

Auckland City Centre Resident's Group

Meeting Minutes

12 April 2021

Betty Wark Room, Ellen Melville Centre, commencing 6 p.m.

Welcome: The Chair welcomed members and guest and opened the meeting at 6. 05 p.m.

Present: Noelene Buckland (Chair), Antony Phillips (Acting Secretary), Graeme Doherty, Jan Doherty, Joe Rich, Bruce Ross, Maxine Pfannkuch, Michael Sharp, Michael McKeown, Ardeth Lobet, Mik Smellie and Juuanne Coates.

Guests: Pippa Coom (Ward Cllr), Richard Northey (Local Board Chair), Graeme Gunthorp Local Board Mbr (Transport).

Apologies: Adam Parkinson, Tika Hasan, Audrey Van Ryn.

Minutes of Previous Meetings: Moved N. Buckland/M. McKeown that that minutes be accepted as a true and correct record. **CARRIED**

Financial Report: Moved M. Smellie/M McKeown that the financial report be received. **CARRIED**

Financial Report: Sri Maxwell Treasurer:

Statement of Accumulated Funds		
As at 31.3.2021		
Accumulated Funds -Opening Balance		12,755.41
Comprises:		
Grant - Victoria Street Quarter	10,000.00	
Surplus - YE 30.6.2019	1,755.87	
Surplus - YE 30.6.2020	600.43	
Deficit- ME YTD 31.10.20	(656.49)	
Surplus - ME 30.11.20	726.04	
Surplus- ME YTD 31.1.21	329.56	
Revenue		
Net Surplus - 31.3.21	(80.00)	(80.00)
Total Recognised Revenues & Expenses for the Year		(80.00)
Accumulated Funds - Closing Balance		12,675.41

Date	Name	Amount	Membership Type
3/07/2021	Dr Adrian Stocco	25	individual
3/09/2021	KD Pfannkuch	25	individual
3/10/2021	Master SR Dyson	25	individual
3/12/2021	NR Buckland	50	Affiliate
Total Membership		125.00	
Total Income			125.00
Expenses			
Operating			
	Bank Fees	-	
	Dropbox - Doc Mgmt	-	
	G Suite - Software	-	
	Squarespace - Software	-	
	1st Domain- Domain Name	-	
	NZ Post - Post Box	205.00	205.00
Total Outgoings			205.00

Matters for Discussion and Decision:

There are a range of major, and key developments, proceeding and/or proposed in the city centre currently. To ensure that we have a focussed approach to these, we have organised this agenda as a series of questions. The responses to these questions will form the basis of our formal response for feedback from the various parties involved in each development.

Emily Place

Adam Parkinson has been working with various Auckland Council staff, and the local community, on an Innovating Streets programme for Emily Place. The final plans are available on this link -

<https://akhaveyoursay.aucklandcouncil.govt.nz/emily-place>

Feedback from the meeting included -

The park is great, although sloped, there will be temporarily flat space at the bottom which will be useful for small events. The one way system will calm things down a lot – a commercial owner was concerned at the impact on their

business. There are a reasonable number of residents in the area who are also concerned about the loss of carparks. Strong encouragement was provided for others to give feedback and support any activation in the temporary space. The proposal represents a nice little cul de sac in many ways. It will be good outcome for the area.

Disappointed was expressed that it will remain a throughway and possibly used by boy racers at night. It would be good to have a turn circle by the Pohutukawa tree as it seems silly to have a small residential street that will remain a throughway. No real provision for cycling, that would lead down to Customs Street as a potential cycle route. No provision under the trees for people with disabilities.

There still seemed to be a problem for the increased traffic (for SF residents) as it is still very difficult area to cross for residents. The zebra crossing by Princes Street is good and so much better than what used to be there as it slows cars down. Think the Emily Place proposal is a good idea as it's a mixed use area. A question was raised as to whether the public stairway at the bottom of Emily Place will be restored. Richard Northey advised that the space where these steps are as private property and not part of a bonus floor area so they were free to do what they wanted with it.

Waihorotiu/Queen Street Valley

This street has been the subject of major controversy over the past twelve months, primarily due to the some enforced changes to the street that we not consulted on, do not reflect the outcomes we have all agreed on in the CCMP, do not give effect to the Zero Emissions Area on this street, and impact very negatively on delivery and service vehicles.

