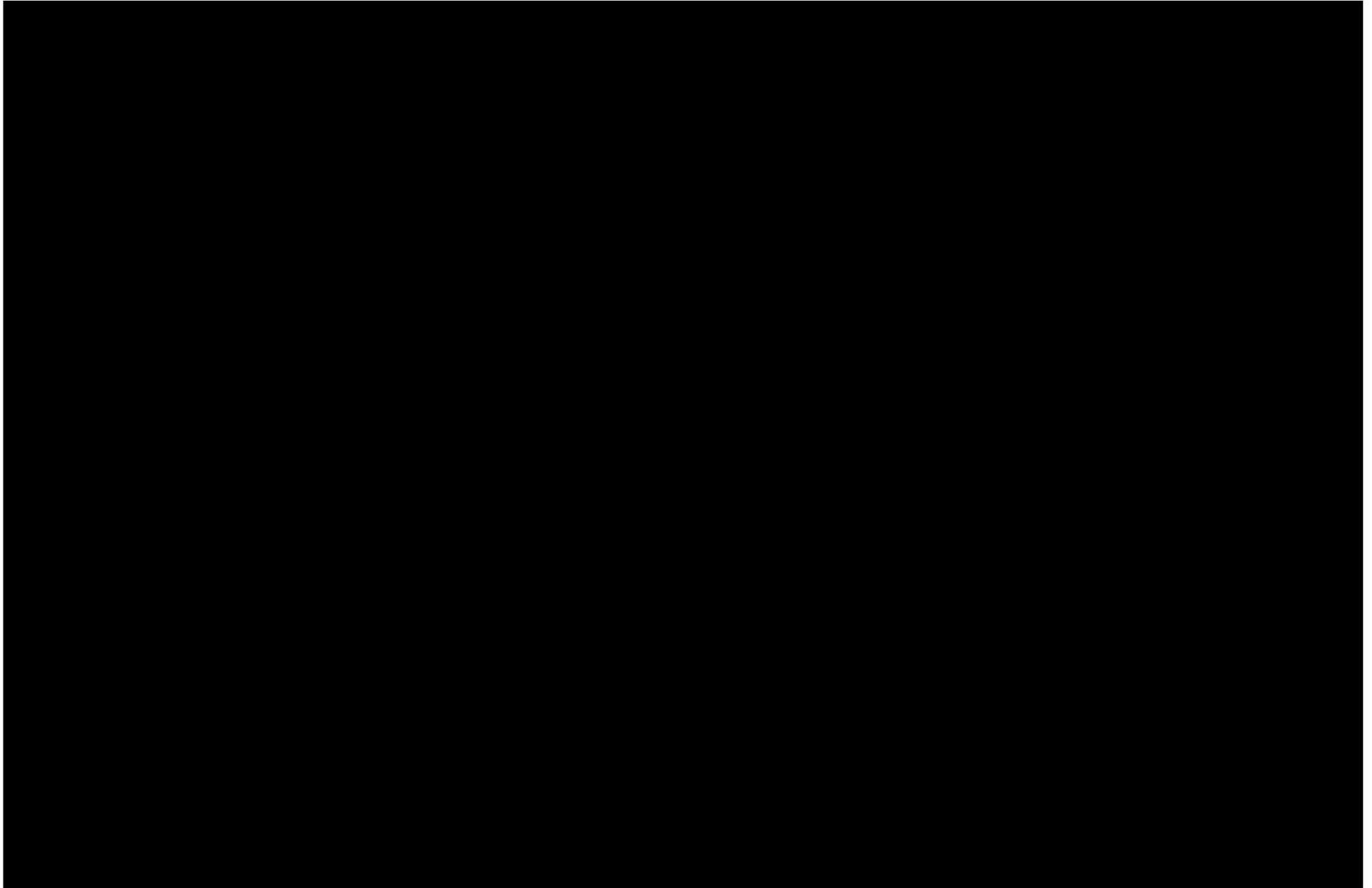
## Horopaki | Context

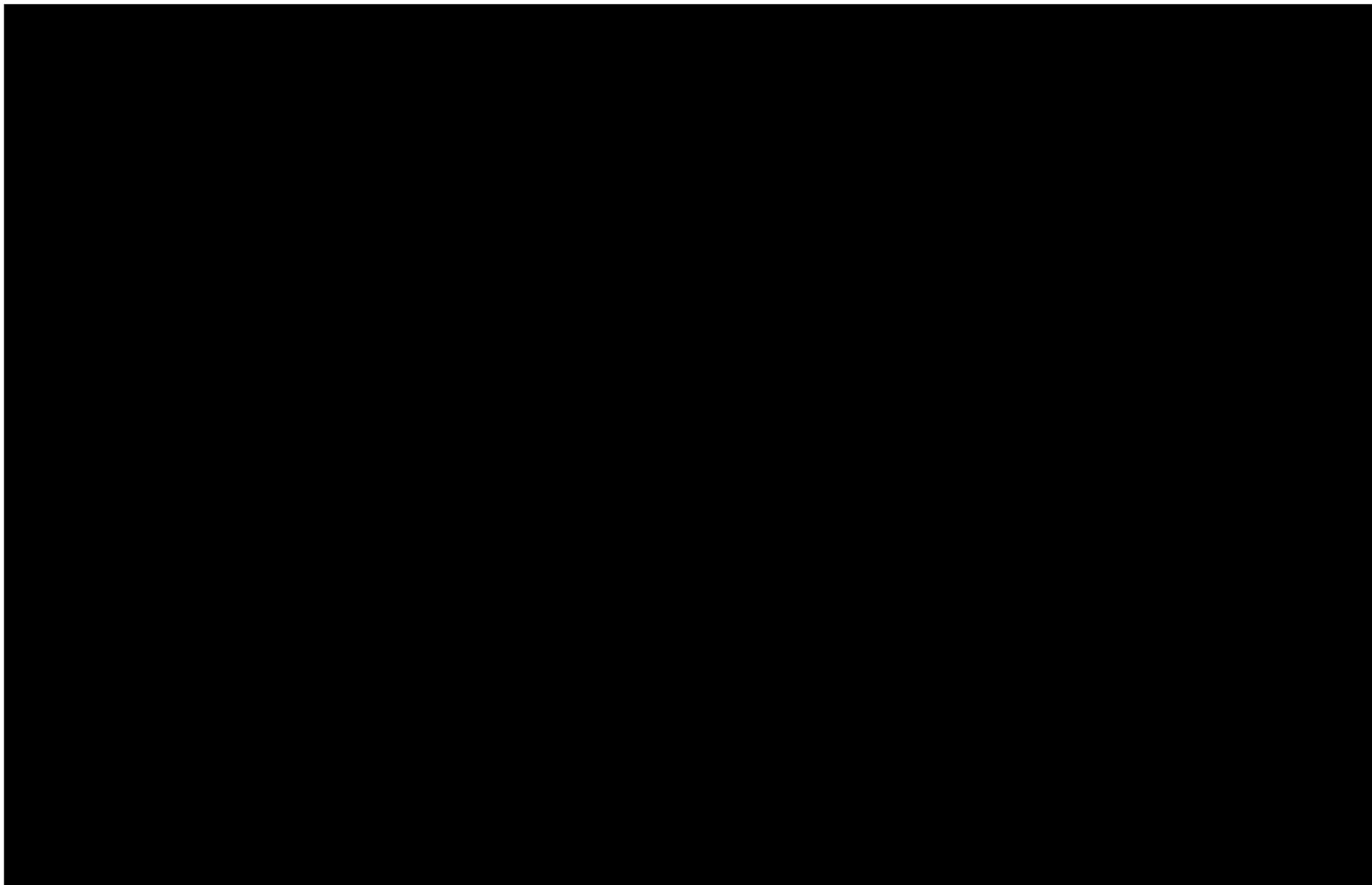
Previous Board / Council engagement and decisions		
Date and meeting	Document	Decision / Outcome
13 September 2012	Strategy and Finance Committee report and resolution	<p>a) That Auckland Council Property Limited (ACPL) negotiates the surrender of the Gulf Harbour Investments Limited lease rights over the Hammerhead land (Lots 7-9 of Gulf Harbour marina) as part of a transaction that includes the sale of the Council's lessor's interest in Lots -6 of the Gulf Harbour marina land.</p> <p>b) Subject to the decision on (a) above, Auckland Council Property Limited (ACPL) should engage with iwi prior to entering into any agreement.</p> <p>c) That any negotiations undertaken be reported back to Strategy and Finance Committee.</p> <p>d) That the above decision and report remain confidential until all negotiations regarding this matter are complete.</p>
18 January 2017	Panuku Board report and resolution	<p>It was RESOLVED THAT the Board:</p> <p>Approves</p> <p>The recommendation to the Finance and Performance Committee that:</p> <div style="background-color: black; height: 150px; width: 100%; margin-top: 10px;"></div>

