

NOTICE OF SPECIAL MEETING

CITY DEVELOPMENT COMMITTEE

I hereby give notice that pursuant to Standing Order 14.1(a) a Special Meeting will be held on:-

DATE: **Monday, 12 November 2001** **TIME:** **9.00 am**

VENUE: **Civic Centre, 6 Waipareira Avenue, Lincoln, Waitakere City**

to consider the matters within the scope and delegation of the committee and to take any necessary action connected therewith.

7 November 2001

Audrey Chan
COMMITTEE SECRETARY

Telephone (09) 836 8000 extn 8603

MEMBERSHIP:

Councillors	CA	Stone (Chairperson)
	GB	Presland (Deputy Chairperson)
	DQ	Battersby, JP
	BA	Brady, JP
	JM	Clews, QSO, JP
	RP	Dallow, QPM, JP
	AC	Fenton
	OE	Hoskin, JP
	PA	Hulse
	JP	Lawley
	GE	Nash, JP
	VS	Neeson, JP
	GW	Russell
	DA	Yates

Mayor Bob Harvey, QSO, JP (ex officio)

(Quorum 5 members)

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(The reports and recommendations contained in all agendas are reports and recommendations only and are not to be construed, in any way, as Council policy until adopted).

**AGENDA FOR A SPECIAL MEETING OF THE CITY DEVELOPMENT COMMITTEE
TO BE HELD IN THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN,
WAITAKERE CITY, ON MONDAY, 12 NOVEMBER 2001,
COMMENCING AT 9.00 AM.**

TABLE OF CONTENTS

<u>ITEM</u>	<u>PAGE NO.</u>
1 <u>APOLOGIES</u>	1
2 <u>SOCIAL DEVELOPMENT FORUM</u>	1
3 <u>ECONOMIC DEVELOPMENT STRATEGY</u>	3
4 <u>AUCKLAND REGIONAL ECONOMIC DEVELOPMENT STRATEGY</u>	8
5 <u>STATE OF THE CITY REPORT - COMMUNICATIONS PLAN</u>	12
6 <u>TRANSPORT PROJECTS BRIEFING</u>	16
7 <u>STRATEGIC PROJECT OVERVIEW</u>	21
8 <u>HOBSONVILLE PROJECT - CURRENT SITUATION</u>	27
9 <u>HOBSONVILLE PENINSULA SPORTS PARK</u>	30
<u>PROCEDURAL MOTION TO EXCLUDE THE PUBLIC</u>	30

Transport Issues Ranked By Priority

	Transport issue	Total votes
1.	Number of organisations involved in land transport in Auckland and the associated lack of sufficient integration between the management of the various parts of the system.	22
2.	Lack of sufficiently clear accountabilities for land transport services and projects across the region and conflicting responsibilities for some involved.	18
3.	Level and means of funding land transport from both national and regional sources.	13
4.	Lack of national guidance to regional strategies and the lack of teeth, financial discipline, prioritisation, and commitment to the regional strategies.	13
5.	Management of growth for a sustainable region; linking transport to achieving liveable communities and economic growth.	11
6.	Ownership-related barriers to the sensible use of, and investment in, land transport infrastructure.	8
7.	Lack of legislative means to introduce better means of charging the true costs of road use in a regionally (and nationally) consistent manner and work through the associated implementation issues.	5
8.	Management of and delays associated with Resource Management Act requirements.	4
9.	Need for greater and better public participation in strategic transport planning for the region.	4
10.	Lack of apparent justification for the current sharing of costs between road users and ratepayers.	3
11.	The limited number of passenger transport operators with the capacity to fulfil the needs of the region and the difficulties of balancing profit with social objectives.	
12.	The need to increase/ maintain democratic processes in transportation planning and delivery.	1
13.	Lack of legislative accountabilities for road safety.	0