Auckland Council has recently picked up the project from Auckland Transport and we will continue working with them, and the Minister of Transport, on how the street should be developed. To some extent this will be driven by the government's decision on Light Rail for Auckland which we expect will be made once the consultation programme for that project is complete but within about six months.

Feedback from members included -

1. When discussing W/QSV can we confirm that we are referring to the entire length – K/Road to Customs Street? Yes W/QSV includes the entire street but we expect different approaches to different segments with particular identity.
2. Do we support the CCMP as providing the blueprint for W/QSV development? Yes, very firm support for this and in particular the Transformational Moves that have already been agreed on.
3. Is the CCMP Vision our focus in determining if a particular project delivers on the CCMP? Well supported.
4. Is ZEA a higher priority than other aspects of any proposed W/QSV development? The ZEA should be moved to the top of everyone's considerations rather than an afterthought as this is a matter of health. There are a large number of residents who are exposed to these emissions every day and for long periods of time. W/QSV should be developed as an example of excellence in urban design and an example to NZ. The interests of business and residents is the same in terms of this street – we all want what is described in the CCMP.
5. Do CCRG support the CCMP statements to use electric buses running along the centre of W/QSV until such time as the necessary decisions are made on light rail? Total support for this statement.
6. What aspects of pedestrian friendly space are our priority? Micro Mobility and all alternative modes so a need to separate traffic by speed. Quality pedestrian space is about the ability to separate speed from danger. Currently there is understandable confusion about what all the lanes are for and why they are there – this needs sorting out. Green spaces/trees/vegetation has a calming impact on people and helps to create public spaces where people can relax.

7. Is it critical that the existing Shared Spaces, already paid for from City Centre Targeted Rates, are protected as priority spaces for people/pedestrians? Yes – critical that these are protected.
8. How do we see cyclists/micro mobility accommodated on W/QSV? Separated from pedestrians and other street traffic. Quiet electric buses don't need pedestrian crossings – people can walk around as they wish and the buses share the space with pedestrians – not the other way around. Walking is the healthy option and Council needs to be doing everything they can to promote this along all of W/QSV.

Downtown Carpark Building

Auckland Council have decided to sell the Downtown Carpark building following an approach by a local developer. We are told that the purpose is an 'Asset Realisation' exercise, where we sell one to build other more critical infrastructure.

Councils Planning Committee discussed this proposal at both their 3 December 2020 meeting and again at their 1 April meeting. There has been considerable concerns about Auckland Transport's proposals to utilise this space for a Bus Interchange and the consequences of that proposal have substantial implications for what our Downtown and Waterfront looks like, how it works – or not, people and pedestrian spaces and, more importantly how much council receives from the sale which will be heavily influenced by what use is proposed for the site.

The agenda item is confidential and the minutes of the 3 December meeting record - *Agree that the decision only be restated in the open minutes, once any competitive market process for the redevelopment of the Downtown Carpark site is complete and that the report and any attachments remain confidential.*

The 1 April agenda item is on this link -

https://infocouncil.aucklandcouncil.govt.nz/Open/2021/04/PLA_20210401_AGN_10177_AT.PDF

The minutes of the meeting record - *Defer the item pending the receipt of further advice.*

Pippa Coom advised that there will be a competitive process to decide on the developer for this site. A question remains as to whether there should be any public spaces in any new building.

The site is critical to the entire development of the city centre and should be a place where people gather, a brighter/lighter space that connects the city to the sea and developed with some sympathy to the heritage buildings nearby. It was suggested as a suitable site for a possible new school in the city centre.

There was little support for the site being used as a bus interchange and not considered the best use of high value waterfront land. Buses sitting around in the city centre all day was opposed. Any buses in the city centre need to be electric and moving people around, not parking on street space.

Central Library

Auckland Council has announced that the central library will be closed for the next ten days owing to safety concern related to the replacement roof work. It is expected to open after this time.

General Business:

An update will be provided on the Nelson Street Slip Lane at the next meeting.

Work was being done on identifying various short cuts in the centre although it was understood that much of this had already been done previously.

CCRG will be making a submission on the Unit Titles Act Amendment Bill.

Members were invited to attend the city centre market on Saturdays.

A question was raised as to the state of some totara trees in the grassed area of Aotea Square. Noelene to check out and advise.

Meeting Closed: The meeting closed at 8.10 p.m. with a thank you to the invited guests.

Next meeting: Monday 3 May 2021