

**North Shore Security of Water Supply
Waitematā Harbour Crossing – North Shore No. 3**

Kaipātiki Local Board

February 2022

The Future Demand for Drinking Water on the North Shore

An additional pipeline is required across the Waitematā Harbour to:

- Meet southern North Shore growth in water demand next 50 years;
- Current water demand 180,000 popⁿ. – 52MLD
- 2068 growth is forecasting 250,000 popⁿ. – 103MLD
- Ensure that we have a resilient and maintainable Water Supply to the North Shore
- Enable assets maintenance and replacement.

Local Board context

The project is still in the early stages of planning.

The purpose of this briefing is:

- Provide background and context to the Board on the need for the project.
- To seek informal feedback from the Local Board to inform our ongoing planning.
- To start an ongoing conversation with the Board on this project.

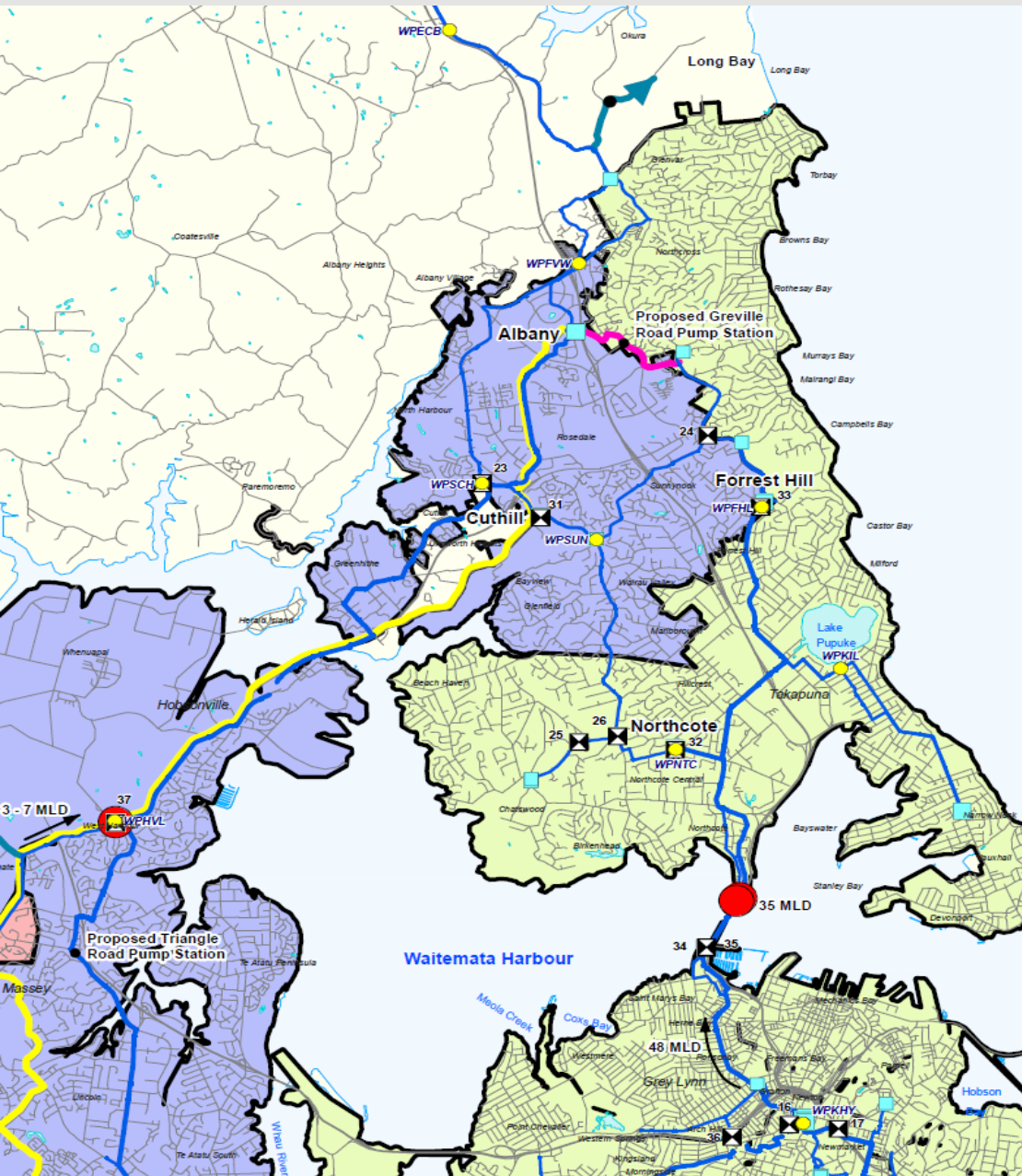
Water Supply to the North Shore of Tāmaki Makaurau



Northern suburbs and Hibiscus Coast

- North Harbour 1 watermain crossing the Waitematā harbour on the Greenhithe Bridge.
- North Harbour 2 watermain to be constructed by 2026 for growth, and resilience
- North Harbour watermains do not have the capacity to supply south North Shore

Water Supply to the North Shore of Tāmaki Makaurau



Southern North Shore

- The North Shore 1 & 2 watermains, cross the Waitematā harbour on the Auckland Harbour Bridge
- Supply water to four reservoirs
- Constructed with the bridge 1960
- 180,000 customers are serviced by the North Shore 1 & 2 watermains
- 76,000 in Takapuna, Northcote and Devonport are supplied directly off these watermains supported from Khyber reservoirs in CBD
- Average Daily Demand 52MLD