9 May 2018	Panuku Board Information Paper: Marinas Strategy	Outline Panuku's strategic approach to council owned marina assets and updated the Board on the current status of these assets
4 September 2018 Planning Committee	Strategic approach to marinas	<p>Resolution number PLA/2018/87</p> <p>That the Planning Committee:</p> <ul style="list-style-type: none"> <li>a) request a workshop to discuss a strategy and a forward plan regarding the future of Auckland's marinas.</li> <li>b) recommend to the Finance and Performance Committee not to proceed with the sale of any marina land pending the completion of the work referred to in clause a) above.</li> </ul>

## Matapaki | Discussion

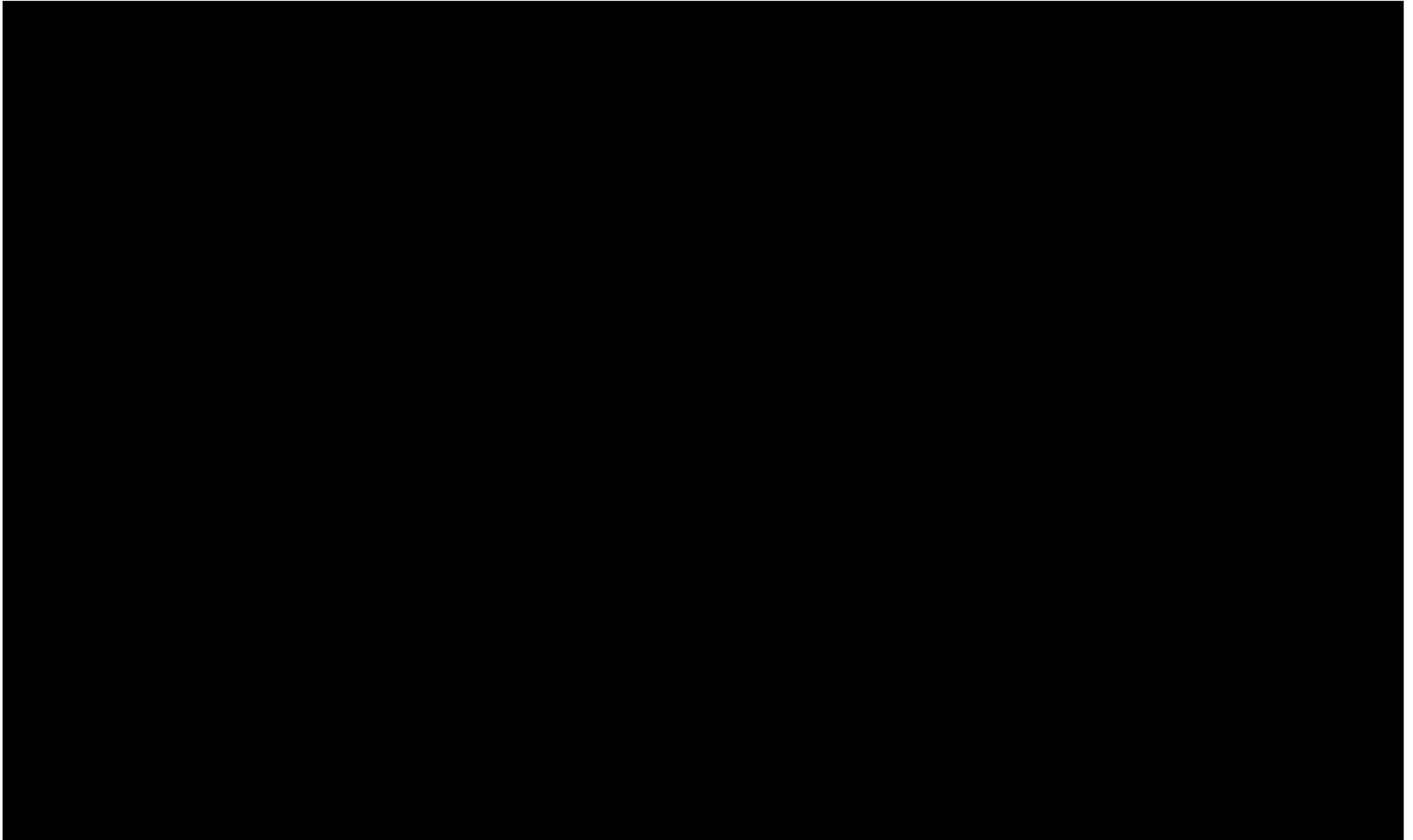


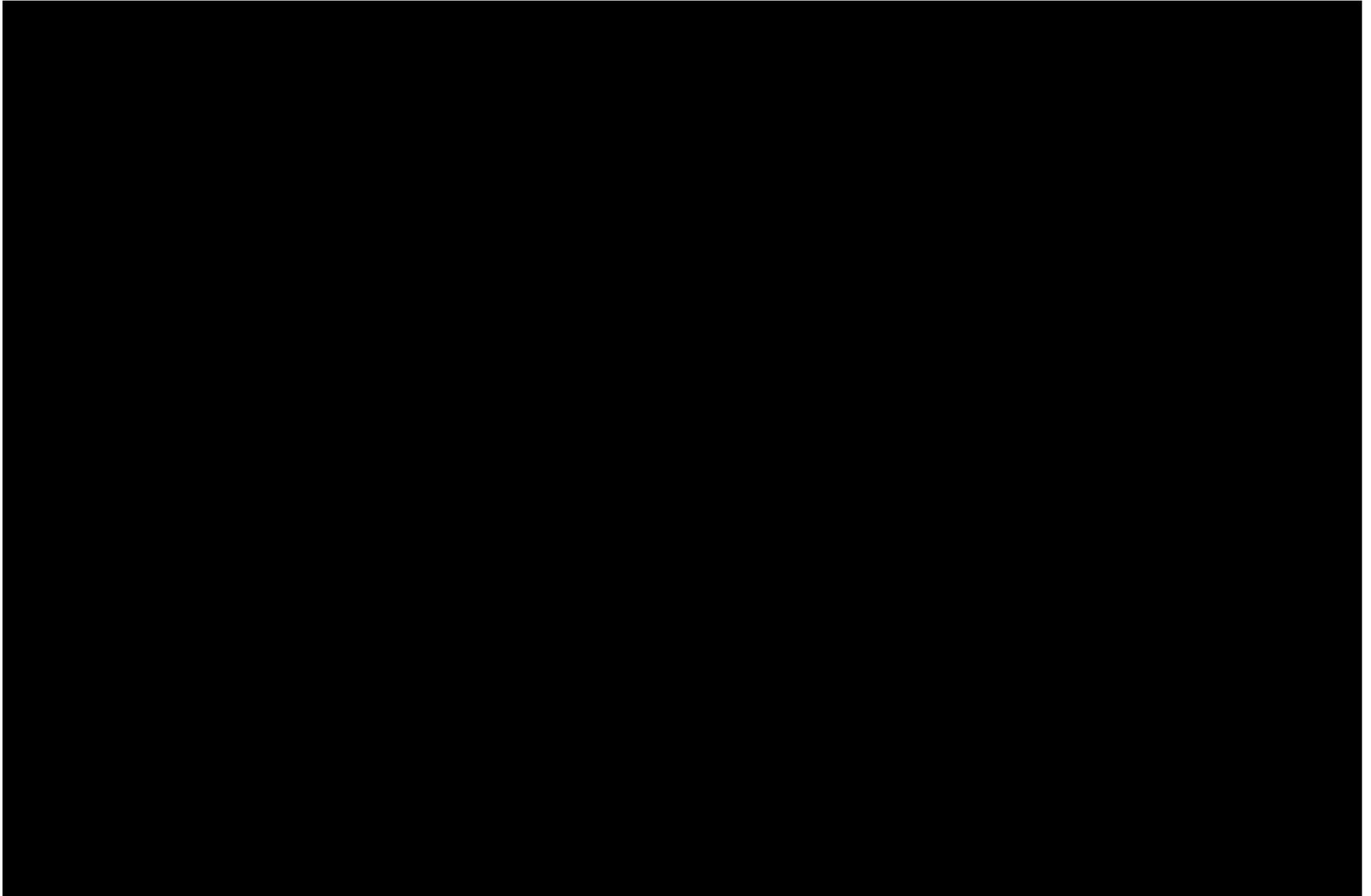


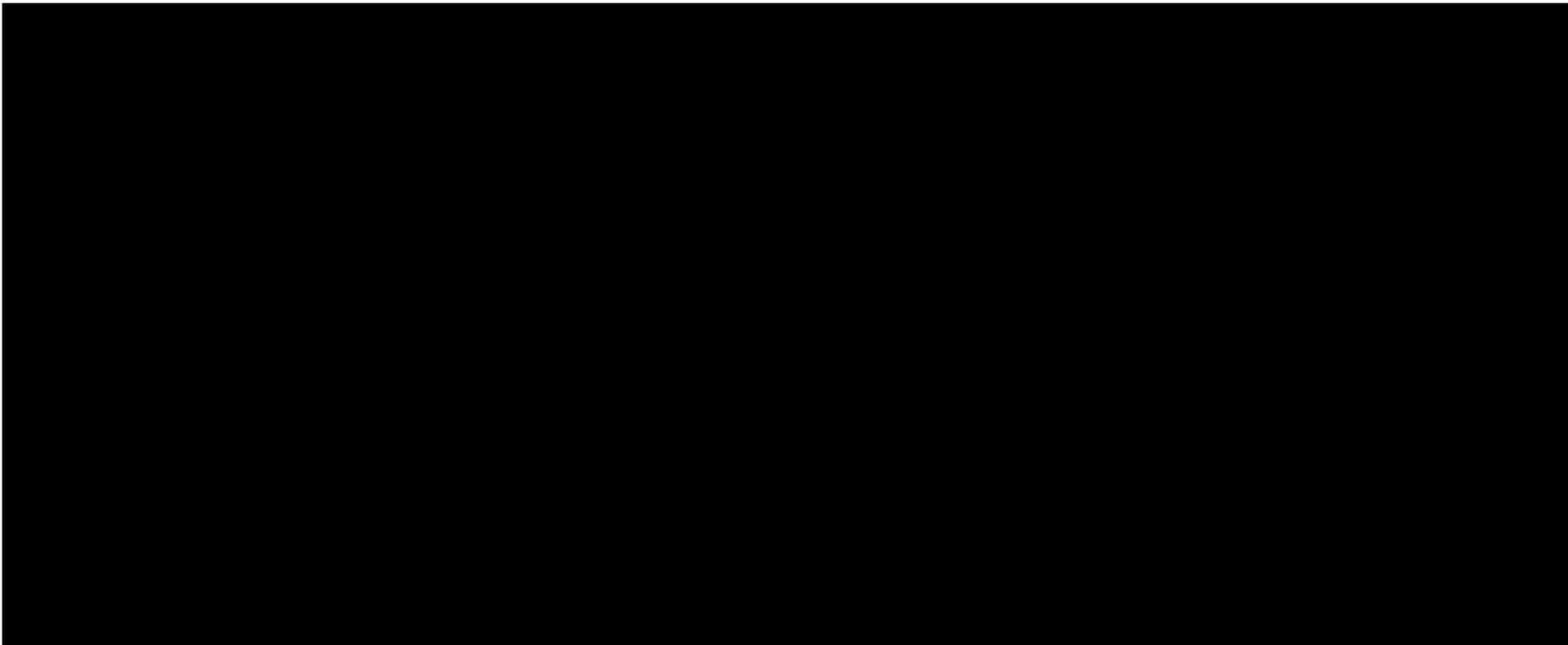