AI

GOALS - HOBSONVILLE PROJECT

- Foster and put in place a high quality vision for the future of the Hobsonville Peninsula.
- Build on the special advantages of the peninsula, particularly the character of the foreshore and clifftop environments, the heritage character created by the Air Force, and the deepwater access and facilities available to the marine industry (see Council Resolution 1741/2001).
- Ensure best practice in urban design
- Integrate the land to be used for the marine industry in a way that maintains the high development and amenity values of the clifftop environment.
- Meet community needs for employment, community and cultural facilities, open space, and access to the foreshore.
- Recognise the sensitivity of the upper Waitemata Harbour, and provide for sustainable water management based on the principles of the *Water Cycle Strategy*.
- Recognise Council's commitment to the Treaty of Waitangi, to sustainable development, to viable passenger transport, and other strategic policies.
- Intensify housing areas to enable the existing Hobsonville village to become a full-service town centre.
- Ensure a fair allocation of the costs of providing infrastructure and public assets.

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1 APOLOGIES



2 SOCIAL DEVELOPMENT FORUM

PURPOSE OF THE REPORT

Waitakere City has been very active in the Social Development area, through major partnership based projects such as the Wellbeing Strategy. A separate briefing on such projects is being presented to the committee.

The purpose of this report is to inform Councillors of the details of the Social Development Forum scheduled for Friday, 7 December 2001.

The project manager for the forum, Louise Mason, will be in attendance to outline the programme and answer questions. Louise is a senior policy analyst in the Ministry of Social Development, based in Auckland.

BACKGROUND

The Government has established a new ministry, the Ministry of Social Development. Drawn from the Department of Work and Income and the Ministry of Social Policy, the new ministry is intended to promote social development in its broadest sense. It will link social with economic development and will bring together all relevant government agencies to develop preventative approaches to social issues. It will also emphasise the contribution of local government and the voluntary sector as partners in social development.

Social Development Fora

As part of the establishment process for the new ministry, the Government has decided to hold up to four major regional Social Development Fora. Waitakere City has been invited to host the first of these, to be held on 7 December 2001 at New Lynn Community Centre.

STRATEGIC CONTEXT

In 1996 Council initiated the Wellbeing Strategy process. It is an integrated process involving Monitoring, Facilitation and Advocacy in the broad area of Social policy. The originating strategy arose from the Strategic Action areas identified in the Draft Greenprint. These included 'to develop an integrated approach to addressing wellbeing issues and develop partnerships which span across the sectors of health, education, social welfare and housing', and "gather and make accessible, information which improves our understanding of the city's needs and which can be used to inform people about the issues that affect their wellbeing and the services available.'(Draft Greenprint, page 146).

More public involvement in decision making was also identified as a key priority of the previous Council. The Wellbeing process and the communication and planning mechanisms that have developed out of it, have provided ways for this to occur.

ISSUES

Event Organisation

Since Mayor Harvey accepted the invitation to host the event, a small group of staff plus representatives of the government agency Intersector Group and the Wellbeing Community Network, have been negotiating the details of the event with the ministry. While it is clearly primarily a government-organised forum, the City has had an opportunity to significantly contribute to the format and programme content.

A programme and 'Briefing Note' on the event will be circulated separately.

The event targets an invited list of organisation's leaders. Waitakere City Council, as the host, is the only Council with any political representation. The forum's main objective is for the relevant ministers to engage in interactive workshops, with community organisations drawn from Waitakere and the Auckland region, to explore the concepts of social development. At this early stage of the ministry's establishment, community organisations thus have a unique opportunity to contribute directly to policy development at the highest level. The Prime Minister, the Minister of Social Services, and up to six other ministers will be in attendance.

Massey Library Opening

The opening of the Massey Library takes place on the same day. Social Services Minister Steve Maharey is attending, and an invitation to attend has been extended to the Prime Minister. The linking of the two events provides a further opportunity to showcase the city's approach to development.

RESOURCES

The Ministry of Social Development holds the budget for the event. This will cover all costs except Waitakere City Council staff time.

CONCLUSION

Mayor Bob Harvey has accepted an invitation to host New Zealand's first Social Development Forum. The event will significantly affect the policy direction of the newly established Ministry of Social Development.