Security of Supply

- Southern North Shore communities and customers are dependent upon the North Shore No. 1 & 2 watermains crossing Auckland Harbour bridge
- These assets are at capacity under gravity presenting operational and maintenance challenges
- Westhaven pump station will mitigate the interim water capacity risks but a long-term solution is critical to ensure a safe and secure supply of drinking water to this growing community
- The resilience of this system has been eroded over time as the community north of the Harbour Bridge has grown. This compromises our ability to maintain these critical assets
- Pipelines have high maintenance needs due to age, location and condition
- Dependent structurally on the Harbour Bridge
- No additional transmission capacity added since 1967

Context

Watercare is investigating options to secure the supply of drinking water to the Southern and Wider North Shore

- Picking up on studies done in 2010 – Proposing the development of the North Shore No. 3 Watermain
- Auckland Harbour Bridge has no structural capacity for an additional or upsized watermain(s)
- There is no transmission capacity (system redundancy) to enable removal and replacement of watermains on bridge
- The Waka Kotahi Skypath project presented an opportunity however, no longer an option
- Watercare Asset Management Plan has provision in future
 - This has been linked with Waka Kotahi future transport corridor (tunnel or bridge) the timing of which remains uncertain
 - Waka Kotahi timing no longer meets Watercare growth and risk tolerance

Current Situation

- North Shore 1 & 2 watermains on the bridge
 - Currently pipelines undergoing repair
 - Pipe support systems require replacement
 - Working in coordination with ASM on walkway structures
 - However, in the long-term pipes will require replacement
- Capacity Mitigation
 - Westhaven Pump Station in detailed design
 - Pump Station will occupy part of ASM service area
 - Interim solution to enable maintenance of pipelines and meet peak demands
 - Not a long-term solution

Crossing Options

- 2010 study considered tunneled options – shortest length 1,500m Westhaven to Northcote Point
- Technologies of the time – Pipe Jack or Tunnel Boring Machine (TBM)
- New tunneling technology has reduced cost and available alternate options – Direct Pipe or TBM
- Connections to existing pipelines are required Westhaven/Northcote
- Planning study has now commenced to develop options and to recommend preferred



Northcote options

Northcote Receiving Shafts Options Assessed 2010.

- 1A Jean Sampson
- 1 B Queens St – roundabout area
- 1 C Fishermans Wharf

Assessment:

All options represent disruption to the community.

- Options 1 B & C
 - Highly disruptive of commuters
 - Coastal marine area (1C)
- Option 1A Jean Sampson is preferred
 - Least disruption
 - Work in the Reserve without disrupting playground
 - Best connections to watermains on Queen & Princes Streets



Figure ES-2: Aerial photograph of Northern approach sites (1a, 1b and 1c)

Indicative project timeline

Date	Milestone
February / March	Brief key stakeholders (Local Boards, Councilors, Kaitiaki Forum, Panuku, Waka Kotahi)
End of March 22	Feasibility report complete
March - June	Business case
End June	Watercare Board decision
June 22 - June 23	Investigation & design + consenting
June 23 - June 26	Construction

Please note this timeline is subject to change.

Kia Ora | Thank you

We thanks for the opportunity to present this project and welcome questions and feedback.

Review of Kaipātiki Grants Programme 2022/2023

Pierre Fourie
Grants and Incentives Manager

Rikka Barbosa
Senior Grants Advisor



Purpose

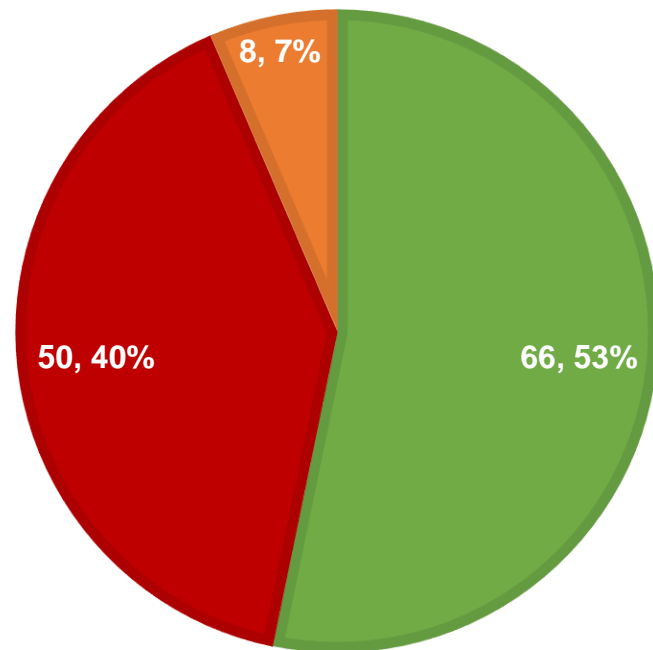
- Snapshot of **2020/2021 Community Grants**
- Review the **2022/2023 Kaipātiki Grant Programme**
 - Outcomes, priorities, and exclusions
 - Declined reasons
 - Proposed dates
- Review and snapshot of **2021/2022 Rates Grants**