## Hīraunga | Implications

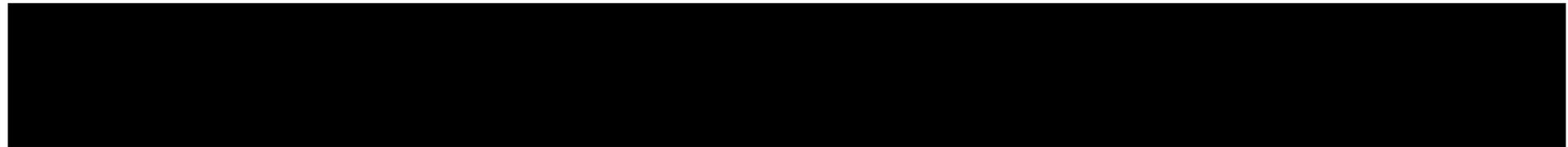




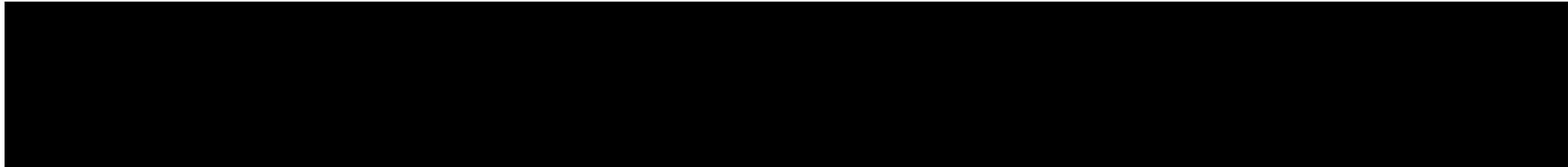


### Public Works Act

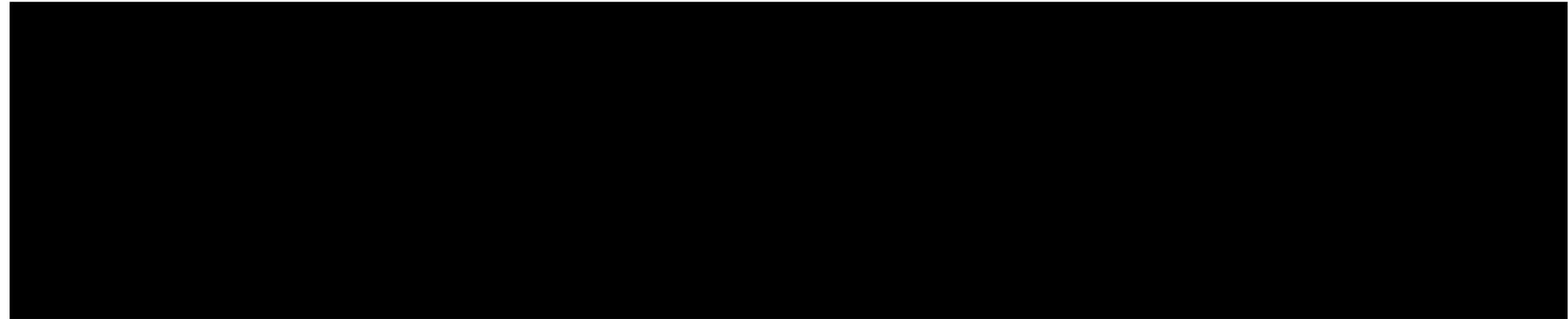
60. Compulsory acquisition of the Hammerhead land (Lots 7-9) using the Public Works Act process was considered by Panuku in both 2012 and 2018. However, this would have been extremely difficult to achieve given the contentious history, lack of budget and the willingness of the lessee to settle the matter through various other options. On balance, it was decided not to proceed with this option as it would have become very litigious and costly with minimal chance of achieving a successful outcome for Panuku.



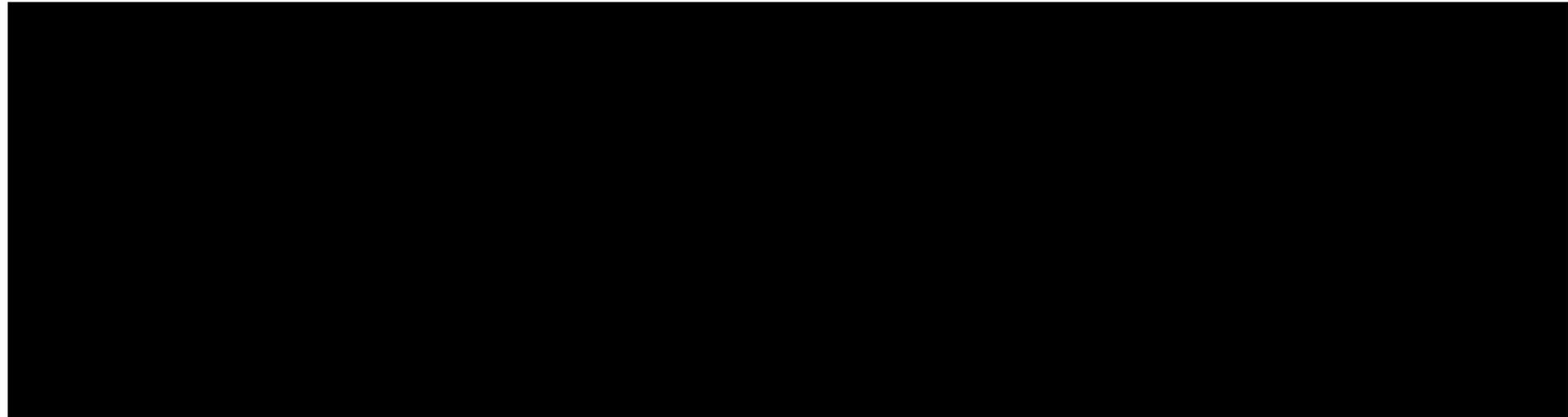
### Ngā raru tūpono me ngā whakamaurutanga | Risks and mitigations