RECOMMENDATION

That the information be received.

Report prepared by: Tony Mayow, Partnerships and Advocacy Manager.



3 **ECONOMIC DEVELOPMENT STRATEGY**

PURPOSE OF THE REPORT

The purpose of this report is to outline the process to bring together a citywide economic development strategy, adopting a cooperative partnership approach. Council's guidance on and approval of this process is sought.

A short briefing on economic development issues will be provided at the meeting.

BACKGROUND

At the Wellbeing Summit held in 1999, there was a call from the community for a Summit to be held in 2000, focussing specifically on economic development. The Wellbeing Update in 2000 reiterated this need particularly in relation to creating employment opportunities:

"There is a growing desire in Waitakere City for more economic development initiatives that help people into employment. ..."

(Page 36)

In the 2000/01 Annual Plan, Council approved the provision of funds to develop an economic development strategy focussing on Council's own functions. The process of developing this strategy began in September 2000 with the submission of a report to Council outlining the local, national and international trends impacting on the Waitakere economy and the role of Council in supporting local economic development. At its meeting on 14 September 2000, Council resolved:

"That the Purpose of the Strategy be to provide sound guidance to Council in its decision-making about its expenditure and other activities affecting economic development of the City"

3428/2000

This resolution suggests the development of a Council oriented economic development strategy. Accordingly, in November 2000, a further report was submitted to Council outlining the economic development principles that need to underpin Council's thinking on economic development strategy and the economic forces that are changing the world. These documents can be made available for interested Councillors.

Economic Development Summit 2001

As a part of this process, Council held an Economic Development Summit involving the business community in April 2001. The Summit identified a number of issues related to economic development. The main development themes that emerged include education, infrastructure and support for small business.

Since then, a whole range of actions for promoting economic development has been identified. Measures focussed on actions that Council could take to further the economic development strategy are being considered in developing the 2002/2003 Annual Budget proposals.

Current Situation

Over the period of development of the Council oriented strategy, there has been a profound change in the economic development policy-making environment at both central and local government level.

Central Government

The present government is committed to a proactive role being played by central government in economic development. This commitment is demonstrated through the establishment of the Ministry of Economic Development and its delivery agent, Industry New Zealand. Through Industry New Zealand, the government has introduced a Regional Partnerships Programme. The purpose of this programme is to champion, advise and provide funding assistance to regions to establish regional economic development strategies using an inclusive partnership approach between central government, local government, Maori, education, business and the community.

Most regions in New Zealand, including the Auckland Region, are establishing strategies as a result of the Regional Partnerships Programme. Another item on this agenda outlines the Regional Economic Development strategy process. The principles of the Regional Partnerships Programme are creating clear expectations among key economic players that this inclusive strategy development process represents best practice.

Government's recognition of partnership approach to achieve sustainable development at local level is also reflected in the current review of the Local Government Act. This review intends to provide greater flexibility to local authorities in promoting economic development.

Waitakere City Council

Waitakere City Council has pioneered an inclusive planning approach to community development, as demonstrated by the Wellbeing Strategy. Against this background, the expectations created through Industry New Zealand's Regional Partnerships Programme for economic development are a natural extension of demonstrated and recognised best practice by Waitakere City Council.

Enterprise Waitakere and businesses in particular have expressed their interest in providing input for the formulation of a citywide economic development strategy.

What these developments suggest is that an integrated and sustainable economic development strategy cannot be developed without switching from a Council oriented approach to a citywide approach based on cooperative partnership with stakeholders and partners in the City. Such an approach will ensure partners buy in to and take ownership of the strategies. This adds value and enhances the strength of the strategies.

STRATEGIC CONTEXT

Economic development is a major strategic objective of the City Council. It is a continuing process that seeks to enhance the quality of life and prosperity of all groups in the community in an economically, socially and environmentally sustainable way in the long term - the triple bottom line approach. Improvement of the income level of all people and generation of employment opportunities for job seekers are fundamental to this process.