Volume and Approval Rate

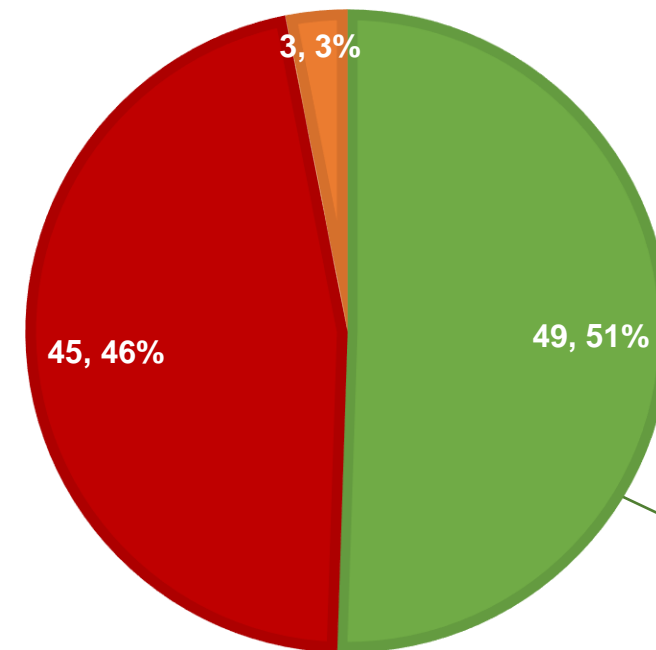
2019/2020
124 TOTAL APPLICATIONS

■ Approved ■ Declined ■ Withdrawn



2020/2021
97 TOTAL APPLICATIONS

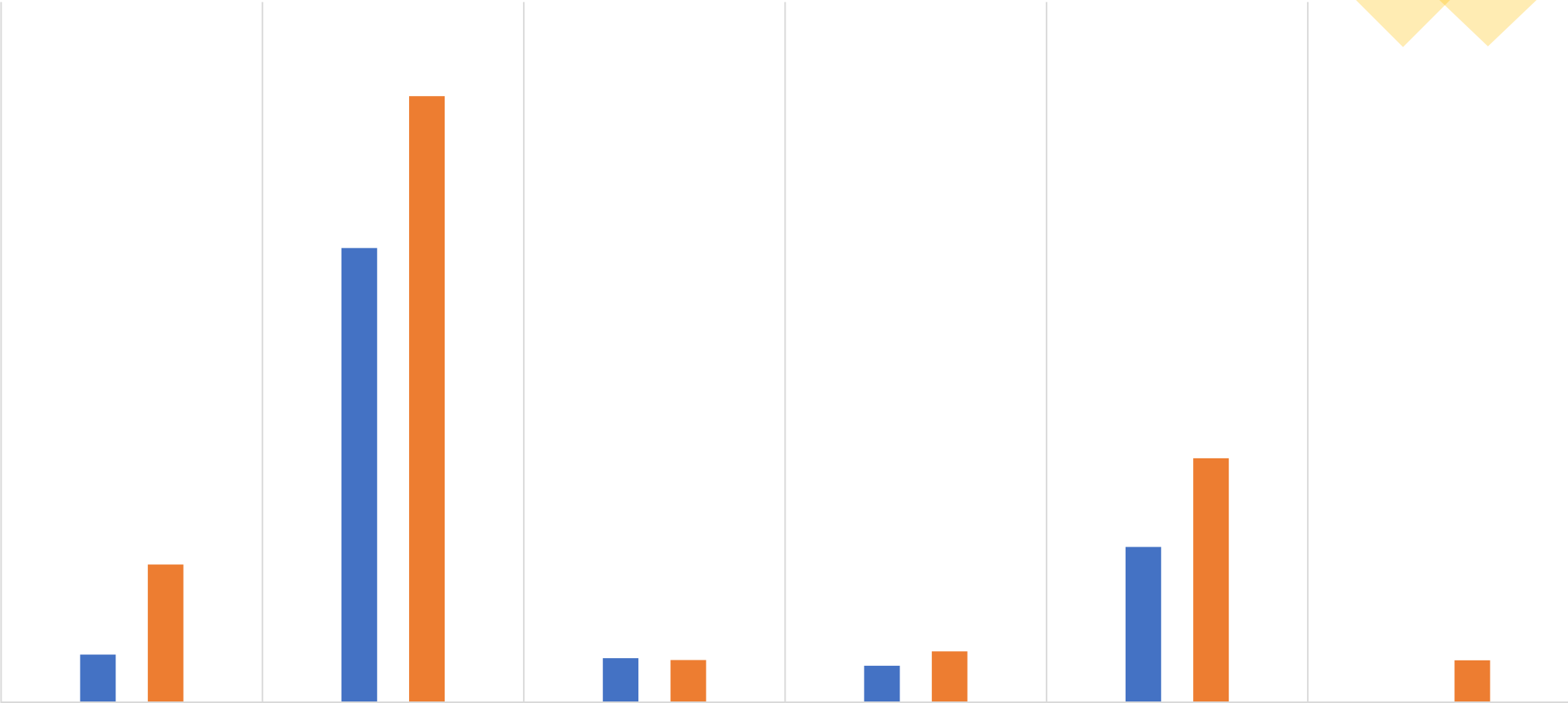
■ Approved ■ Declined ■ Withdrawn



39 approved local grant applications
10 approved multi-board applications

ALLOCATION BREAKDOWN BY ACTIVITY FOCUS

SUM OF TOTAL ALLOCATION



■ 2020/2021
■ 2019/2020

Arts and culture	\$6,810.00	\$64,873.00	\$6,301.00	\$5,213.00	\$22,190.00	\$-
Community	\$64,873.00	\$86,573.00	\$6,035.00	\$7,275.00	\$34,843.00	\$6,000.00
Environment	\$6,301.00	\$6,035.00				
Events	\$5,213.00	\$7,275.00				
Sport and recreation	\$22,190.00	\$34,843.00				
Heritage	\$-	\$6,000.00				