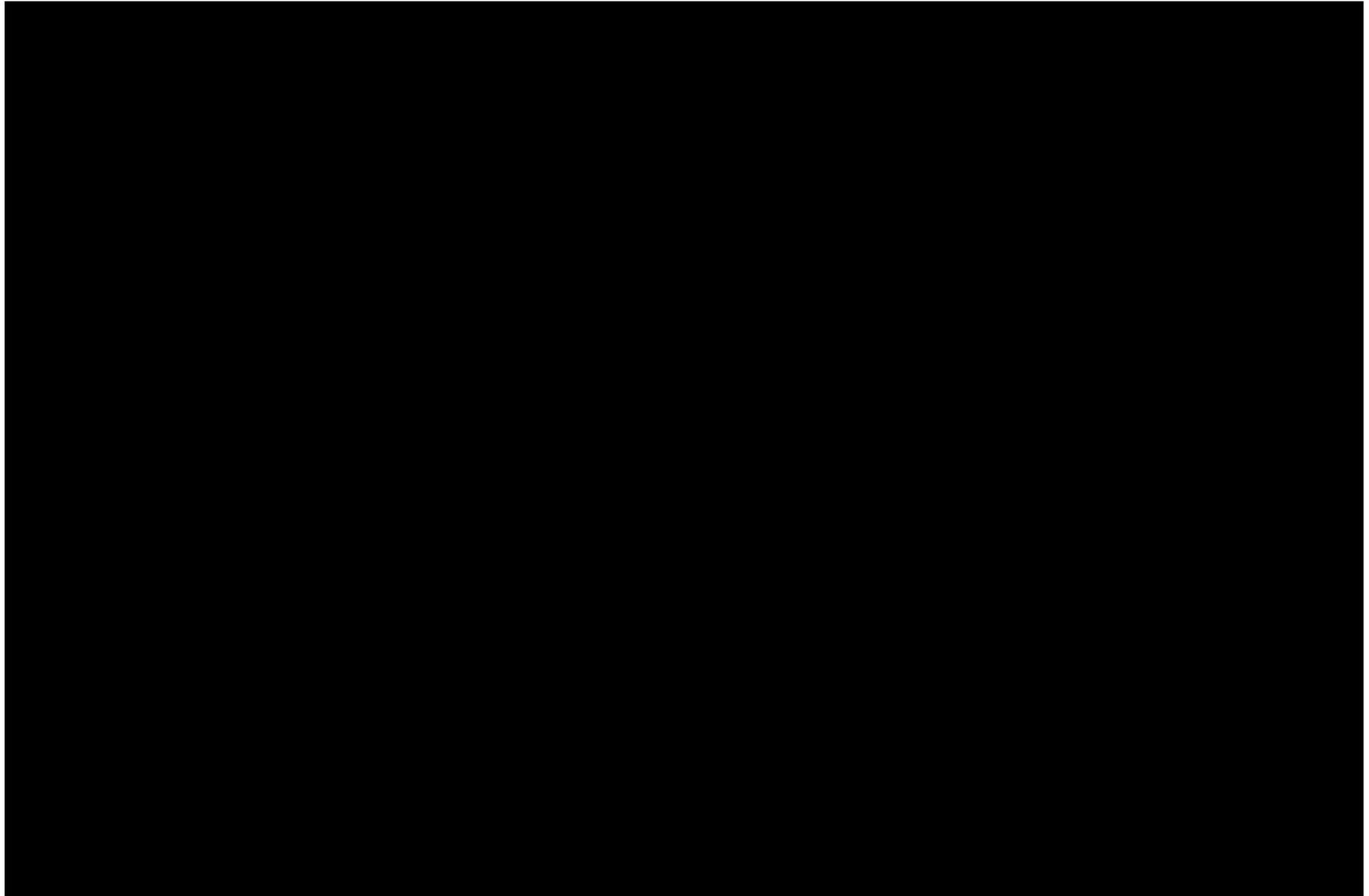


**Tauākī whakaaweawe Māori | Māori impact**



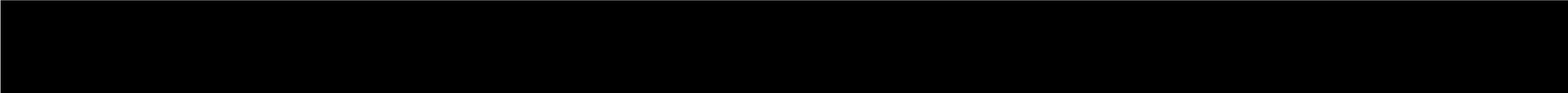
**Ngā whakaaweawe mō te hunga whaipānga | Stakeholder impacts**







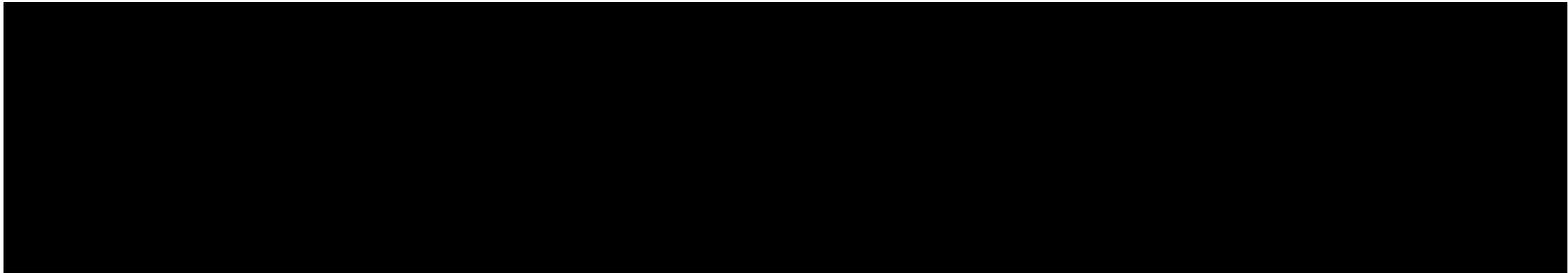
**Ngā whakaaweawe rauemi | Resourcing impacts**



## **Tauākī whakaaweawe āhuarangi | Climate change impacts**



## **Ngā koringa ā-muri | Next steps**



## **Ngā tāpirihanga | Attachments**



## **Ngā kaihaina | Signatories**

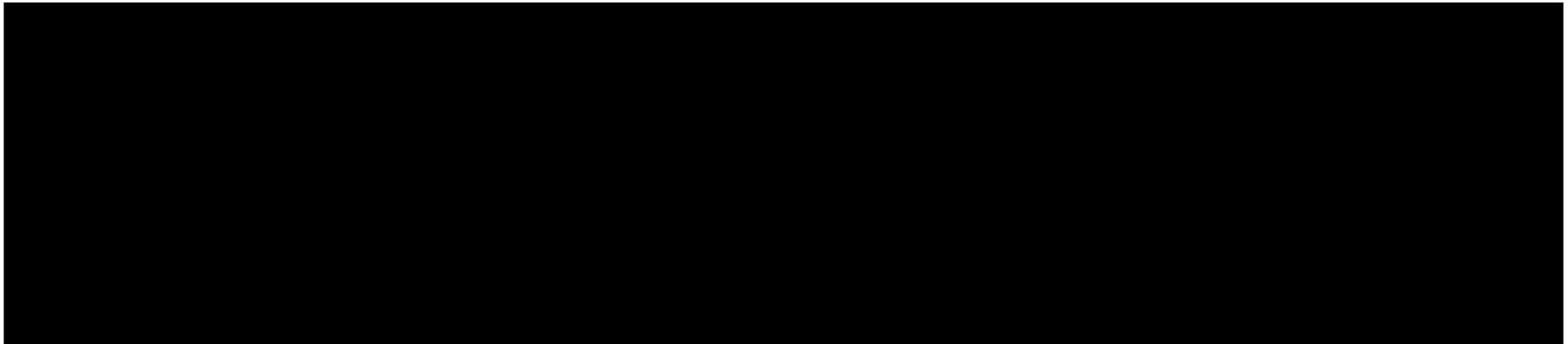
Marian Webb - GM Assets & Delivery  
David Rankin - Chief Executive (acting)

## Decision paper: Prepayment of ground lease

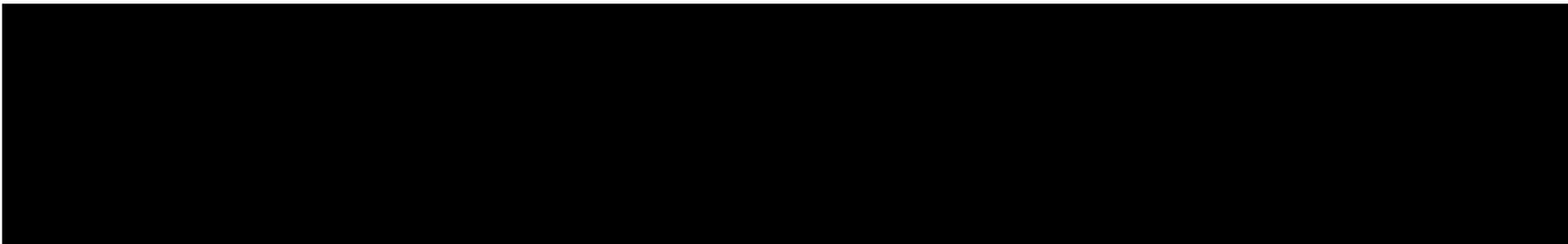
Author: Letitia Edwards, Head of Strategic Asset Optimisation (acting)