ISSUES

To realise these objectives, the City needs an economic development strategy that takes into account the economic, social and environmental priorities of the community. This type of approach is also being signalled as the appropriate methodology for local government through the review of the Local Government Act which is currently underway.

PROPOSAL

It is proposed that Waitakere City adopt a citywide approach that will provide a formal opportunity to stakeholders and partners to participate in the strategy formulation process and the delivery of outcomes. Such cooperative partnerships are likely to produce strategies that are socially inclusive and widely acceptable.

Objective of the Strategy Development Project

The objective of the project is to develop an Economic Development Strategy with the full participation of stakeholder and partner groups.

FRAMEWORK FOR A STRATEGY DEVELOPMENT

It is proposed that key stakeholder and partner groups be invited to participate in the development of the Strategy in workshops to be organised during a series of Economic Development Forums that will be held in the City. The structure of this process will have the following components (Chart 1).

Economic Development Forums: A series of forums attended by a wide-ranging group of people who are representative of all stakeholders and partners.

Strategy Leadership Group: A small high-level group representing the stakeholders, including the City Council, responsible for providing high-level guidance to the project.

Strategy Development Group: A group responsible for guiding the work groups, managing the project and drafting the final document using input from the Strategy Groups.

Strategy Groups: These are work groups that will craft strategies, facilitated by a group leader. There are many different ways of forming these groups by various topics. As a guide, the following key strategic areas are suggested, but they could be changed during Forum discussions:

- Maori in Economic Development;
- Employment and Labour Markets;
- Education and Training;
- Business Development;
- Infrastructure Facilities.

Partners and Stakeholders

The following is a preliminary list of the key partners and stakeholders likely to be involved in this process:

- Enterprise Waitakere;
- Business;
- Network Infrastructure Providers;
- Iwi;
- Urban Maori;
- Pacific Islands Advisory Board;
- Other ethnic communities;
- Education providers;
- Non-governmental agencies;
- Central government agencies;
- Waitakere City Council and its agencies.

Project Linkages

Economic development in Waitakere City is influenced by a number of policies and strategies that are being developed for the City and the region. Among these key projects are the strategic review and the education and training strategy at the City level, and the Auckland regional economic development strategy and the Auckland regional growth strategy at the regional level. It is important to recognise the linkages to these at the early stages of the project and maintain a strong interface with them.

Strategy Development Process

The strategy development process involves a number of stages designed to engage the partners on all critical issues.

Phase One: Reinforcing partnerships

The City Council has already established strong partnerships with stakeholders and partners. Continuous fostering of these partnerships is as an essential part of the economic development process.

Phase Two: Developing a unified vision and defining goals and objectives

The economic development strategy needs to be founded on a vision and a set of goals and objectives shared by all partners and stakeholders. The Economic Development Forums provide a formal arrangement for this critical step.

Phase Three: Identifying strategic elements and developing strategies

The development of a comprehensive economic development strategy requires the identification of the key areas of development or the strategic issues around which a programme of policies are to be designed. The Work Groups will have to make recommendations on how the strategy is translated into a programme of action, with methods for performance monitoring.

Phase Four: Accepting the Economic Development Strategy

The final document will have to be discussed and accepted by the partners and stakeholders at the final Economic Development Forum.

Timing

It is proposed to begin the series of Economic Development Forums in the first quarter of 2002.

Council's Role

As the initiator of this process, Council is expected to play a crucial role in guiding the strategy development through partnerships. The participation of Councillors in the Forums and also in the Strategy Leadership Group is essential to achieve the desired objectives. Staff will provide regular update to Council on the progress made.

Resources

Comprehensive project costs have not yet been assessed. It is intended that, if Council approves the direction suggested in the report, full cost would be identified and reported back in December. However, it is clear that a change in the approach to strategy designing would require application of funding well in excess of the Economic Development Strategy provision in the current annual Budget (2001/2002).

It is suggested that the extra cost could be partially offset by Council reallocating funding already allocated for related projects.