Top 10 Kaipātiki Local Board Grants Applications 2020/2021

Application No.	Applicant	Project	Amount Allocated
LG2108-331	North Shore City Baseball Club Inc	Stafford Park Baseball Back Net Renewal	\$18,125.00
LG2108-337	Miss Ji-Yeon Jeong	Korean art and culture: Banchado(Illustrations for Royal protocols) relay project	\$17,018.56
LG2108-335	Auckland King Tides Initiative	Auckland King Tides Water Level (Tidal) Gauge Community Workshop Delivery	\$10,351.25
LG2108-322	North Shore Budget Service	Community Outreach- going to the people	\$10,130.00
LG2108-314	Birkenhead United Auckland Football Club	Female Football Programme	\$10,108.00
LG2108-115	Age Concern Auckland Incorporated	Empowering Communities Programme	\$10,000.00
LG2108-227	YMCA North	Raise Up North Shore Youth Development Programme	\$10,000.00
LG2108-101	Babylon Charitable Trust	Seniors Program	\$7,670.00
LG2108-102	Kaipātiki Project Incorporated	Sheltered workspace for Kaipātiki Project outdoor community activities	\$6,250.00
LG2108-320	Mayfield Scout Group - Auckland	Repair of External Wall	\$6,111.10

Chelsea Heritage Estate Regional Park Association, *Chelsea Ponds Restoration*

\$3,950.00 Grant Support

March 2021 to May 2021

Chelsea Estate Heritage
Park

1,500 Participants Reached



Chelsea Heritage Estate Regional Park Association,

C. **COMMUNITY PROJECTS & EVENTS**

1. **Chelsea ponds restoration project**

We'd like to acknowledge Kaipātiki Local Board for the community grant to increase monitoring of the Chelsea Ponds. The increase of algae, erosion and pollution events have concerned locals and park users. This grant will pay for Brett Stansfield (Environmental Impact Assessments Ltd) to do a set of more thorough testing of the four stormwater ponds to complement the basic monitoring done by AC Healthy Waters. The combined data will hopefully provide a better picture for the health of the four ponds, and we hope to assist with ongoing community monitoring and restoration projects to improve this waterway and protect the wildlife that live in it.

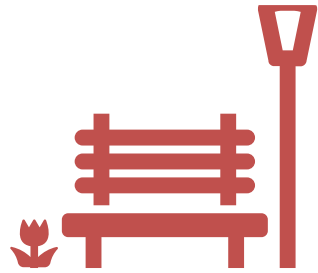


\$3,95

M

1,500 Participants Reached

Outcomes outlined in the Kaipātiki Local Board Plan 2020



Belonging and
wellbeing



Environment



Places and
spaces

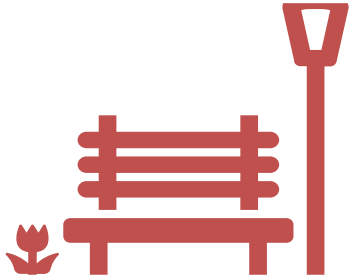


Transport and
connections



Opportunity and
prosperity

Outcomes outlined in the Kaipātiki Local Board Plan 2020



Belonging and wellbeing

Our people are **involved** in the community, **socially connected** to one another, and **supported** to be **active, creative, resilient, and healthy**



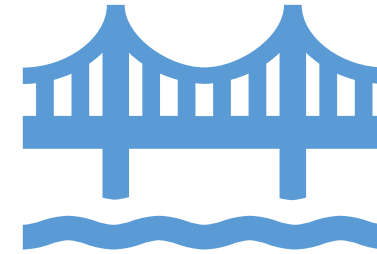
Environment

Our natural environment is **protected** and **restored** for future generations to enjoy



Places and spaces

Our built environment is high quality, vibrant, well-maintained, **reflects the culture and heritage** of Kaipātiki, and meets our **people's needs**



Transport and connections

Our people have **many transport options** and can **easily and safely** move around and find their way



Opportunity and prosperity

Our people can **buy local, live local and work local**

Current **lower** and **higher** priorities – any changes?



Higher Priorities

- Locally based applicants and events or projects that provide and target opportunities for Kaipātiki residents



Lower Priorities

- Travel and accommodation outside Auckland (the board may make exceptions if there will be a tangible benefit for Auckland ratepayers)
- Fundraising events or activities where the beneficiary is a third party
- Ongoing organisation administrative costs for staff and overheads
- Already received a grant within the same financial year

- Activities must not have already taken place before the local board has the opportunity to consider the application
- More than one application per organisation in a grant round
- Groups that have failed to meet accountability obligations
- Koha (cash donations)

Exclusions



Decline reasons

- ***Does not align with local board priorities:*** *There is a low alignment with the local board's priorities and/or community outcome(s)*
- ***Grant round oversubscribed:*** *Limited funding*
- ***Central government funding role/ Other funding sources available***
- ***Application insufficiently developed:*** *The project not fully defined or developed, applicant may be invited to submit an application to a future grant round*
- ***Limited community benefit(s):*** *Insufficient evidence of specific benefits to the community*
- ***Project outside of local board area:*** *Project not benefiting Local Board area*
- ***Not eligible:*** *Applicant or project not eligible under the terms of the Community Grants Policy 2014 or the local board grants programme*

Proposed grant round dates 2022/2023

Type of Grant	Round	Open	Close	Decision	Projects to occur after
Local Grant and Multi-Board	1	Mon, 30 May 22	Fri, 08 Jul 22	Wed, 17 Aug 22	Thu, 01 Sep 22
Local Grant	2	Mon, 29 Aug 22	Fri, 07 Oct 22	Wed, 07 Dec 22	Sun, 01 Jan 23
Local Grant and Multi-Board	3	Mon, 06 Mar 23	Fri, 07 Apr 23	Wed, 17 May 23	Thu, 01 Jun 23

Review and snapshot of 2021/2022 Rates Grants

Contestable Rates Grants

1

Transitional Rates budget was allocated to local boards from **Legacy Rates** grants and have been continuing since amalgamation.