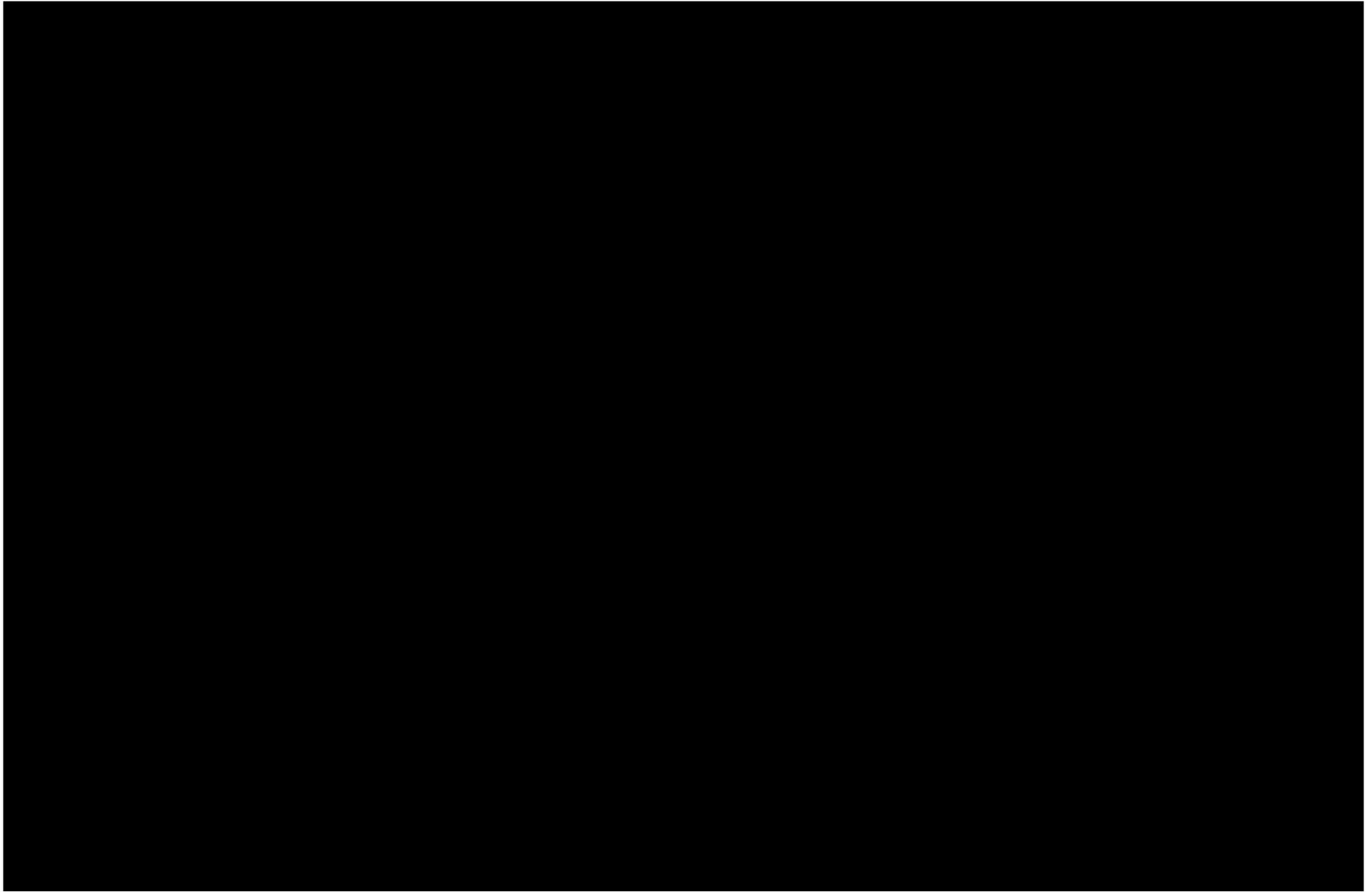
May 2020

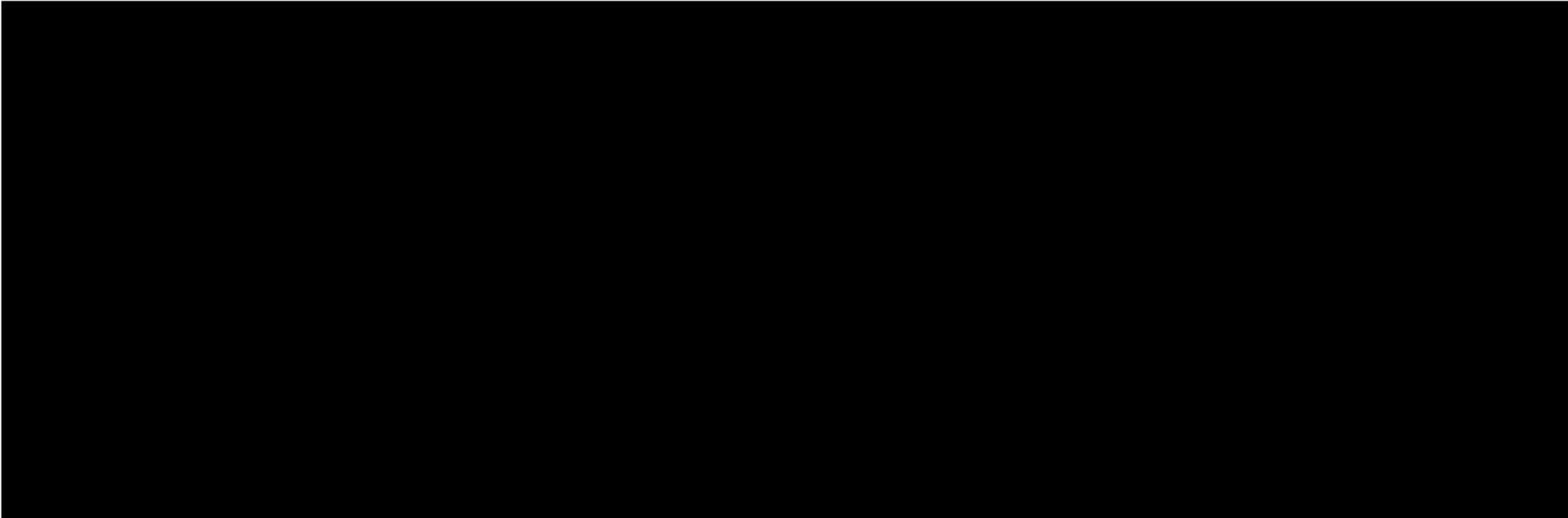
### Ngā tūtohunga | Recommendations



### Whakarāpopototanga matua | Executive summary







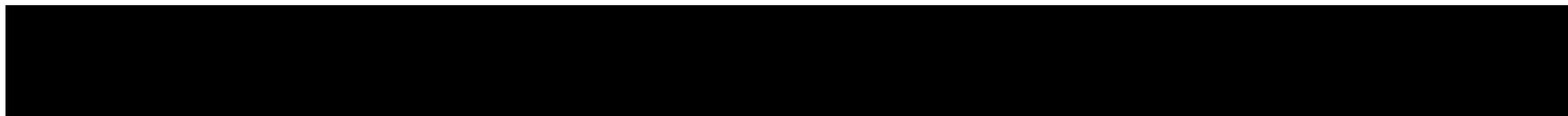
## Horopaki | Context

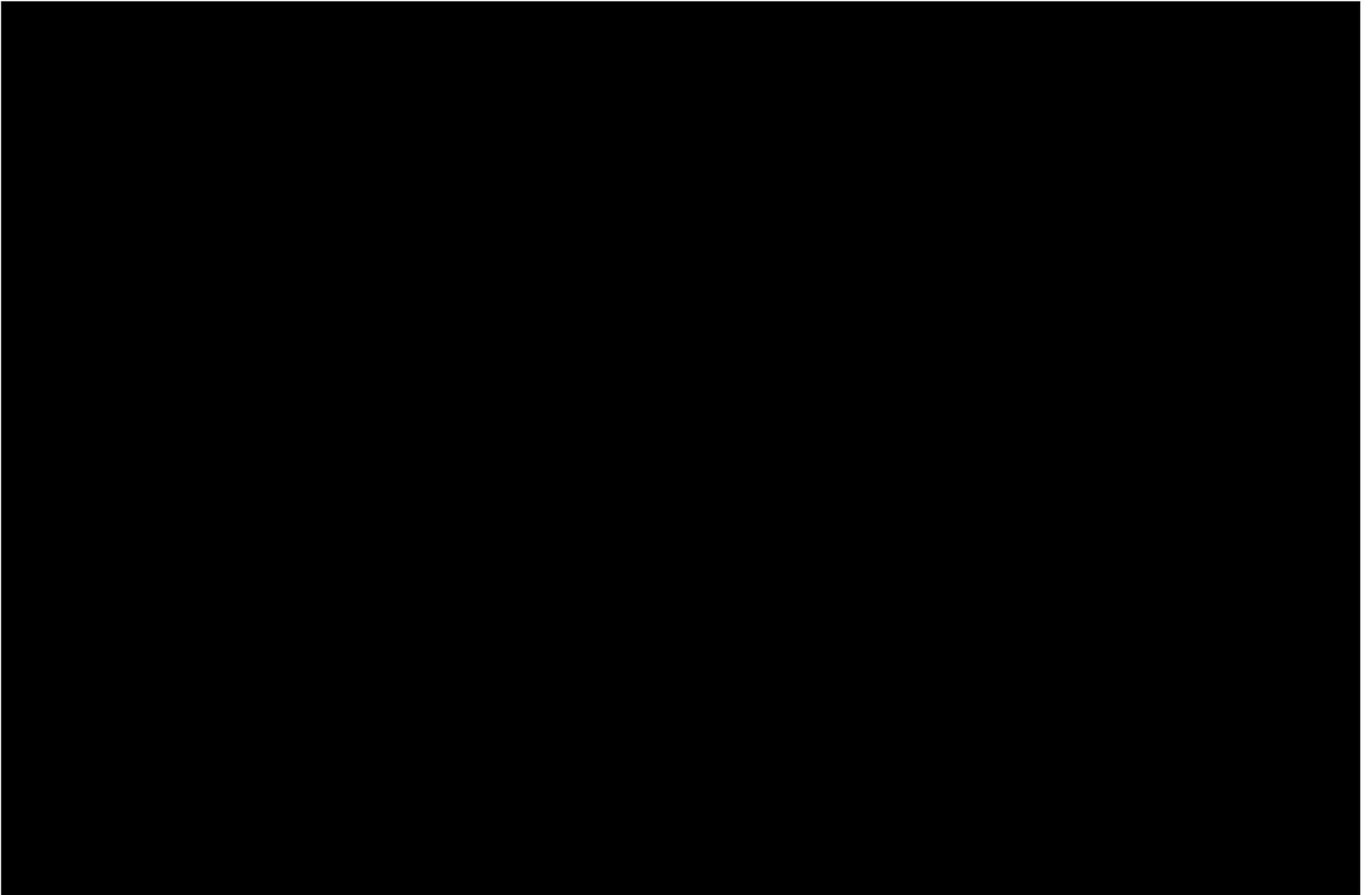
Previous Board / Council engagement and decisions		
Date and meeting	Document	Decision / Outcome
May 2018 Panuku Board	Marina strategy (information paper)	The Board received the report.
4 September 2018 Planning Committee	Strategic approach to marinas	Resolution number PLA/2018/87 That the Planning Committee: a) request a workshop to discuss a strategy and a forward plan regarding the future of Auckland's marinas. b) recommend to the Finance and Performance Committee not to proceed with the sale of any marina land pending the completion of the work referred to in clause a) above.

<p>14 December 2017 Upper Harbour Local Board</p>	<p>Notice of Motion</p>	<p>That the Upper Harbour Local Board:</p> <p>a) oppose the sale of any and all parts of Hobsonville Marina (West Park) and that the said area remain in Auckland Council ownership.</p>
<p>19 October 2017 - Upper Harbour Local Board</p>	<p>Disposal Recommendation Report</p>	<p>That the Upper Harbour Local Board</p> <p>a) is of the opinion that it has insufficient information to endorse the disposal of lots 6 and 10, and part of lots 11, 13 and 20, Clearwater Cove, West Harbour, at this time.</p> <p>b) request that the Finance and Performance Committee instruct Panuku Development Auckland to defer consideration of disposal of lots 6 and 10, and part of lots 11, 13 and 20, Clearwater Cove, West Harbour, pending further investigation of council's rights to preserve public access through all legal means available, including the Waitematā City Council (West Harbour) Empowering Act 1979, and other regulatory mechanisms available to council, which may be appropriate.</p> <p>c) request that the council investigate and consider use of the provisions of its Significance Policy, to enable affected members of the public at large the ability to provide its views and comments on the proposal put forth by Hobsonville Marine Limited (HML).</p>