Table below shows the current budgets, which could be reallocated to accommodate the proposed citywide Economic Development Strategy. While the total budget is not changed, the allocation of funds would be significantly altered under this proposal. The work related to new business migrants strategy, older persons strategy and sustainable land use strategy would not proceed as separate projects. However, there are significant elements of these strategies that will be integrated into the process of producing an Economic Development Strategy with a citywide scope.

Staff resources would be aligned to follow the new budget.

Suggested Budget Reallocation for citywide Economic Development Strategy		
Sustainable Business	Present Budget 2001/2002	Recommended Change
Economic Development Strategy	15,000	52,000
Economic Development Summit	12,000	-
New Business Migrants Strategy	5,000	-
Older Persons Strategy	10,000	-
Sustainable Land Use Strategy (Organics)	10,000	-
Total	52,000	52,000

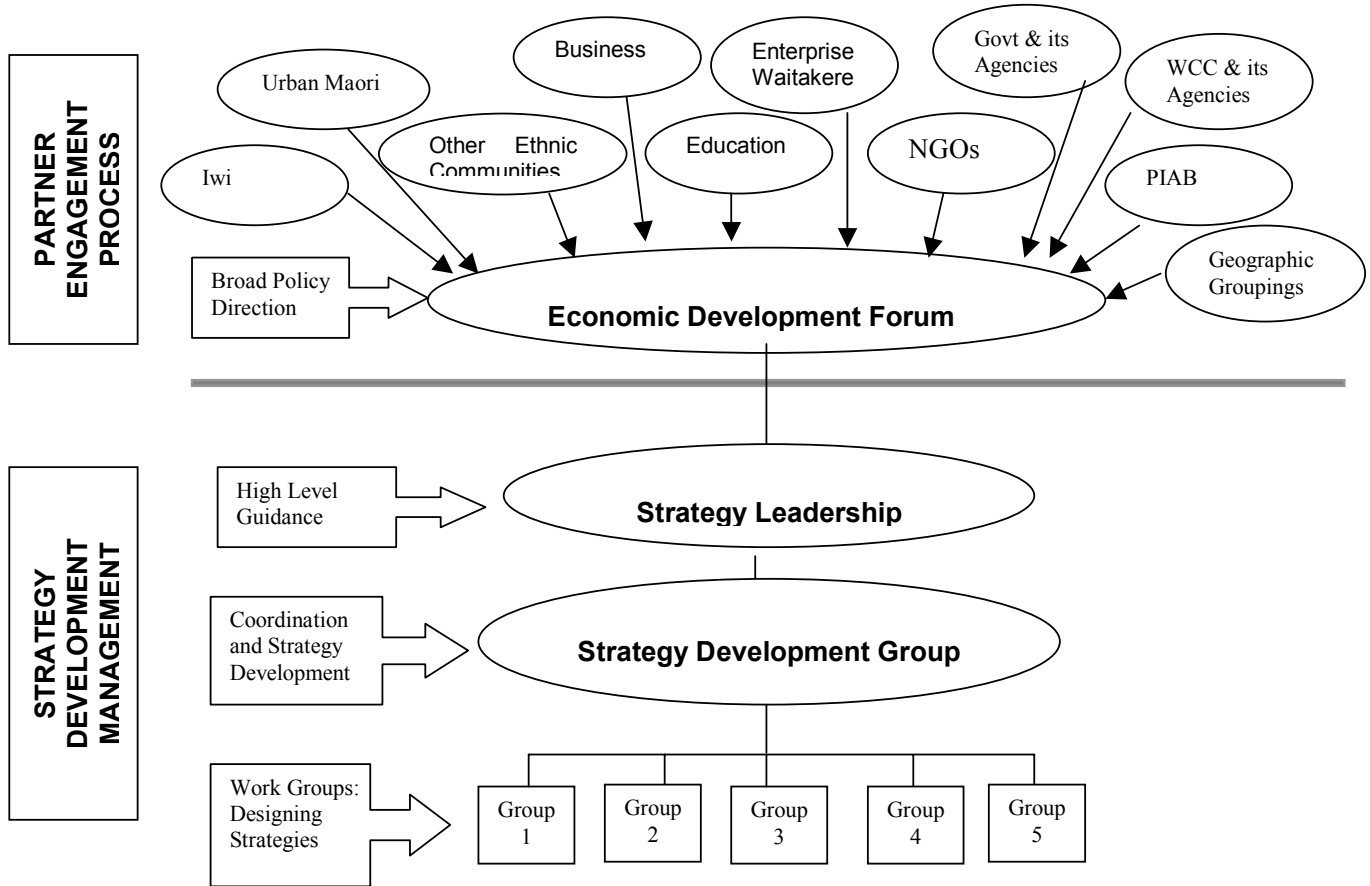
Should the assessment of costs show additional funding required, external funding would be sought, and if necessary, extra funding could be considered at the half yearly review.