- A transition mechanism was put in place as part of LTP 2018-28 for **three years**.

2

From **1 July 2021**, this budget falls under the complete **discretion of the local board**.

3

The Kaipātiki Local Board decided to use this budget for a **contestable rates grants** programme.

2021/2022 Rates Grants



The Kaipatiki Local Board allocated a total of **\$36,311.98** to the **2021/2022 Rate Grants** budget



A total of **\$18,657** was allocated to **five** groups, leaving **\$17,655** remaining to spend

Northcote Point Senior Citizens Assoc
Birkdale Beach Haven Residents & Ratepayers Assoc
Birkenhead Senior Citizens Assoc Inc
Judokwai Nz (1948) Inc
Birkenhead Bowling Club Inc



On 8 December 2021, the board approved the reallocation of **\$17,655** from Legacy Rates Grants to **Community grants**

Applicants

Northcote Point Senior Citizens Assoc

- **\$2,300**
- Owns and maintains 1900s heritage house **Queen Street Villa**
- Used weekly and monthly for activities like dance classes, adult jazz band practice, resident groups meetings, drama tuition, physical exercise classes and similar
- **500-1000 reach** noting 100% from LB area

Birkdale Beach Haven Residents & Ratepayers Assoc

- **\$2,662.45**
- Owns and maintains **Beach Haven Hall**
- Used by various groups including local Tongan Church
- **50-60 reach** noting 100% from LB area

Birkenhead Senior Citizens Assoc Inc

- **\$3,594.29**
- Owns and maintains 251 **Hinemoa Street Birkenhead** 0626
- Used by community groups including two choirs, karate, judo, table tennis, Pest Free Kaipatiki (provision of storage), and other casual users
- **7,000 reach** noting 100% from the LB area

Judokwai Nz (1948) Inc

- **\$3,600**
- Owns and maintains 6/68 **Hillside Road Wairau** Valley 0627
- Used for judo lessons; Rates support allows group not to pass on cost to members
- **120 reach**

Birkenhead Bowling Club Inc

- **\$6,500**
- Owns and maintains 95 **Mokoia Road Birkenhead** 0626
- Used for darts, lawn and indoor bowling, and pool (competitive and social scale)
- **1000 reach** noting 90% from LB area

Proposed grant round dates 2022/2023

Type of Grant	Round	Open	Close	Decision	Projects to occur after
Local Grant and Multi-Board	1	Mon, 30 May 22	Fri, 08 Jul 22	Wed, 17 Aug 22	Thu, 01 Sep 22
Local Grant (inc. Rates Grant)	2	Mon, 29 Aug 22	Fri, 07 Oct 22	Wed, 07 Dec 22	Sun, 01 Jan 23
Local Grant and Multi-Board	3	Mon, 06 Mar 23	Fri, 07 Apr 23	Wed, 17 May 23	Thu, 01 Jun 23

Rates Grants 2022/2023

Available Budget - \$37,500



Does the local board wish to make any changes to the amount kept aside for Rates Grants?

Thank you

Local Boards briefing

1. National Policy Statement on Urban Development: removal of car minimums

2. AUP: Shared residential driveway access provisions

Plans and Places Department

January - February 2022



What we will cover today

Purpose: to seek feedback from local boards on these matters as part of investigations into a possible plan change

Workstream 1 - Removal of car parking minimums and related matters

- Outline of the NPS UD objectives
- Policy 11 of the NPS-UD
- Local Board briefings to date
- Directions provided by the Planning Committee
- Implementing Policy 11
- Issues arising from the removal of parking minimums
- Options to be considered to address these issues

Workstream 2 – Shared residential driveway access

- Background on Section 35 Monitoring and AUP Issues Register
- Monitoring methodology
- Briefings to date
- Issues to be addressed
- Options to be considered to address these issues

Next steps



Some terms used in this presentation

- Auckland Council District Plan Hauraki Gulf Islands Section (HGI Plan)
- Auckland Unitary Plan (AUP)
- National Policy Statement – Urban Development (NPS – UD)
- Regional Policy Statement (RPS)
- Residential zones:
 - Mixed Housing Suburban zone - MHS
 - Mixed Housing Urban zone - MHU
 - Terrace Housing and Apartment Building zone – THAB

NOTE

- Shared driveways are also referred to as private ways, Commonly Owned Access Lots, Jointly Owned Access Lots



**National Policy Statement on Urban
Development:**

**Removal of parking
minimums from AUP and HGI
Plans**



**Policy 11:
in relation to car
parking**

(a) the district plans of tier 1, 2, and 3 territorial authorities do not set minimum car parking rate requirements, other than for accessible car parks; and

(b) Tier 1, 2, and 3 local authorities are strongly encouraged to manage effects associated with the supply and demand of car parking through comprehensive parking management plans.