## Matapaki | Discussion



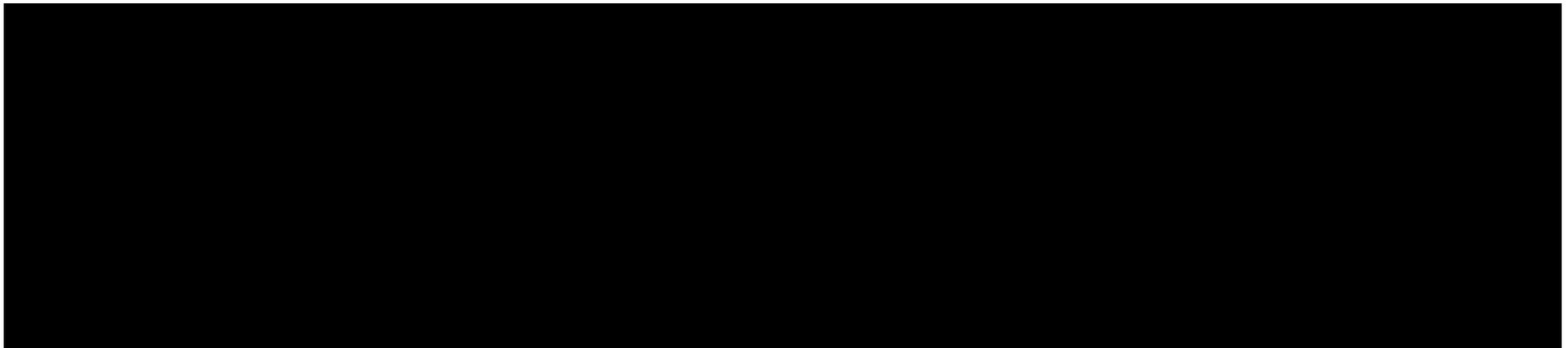




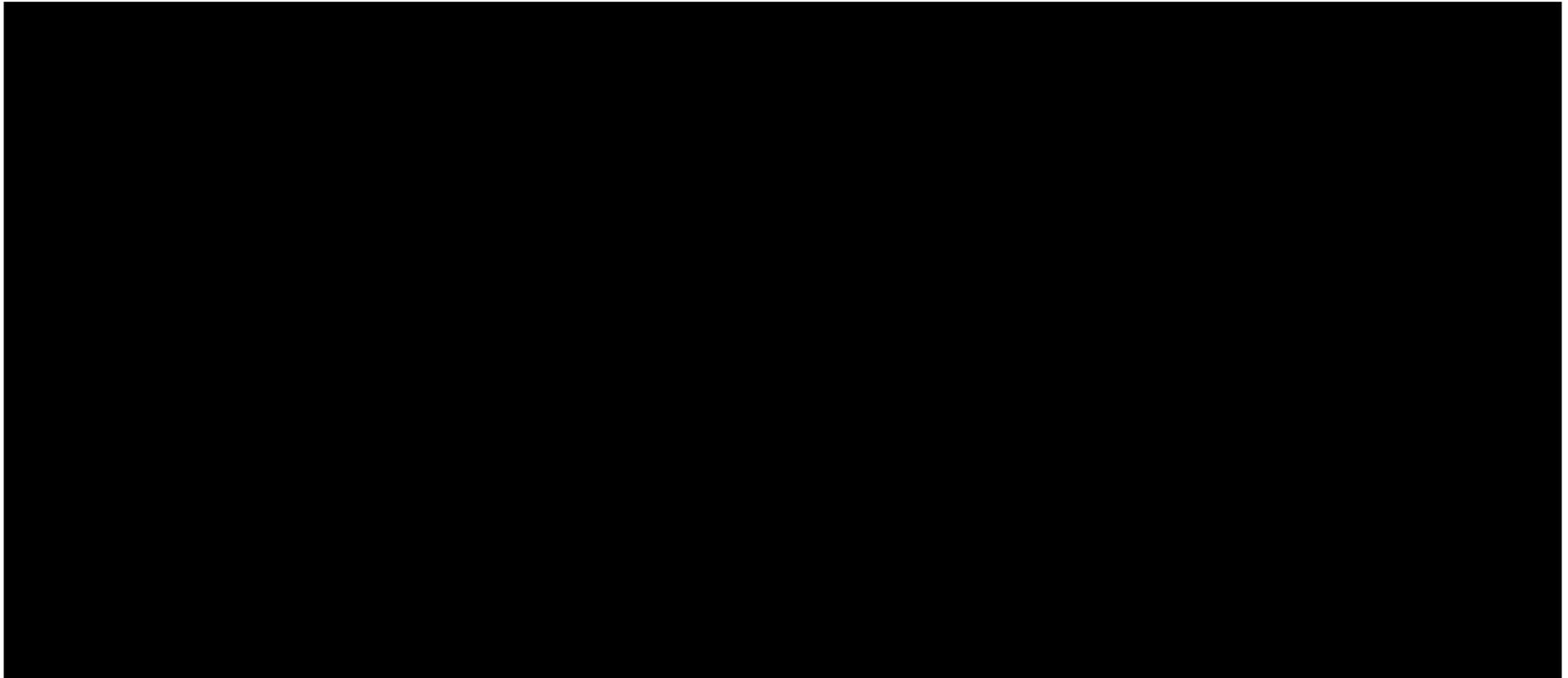
## Hīraunga | Implications



## Ngā ritenga ā-pūtea | Financial implications



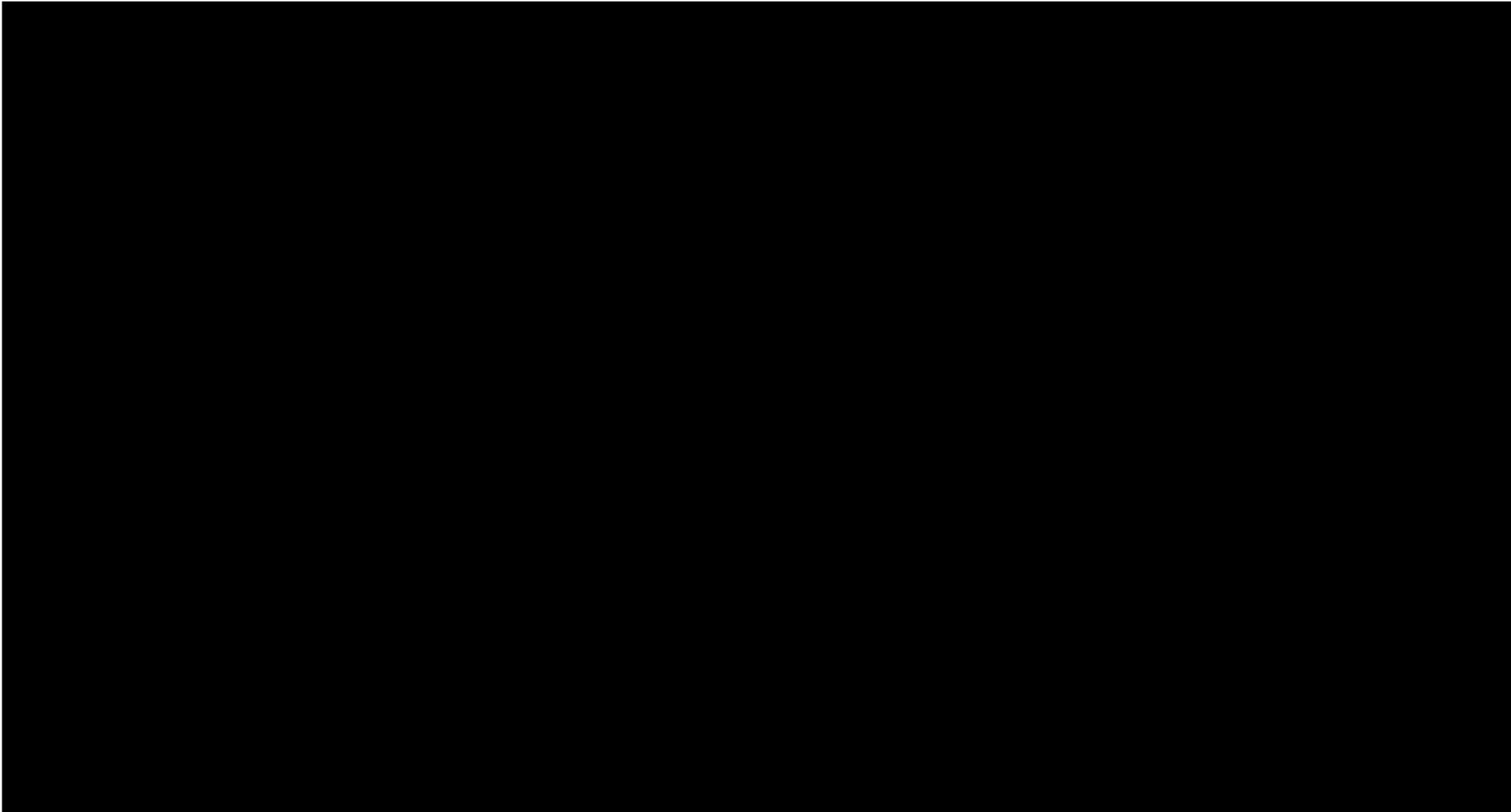
## Ngā raru tūpono me ngā whakamaurutanga | Risks and mitigations



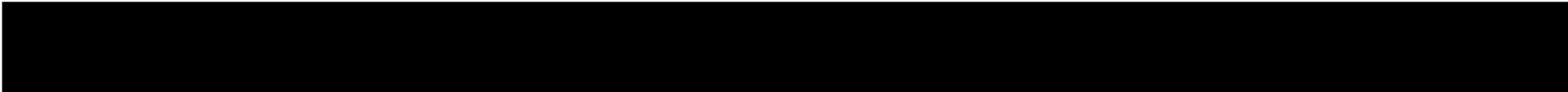
## Tauākī whakaaweawe Māori | Māori impact



## Ngā whakaaweawe mō te hunga whaipānga | Stakeholder impacts

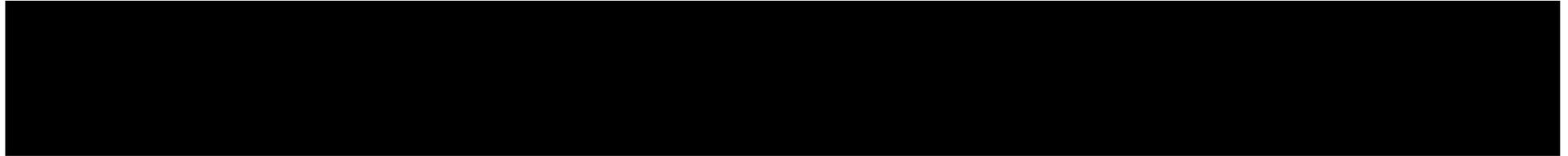


**Ngā whakaaweawe rauemi | Resourcing impacts**





**Tauākī whakaaweawe āhuarangi | Climate change impacts**



**Ngā koringa ā-muri | Next steps**



May 2020



## Ngā tāpirihanga | Attachments



## Ngā kaihaina | Signatories

Marian Webb - GM Assets & Delivery

David Rankin - Chief Executive (acting)

## Decision paper: Sale of Corporate Property at 50 Centreway Road, Orewa

Author: Adam Sadgrove, Development Manager

May 2020

### Ngā tūtohunga | Recommendations

1. That the Panuku Board:



2. Notes the proposed transaction achieves the specific objectives identified by Auckland Council for the disposal of 50 Centreway Road which are:

- Realise maximum value from the sale to provide monies to fund the strategy outcomes of the programme in FY20.
- Capital secured and refurbishment/redevelopment of the buildings undertaken by the purchaser in a timely manner.
- Secure a fixed term lease for council occupancy through to FY23 / FY24.
- Desired employment opportunities created by the new development.
- Secure permanent access to the council owned Centrestage facility. Centrestage is a theatre located behind 50 Centreway Road, Orewa to which access to the facility can only be across 50 Centreway Road, Orewa.

## Whakarāpopototanga matua | Executive summary

3. The site is currently utilised as the Orewa service centre. It comprises circa 1.9ha incorporating two substantial office buildings providing circa 7400m<sup>2</sup> of office space along with 253 carparks.
4. Marketing of the property has proceeded in accordance with the Panuku Board information paper prepared in October 2019 and the business case approved by the Programme Steering Group (PSG) on 19 October 2019.