CONCLUSION

The partnerships approach has received strong support and established a framework for designing economic development strategies in New Zealand. It is now being adopted in designing the Auckland Regional Economic Development Strategy and the Rodney District Council's Economic Development Strategy.

In view of these changes, it is prudent for Waitakere City to adopt a citywide approach that will provide a formal opportunity to stakeholders and partners to participate in the strategy formulation process and the delivery of outcomes. Such cooperative partnerships are likely to ensure that there is consensus about strategy choices, better understanding and acceptance of the proposed strategies and wide support for their implementation.

Chart 1: Waitakere City Economic Development Strategy Development Process



RECOMMENDATIONS

1. That the information be received.
2. That a City wide economic development strategy be pursued adopting a partnership approach involving the stakeholders and partners as indicated in this report.
3. That the budget reallocation to fund the proposed project indicated in the report be approved.
4. That a further report be provided to the December Committee on costs for the project.
5. That it be recommended to Council that the Committee appoint a Council representative to the Strategic Leadership Group.
6. That regular progress reports be forwarded to this Committee.

Report prepared by: Ariya Randeni, Senior Analyst, Economic Policy and Joy Hames, Manager Policy Development.

The purpose of this report is to provide Council a background to the Auckland Regional Economic Development Strategy project, update progress and establish clear guidelines for Council representatives participating in the strategy development process.

BACKGROUND

The Labour/Alliance coalition government is committed to an active role being played by central government in economic development. This commitment is demonstrated through the establishment of the Ministry of Economic Development and its delivery agent, Industry New Zealand. Through Industry New Zealand, the government has introduced a Regional Partnerships Programme. The purpose of this programme is to champion, advise and provide funding assistance to regions to establish and implement regional economic development strategies and initiatives using an inclusive partnership approach between central government, local government, Maori, education, business and the community.

In July 2000 expressions of interest under the Regional Partnerships Programme (RPP) were called for. By 30 September 2000, a total of 35 expressions of interest from 17 applicants had been received from the Auckland Region, including five from the Waitakere City Council. The reason for this high number of applications was that the original criteria of the programme did not clearly define a 'region'. As a result, geographic sub-regions and populations (e.g. Maori, Pacific Island and business communities) self defined themselves as a 'region' and made applications for funding. Industry New Zealand's response to these expressions of interest in May 2001 was to indicate no specific project will be approved for funding until the Auckland Region as a whole has prepared a regional economic development strategy. In response to this policy position by Industry New Zealand, the Chief Executives' Forum, on behalf of the local authorities of the Auckland Region, established a local government officers group to facilitate the establishment of a strategy development process that incorporated the principle of an inclusive partnership approach.

At its 14 June 2001 meeting, Council's Finance Property and Policy Committee endorsed the approach taken by the Chief Executives, endorsed the production of a Regional Economic Development Strategy and an application for funding being made to Industry New Zealand and recommended that consideration being given to allocating funding for the project under the 2001/2002 Annual Budget (Minute 1349/2001 refers). A total of \$10,000 was subsequently allocated by Council in the 2001/2002 Annual Budget for this purpose.