Local Board briefings to date

**12 July
2021**

**Local Board
chairs
workshop**

**31 Aug.
2021**

**Memo to
Local
Boards**

**6 Sept.
2021**

**Local
Board
briefing
(1)**

**12 Oct.
2021**

**Memo
to Local
Boards**

**Jan.-
Feb.
2022**

**Local
Boards
Briefing
(2)**



**Directions from the
Council on removal
of parking
minimums**

Planning Committee

2 September 2021 meeting:

- Noted removal of car parking provisions from plans by February 2022 (non- schedule 1 process)
- Endorsed plan changes for consequential technical amendments
- Endorsed further investigation by plan change or other means to mitigate possible poor development outcomes as a result of the removal of parking minimums
 - Staff to report back their findings for further consideration
- Delegated authority to approve the consequential technical plan change



Implementing Policy 11

Removal of parking minimums

- On target to remove provisions by 20 February 2022 (non-schedule 1 process)
- Accessible parking provisions, parking dimensions and/or manoeuvring standards can be retained

Consequential technical plan changes

- Also to be notified by 20 February 2022
- Ensures clarity and consistency within the plans and that effects of car parking (where provided) can still be addressed



Matters subject to further investigation

1. Accessible parking

2. Design of private pedestrian access

3. Pick up and drop off parking

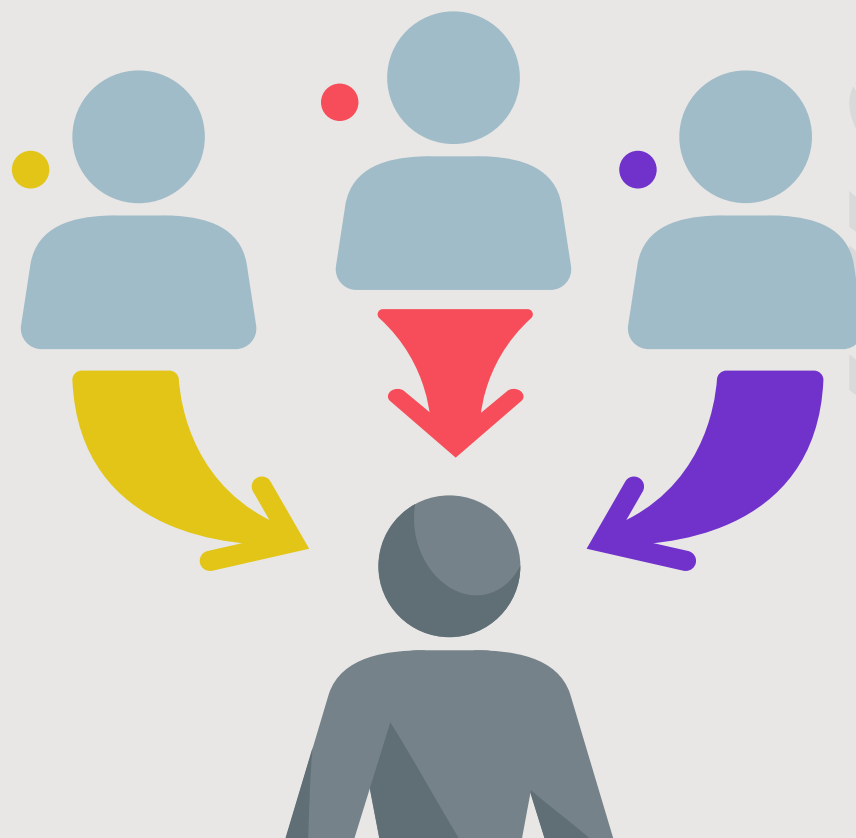
4. Bike storage and access

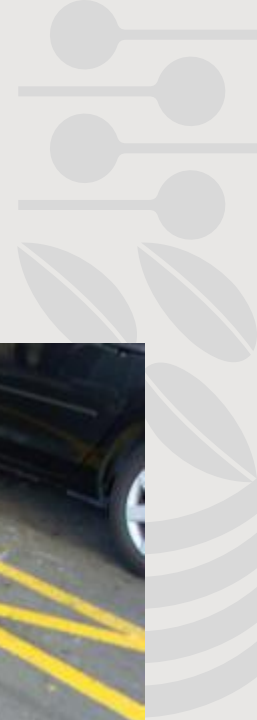
5. Onsite electric vehicle charging



Engagement undertaken to date

- Local Boards (initial)
- Iwi (ongoing series of hui over 2021/2022)
- Auckland Council
 - Resource Consents
- Auckland Transport
- Universal Design Forum
- Seniors Advisory Panel
- Disability Advisory Panel
- Fire & Emergency Services





1. Accessible parking

- Reliance on the Building Code
- Accessible parking requirements are only triggered where general parking spaces are provided
- More developments will not trigger the need for accessible parking.



1. Accessible parking – options to consider

1. No change i.e. no accessible parking requirement
2. Require accessible parking based on Building Code standard (excludes residential developments)
3. AUP and HGI Plan provide for accessible parking provisions for residential developments (**preliminary preferred option**)

Reason

Addresses the issue of accessible parking for residential developments which was an important issue for key stakeholders



2. Private pedestrian access – issues to be addressed

- No standards in the AUP for private pedestrian access where no vehicle access is proposed
- No parking minimums in THAB and MHU zones – already seeing poor outcomes
- Challenges in terms of universal access, emergency services access, personal and public safety, loading, and onsite amenity.



2. Private pedestrian access – options to be considered

Options

1. No change
2. Require private pedestrian access of appropriate width for residential developments with no onsite parking (**preliminary preferred option supported by options 3 and 4**)
3. Rely on design guidance - Auckland Design Manual
4. Lobby for changes to Building Act/Code

Reasons

Existing standard is inadequate, addresses issues raised by recent poorly designed developments



3. Pick-up & drop-off facilities & loading – issues to be addressed

- Provision for emergency vehicle access/ goods delivery/ people
- Developments without vehicle access reliant on roadside access
- Effects on the wider transport network



3. Pick-up & drop-off facilities & loading – options to be considered

Options

1. No change
2. Require onsite pick-up and drop-off facilities where there is no onsite parking
3. Lower the threshold for onsite loading facilities for non – residential land uses where no onsite parking
4. Lower the threshold for onsite loading facilities for residential land uses where no onsite parking (preliminary preferred option, potentially with option 5)
5. Travel Plan (Consequential Plan Change)

Reasons

Increasing demand for deliveries, existing threshold (5000sqm) is too high, increasing demand for road space so loading from the road is becoming more difficult, would only apply where no onsite parking



4. Cycle access and storage facilities – issues to be addressed

- High development threshold for requiring cycle parking
- Design of cycle access
- Secure, sheltered cycle parking facilities onsite.