5. Colliers International was engaged to sell the property by an open market tender.

- 
8. Auckland Council will lease the site back for four years from settlement allowing time for the completion of its new corporate accommodation in Albany.

- 
11. This work is to be completed in consultation with Panuku. It has been agreed that Panuku will review and provide feedback on the resource consent application.
  12. The preferred purchaser is committed to working with the operators of Centrestage Theatre to secure its access from Centreway Road and accommodate any overflow parking requirements the theatre may have.
  13. Subject to the purchaser satisfying its due diligence condition by 11 May 2020 and Panuku Board approval, settlement is planned for end of June 2020.

## Horopaki | Context

14. Panuku has agreed to provide property transaction services to Auckland Council with respect to the sale of seven council owned surplus properties, to enable the delivery of the approved Corporate Property Portfolio Strategy. This strategy was approved by Auckland Council's executive leadership team in February 2018.
15. The Finance and Performance Committee approved the disposal of 50 Centreway Road, Orewa on 15 May 2018. It also approved capital receipts be ring-fenced to reinvest into the corporate property programme of works.
16. 50 Centreway Road, Orewa is being sold with a four-year lease in place enabling council staff to remain until the new corporate accommodation in Albany is built in line with the Corporate Property Portfolio Strategy.
17. Funding for the programme of works is limited and council requires the funds from sales to be released early in the programme. As such, the primary objective of disposal of this property is capital receipts. The location, mixed-use zoning and size of the site will guide future development of this site following council's leaseback.
18. The budget for this sale sits with Auckland Council and Panuku is required to report to council on budget and spend.
19. Auckland Council's Corporate Property team and Panuku recommend a preferred purchaser to the Panuku Board for approval to execute a sale and purchase agreement.