Regional Economic Development Strategy Progress

The establishment of a Regional Economic Development Strategy is now underway. To date, the following progress has been made;

- Key partners and stakeholder groups have been identified and have or are being engaged in the strategy development process. The identified groups are central government, local government, Maori, business, Pacific Island community, ethnic communities, youth, education sector, economic development agencies and infrastructure providers;
- Representatives of these groups will form the Economic Development Forum. This Forum will provide high level guidance to the project and adopt the agreed values, vision, strategy framework and implementation plan. The Forum is inclusive and will have approximately 120 - 150 members from throughout the Region. Council's will be represented by the Mayor, Chief Executive and one nominated Councillor;

The Economic Development Forum is expected to meet on four occasions throughout the project. The first Economic Development Forum is scheduled to be held on 5 December.

- The strategy development process is being overseen by a Strategy Leaders Group (SLG). The Strategy Leaders Group performs the role of a 'board'. The Strategy Leaders Group is now formed and active. It is intended that the members of the Strategy Leaders Group understand and/or represent the key partners and stakeholders. The current members are;
 - Mr Peter Menzies, Chairperson;
 - Ms Jo Brosnahan (CEO, Auckland Regional Council);
 - Mr Bryan Taylor (CEO, Auckland City Council);
 - Ms Pauline Kingi (Regional Commissioner, Te Puni Kokiri);
 - Ms Ashley Puriri (Maori Representative);
 - Ms Aroha Hudson (Maori Representative);
 - Mr David Irving (Chair, Competitive Auckland - business);
 - Mr David McConnell (Competitive Auckland - business);
 - Ms Bridget Wickam (Competitive Auckland - business);
 - Ms Pauline Winter (Pacific Island);
 - Ms Sandi Morrison (Regional Chair, Economic Development Agencies).

Additional members may be added as appropriate.

- The strategy development process is being managed by a Project Manager supported by an Administrator. This Project Manager started work on 7 November and will report directly to the Strategy Leaders Group. For administrative purposes, the Project Manager will be contracted through and housed by Auckland City Council;
- An application for funding to Industry New Zealand will be submitted by mid November.

The purpose of the Auckland Regional Economic Development Strategy is to clearly establish:

- a coherent regional economic vision, strategies and actions that are prioritised using a set of agreed values and criteria;
- a regional network of partners that are willing to direct resources to implement agreed actions.

Competitive Auckland

In late 2000, a group of the region's business leaders concerned about the poor economic performance of the region, and the loss of businesses and talent overseas initiated the Auckland Competitiveness Forum (now renamed Competitive Auckland). In December 2000 representatives of the Auckland Competitiveness Forum made a presentation to each Council in the region on their plans to produce a strategy to rectify what they saw as Auckland's relative economic decline. They requested expressions of support from each Council to contribute to their work. Waitakere City Council contributed \$20 000 to the project.

Competitive Auckland was established as a charitable trust in March 2001. Competitive Auckland completed a business growth strategy in July 2001 and have now established an office with seven staff focussed on implementing this strategy. The Trust is primarily funded by private sector sponsorship. Industry New Zealand has also contributed \$100,000.

Competitive Auckland will play a central role in the development of the Auckland Regional Economic Development Strategy with strengths in business growth, particularly in high skilled, high added value sectors.

STRATEGIC CONTEXT

The creation of a strong economy and more local jobs is currently Council's number one strategic priority. Clearly, the Waitakere economy contributes to and is influenced by the Auckland Regional and New Zealand economy. In this way, Waitakere is a primary stakeholder in regional and national economic development.

The Auckland Regional Economic Development Strategy will be informed by and contribute to the development and implementation of local strategies.

ISSUES

Appointment of a Council representative to the Economic Development Forum.

The appointment of Council's representative to the Economic Development Forum will be made at the Special Council meeting on 14 November 2001.

Strategy Values

The first of four Economic Development Forums scheduled for 5 December 2001 will focus on establishing an agreed set of values that will guide the vision, goals and criteria to prioritise strategic actions. In this way, the agreed values will form the foundation of the strategy.