4. Cycle access and storage facilities – options to be considered

Options

1. No change
2. Reduce the threshold for onsite secure bicycle parking for developments that don't provide onsite parking (**preliminary preferred option , potentially with option 6**)
3. New standard for bicycle access
4. Design guidance for bicycle access and storage
5. Enforce existing provisions
6. Travel Plan

Reasons

Existing threshold is reasonable high (1 space per dwelling for 20 or more dwellings), reducing threshold will result in more developments having cycle parking, private pedestrian access also addresses cycle access



5. Onsite electric vehicle charging – issues to be addressed

- No current requirements
- Target of 40 percent of light vehicles to be electric or zero emission by 2030 and 80 per cent by 2050
- Charging facilities will help achieve these targets
- On-street facilities are not currently anticipated.



5. Onsite electric vehicle charging – options to be considered

Options

1. No change
2. Require new residential developments that have car parking to be pre-wired with appropriate electrical ducting cabling and capacity to facilitate later installation of EV charging
3. Request amendments to the Building Act/Building Code to provide for future EV charging
4. Lobby/support Central Govt to introduce policies/standards to require 2 above (**preliminary preferred option**)

Reasons

Addresses the issue nationally, central govt requirements more appropriate method to require EV charging facilities



Programme moving forward

1. Report to March 2022 Planning Committee seeking endorsement to prepare plan changes to the AUP and HGI Plan
2. Development of draft provisions
3. Testing of draft provisions with key stakeholders
4. Further engagement with local boards at business meetings
5. Development of plan changes



**Questions
and
discussion**



AUP: Shared residential driveway access provisions



Definition of private ways – Local Government Act 1974

Means any way or passage whatsoever over private land within a district, the right to use which is confined or intended to be confined to certain persons or classes of persons, and which is not thrown open or intended to be open to the use of the public generally; and includes any way or passage as aforesaid which at the commencement of this Part exists within any district



Investigations prompted by:

1. RMA Section 35 monitoring

- Statutory requirement under the Resource Management Act 1991
- 5 years from Auckland Unitary Plan operative date - 2016
- Assesses plan provisions on effectiveness and efficiency
- Assesses against objectives identified by the Regional Policy Statement
- Specific analysis of Chapter B2.3 'A quality built environment'

2. AUP Issues Register

- Over time records issues arising from implementation of the AUP
- Number of issues related to shared driveways



Directions to date

8 Oct. 2020

**General
Managers
Team**

**approves cross-
council taskforce**

21 Oct. 2020

**Planning
Committee
workshop (Local
Board chairs
invited)**

Jan- Feb 2022

**Local Board
Briefing**



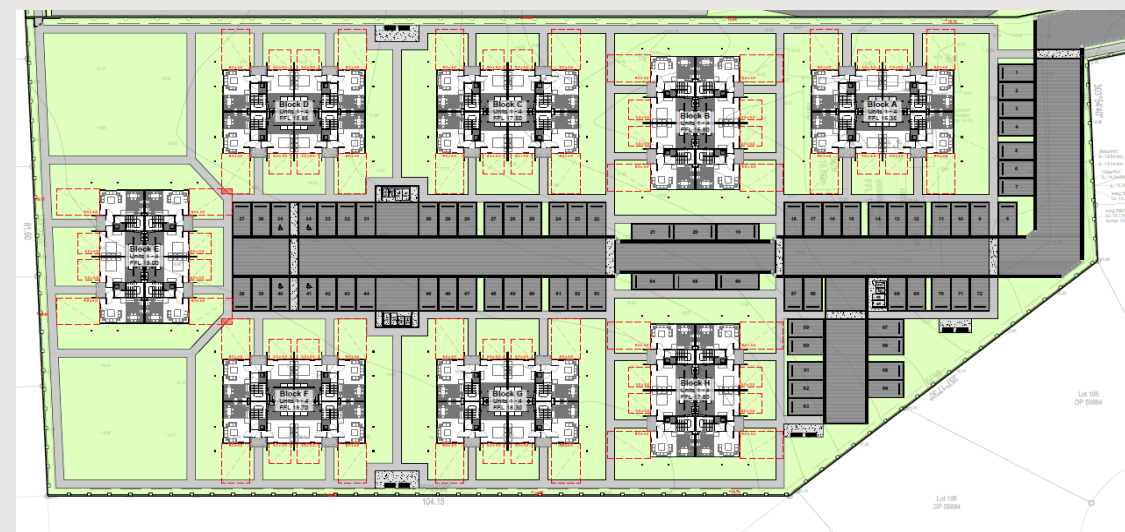


Increasing scale of residential developments served by a shared driveway

- Common for resource consents for a land use for new dwellings to be lodged with a subdivision consent
- As the number of dwellings increase per development, there is an emerging trend of providing access via a single shared driveway instead of public roads
- Yield driven rather than design led



15 new dwellings. Howick, resource consent approved February 2020.



32 new dwellings. Mangere, resource consent approved June 2020.