Previous Board / Council engagement and decisions		
Date and meeting	Document	Decision / Outcome
10 May 2018 Council Finance and Performance Committee	Corporate Property portfolio Strategy	Approved the disposal of the property. FIN/2018/73
15 October 2019 Panuku Board Meeting	Information Paper - Marketing - Corporate Property 50 Centreway Road, Orewa	Inform of go to market strategy, via tender

## Matapaki | Discussion

### Objectives

20. The Corporate Property Portfolio Strategy identified 50 Centreway Road, Orewa for disposal of as part of its Corporate Property Portfolio Strategy. The disposal is essential to realising value and providing funds to be reinvested in the agreed programme to create a fit-for-purpose and future-proofed corporate property network. As such Auckland Council's primary objective for this disposal is capital receipts.
21. The specific objectives for the disposal of 50 Centreway Road are:
- Realise maximum value from the sale to provide monies to fund the strategy outcomes of the programme in FY20.
  - Capital secured and refurbishment/redevelopment of the buildings undertaken by the purchaser in a timely manner.
  - Secure a fixed term lease for council occupancy through to FY23 / FY24.
  - Desired employment opportunities created by the new development.
  - Secure permanent access to the Centrestage facility. Centrestage is a theatre located behind 50 Centreway Road, Orewa where entry to the facility can only be accessed from 50 Centreway Road, Orewa.
22. The above objectives have all been achieved in the agreement reached with Sustainable Investment Properties Limited Partnership.

### Process and outcome

23. Colliers International was engaged to sell the property by way of open market tender.
24. An open tender campaign ran from November 2019 to 19 March 2020. Procurement was completed via a one stage process.
25. The evaluation panel consisted of Panuku and Auckland Council Corporate Property department staff.
26. The evaluation considered:
- the quality of the development partner – its capability, financial capacity, resource and track record.

May 2020

- the terms and conditions of the agreement.
- the vision and intended development of the site.
- the commercial offer.

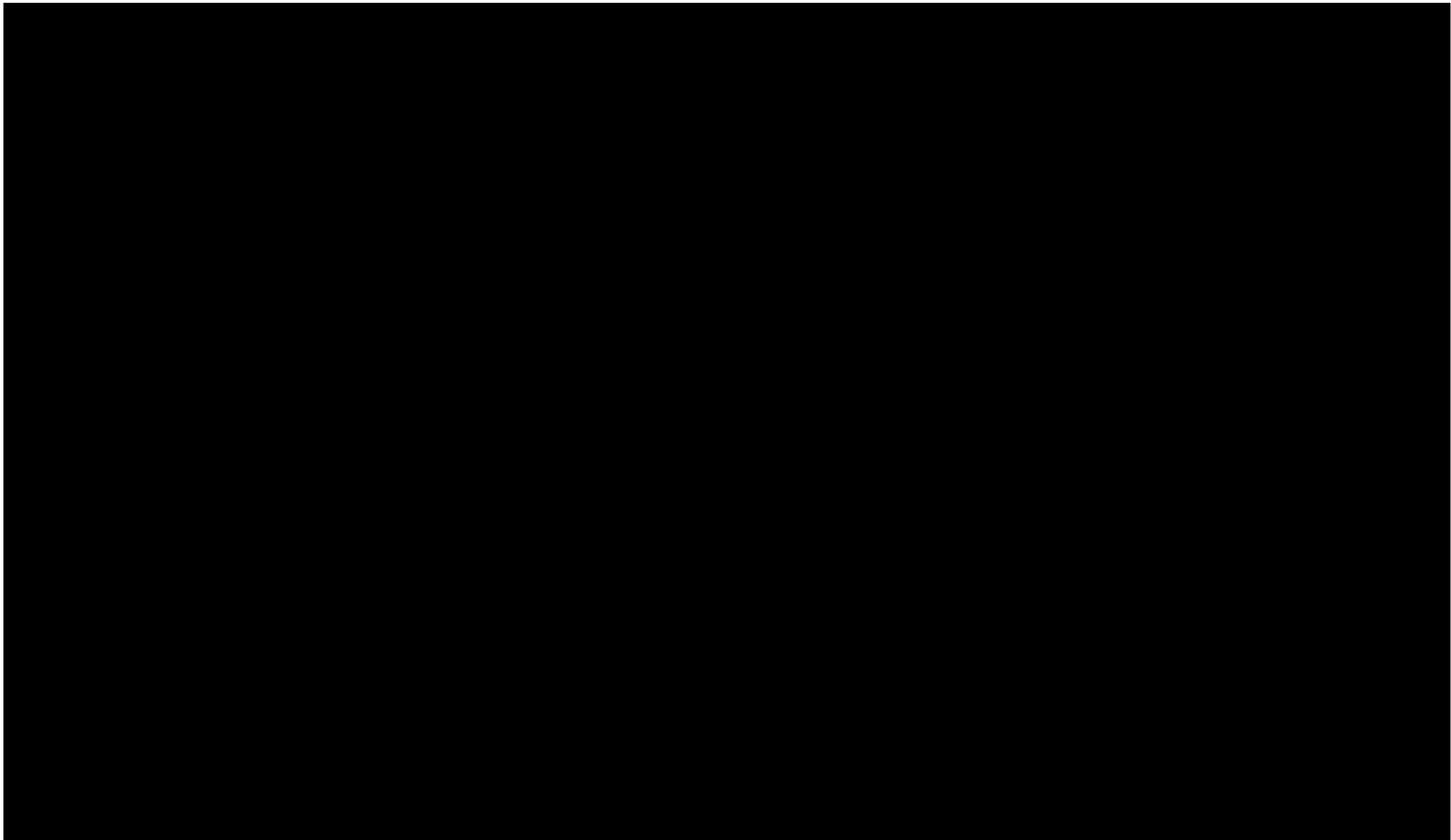
27. Six tenders were received through the process. The appointed evaluation panel completed its appraisals, this was followed by an evaluation panel moderation workshop.

29. Negotiations were concluded and documented in a conditional Sale and Purchase Agreement.

33. It intend to complete its master plan and secure its resource consent to subdivide the buildings between now and council lease expiry December 2024.

34. This work is to be completed in consultation with Panuku.

35. Negotiations have been formalised in a conditional Sale and Purchase Agreement. The commercial terms are summarised as follows:



## **Hīraunga | Implications**

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



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

38. The key risks identified for the sale and the mitigations proposed or undertaken are as follows.

Risk	Status	Mitigation

### Tauākī whakaaweawe Māori | Māori impact

39. On behalf of the Auckland Council, Panuku staff contacted Ngāti Wai, Ngāti Manuhiri, Te Runanga o Ngāti Whatua, Ngāti Whatua o Kaipara, Ngāti Whatua Orakei, Te Kawerau a Maki, Ngāi Tai ki Tāmaki, Te Ākitai-Waiohua, Ngāti Te Ata – Waiohua, Ngāti Paoa, Ngaati Whanaunga, Ngāti Maru, Ngāti Tamatera and Te Patukirikiri regarding the potential sale of 50 Centreway Road, Orewa on 4 December 2017. None of the iwi authorities provided feedback specifically in relation to the potential sale of 50 Centreway Road, Orewa.

## **Ngā whakaaweawe mō te hunga whaipānga | Stakeholder impacts**

40. The key stakeholders are Auckland Council and the Hibiscus and Bays Local Board.
41. Auckland Council approved the sale of the property with capital receipts be ring-fenced to reinvest into the corporate property programme of works. The disposal is essential to realising value and providing funds to be reinvested in the agreed programme to create a fit-for-purpose and future-proofed corporate property network.
42. A number of workshops were held with the Hibiscus and Bays Local Board (HBLB) regarding the sale of the 50 Centreway Road. The local board provided its feedback which was presented to the Finance and Performance Committee in May 2017 as part of the strategy and disposal report. The HBLB has been kept informed of the sale process. The agreement with the identified purchaser is sympathetic to the matters identified by the local board in its feedback.

## **Ngā whakaaweawe rauemi | Resourcing impacts**

43. Panuku will continue to provide Development Management resource to administer the sale and provide feedback on the proposed masterplan. Panuku's Property Management team will administer the lease on behalf of Corporate Property. Panuku Design team will review and provide feedback before any resource consent application is lodged.

## **Tauākī whakaaweawe āhuarangi | Climate change impacts**



## Ngā koringa ā-muri | Next steps

Deliverable(s)	Delivered by	Date due
Panuku Delegated Authority Report Signed (Chief Executive (acting) executes conditional SPA)		
Panuku Board decision - delegating CE ability to declare contact unconditional		
Agreement unconditional		
Settlement		
Administration of the Sale and Purchase Agreement and Deed of Lease		

## Ngā tāpirihanga | Attachments

Attachment 1: Location Plan and Aerial Plan identifying site

## Ngā kaihaina | Signatories

Marian Webb - GM Assets & Delivery

David Rankin - Chief Executive (acting)

# Attachment 1 – Location Plan and Aerial Plan identifying site

Location Plan (target site in blue)



Aerial Plan identifying site