Issues to be considered

1. Narrowness and poor design of driveways increases risk to pedestrian safety and accessibility challenges – gradient, crossfall, steps
2. Narrowness of driveways creates access & manoeuvring difficulties for emergency services and larger service vehicles
3. Ongoing maintenance costs and responsibilities for landowners
4. Narrowness of driveways creates challenges for provision of lighting infrastructure, fire hydrants, stormwater infrastructure, space for street trees and landscaping
5. Often not constructed to an appropriate standard
6. Poor connectivity to the wider street network
7. Provisions in the AUP need to be strengthened to be more directive on desired outcomes and standards







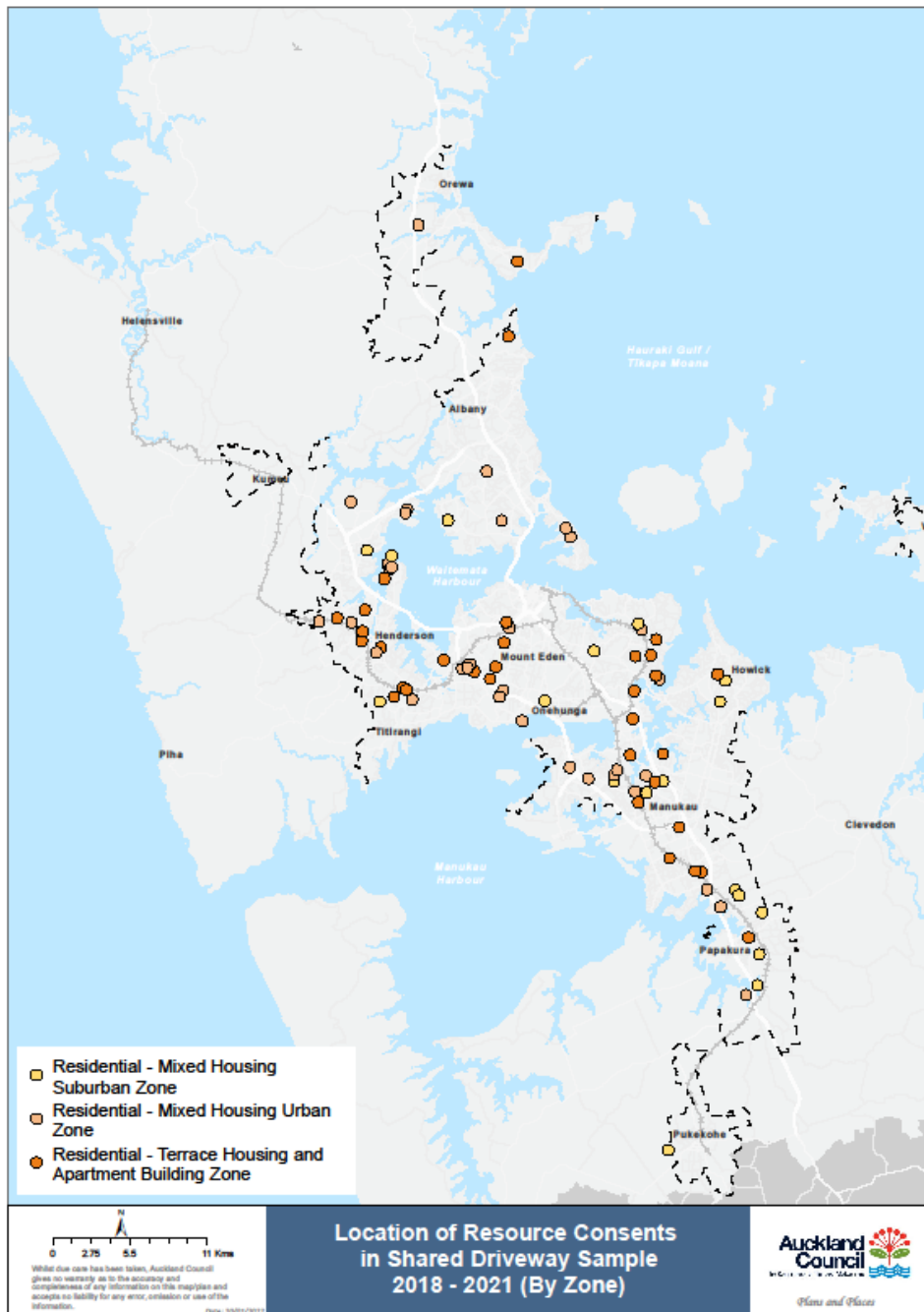






Monitoring Methodology

- Measured 39 indicators of shared residential driveways.
- Data sources: Consented developments data set from RIMU and Urban Design Unit
- Sample size -145 residential developments of 10 or more in MHS, MHU, THAB zones
- Developments consented and built or in construction phase between April 2018 –Dec 2020
- City wide geographic spread
- Analysis continues



Options Evaluation

Options

1. No change (status quo)
2. Plan change to the Unitary Plan provisions:
 - A. Amend Auckland -wide provisions in Subdivision and Transport Chapters and greater use of cross referencing
(preliminary preferred option, supported by options 4 & 5)
 - B. Use the same standards as apply to local roads
3. Review as part of 2nd generation Unitary Plan
4. Develop Technical Guidance for private ways
5. Non regulatory methods

Reasons

Focuses on key safety and design matters, lesser impact on development yield



Programme moving forward

1. Finalise monitoring report by March 2022
2. Report to March 2022 Planning Committee seeking endorsement to prepare a plan change
3. Cross council taskforce to develop standards
4. Testing of draft standards with key stakeholders
5. Further engagement with the Local Boards at business meetings
6. Parallel development of plan change and technical construction guidance document



Next steps

- Investigate recommendations for inclusion in a residential plan change either as:
 - Par
 - 1. As part of the package of NPS UD plan changes to be notified in August 2022 OR
 - 2. Stand alone plan change in late 2022/early 2023 OR
 - 3. Part of the next AUP review

• Par



Next steps



**Questions
and
discussion**