Council values and principles are communicated through the Council's Mission and Principles. These are:

Waitakere Eco City

Sustainable
Dynamic
Just

Principles

Open, honest communication
Responsiveness
Accountability
Partnership
Innovation
Excellence
Integrity

Council's Mission and Principles provide a basis for Council representatives to advocate that these form at least part of the foundation values of the Regional Economic Development Strategy. They imply a strategy that:

- is economically, environmentally and socially sustainable;
- values economic participation by socio-economically disadvantaged groups;
- values innovation, excellence, responsiveness and dynamism;
- is developed by way an inclusive, representative process at all levels of decision making.

RESOURCING

A total of \$10,000 is allocated in the 2001/2002 Annual Budget for Waitakere City Council's financial contribution to the regional strategy development process. A contribution of \$9,707 has subsequently been made, being Council's share of a total contribution by local government of \$90,250. Other Councils have contributed as follows:

Auckland City Council	\$22 045
Auckland Regional Council	\$22 045
Franklin District Council	\$ 2 994
Manukau City Council	\$16 422
North Shore City Council	\$10 705
Rodney District Council	\$ 4 445

In addition, Council is contributing 0.3 FTE's to the project.

The cost of the development of an economic development strategy for the large, complex and diverse Auckland Region is significant. The estimated total cost of the project, including the value of internal staff time committed by stakeholders, is \$1.5 million. This compares to an estimated overall cost of \$2.0 million for the Regional Growth Strategy and \$1.7 million for the Regional Water Review. Of the \$1.5 million, the cash cost is \$535,000.

With local government contributing \$90,250 and the majority of the staff time contributed to the project, an application for the balance of the required cash resource of \$445,000 is being submitted to Industry New Zealand in November. A decision on this application is expected in December 2001. If this level of funding by Industry New Zealand is not secured, alternative sources and funding and the project scope will be considered.

CONCLUSION

An Auckland Regional Economic Development Strategy will establish a coherent strategy and network of partners that will be committed to implementing the agreed actions. Local strategies will be informed by and contribute to the regional strategy.

Planning for the development of an Auckland Regional Economic Development Strategy is well underway. To date, key partners and stakeholders have been engaged, a Strategy Leadership Group established and a Project Manager appointed. The Mayor, Chief Executive and one nominated Councillor will represent Council at the Economic Development Forums.

The first of a series of four representative Economic Development Forums is scheduled to be held on 5 December 2001. A central focus of this first forum will be to establish an agreed set of values that will guide the vision, goals and criteria to prioritise proposed strategic actions. Council's Mission and principles provide clear guidelines for Council representatives to advocate.

RECOMMENDATIONS

1. That the information be received.
2. That Council representatives advocate that the values communicated through Council's Mission and principles be incorporated in the Auckland Regional Economic Development Strategy.
3. That an update of the Auckland Regional Economic Development Strategy project be reported to this Committee in February 2002.

Report prepared by: John Wadsworth, Partnerships and Advocacy Leader - Economic Development.



This report seeks Council endorsement of a communications strategy for the State of the City report.

BACKGROUND

Waitakere City Council is in the final stages of preparing a State of the City report documenting the main environmental, economic and social information we have about this City and the key issues and trends. The preparation of this report was led by the Planning and Regulatory Committee, with significant involvement from other committees particularly Te Taumata Runanga.

Each of the chapters in the report has been adopted by Council. However the information in the report is subject to change as new data becomes available and as the issues of concern to the Council and community change. The new Census results will be available in February 2002 and will require a major revision of the report. This would be an appropriate point for this Committee to have input to the content of the report.

Councils need to monitor the state of the environment to meet the requirements of the Resource Management Act, but the aims of this particular report go beyond the legal requirements, and include:

- i) To be a tool to progress Council's sustainability agenda, catalysing changes in attitudes and behaviour.
- ii) To provide useful information to Councillors, the public, Council staff, and to other organisations with an interest in this City's environment.

Waitakere's State of the City report is a major, topical report which collects together a lot of information for the first time. However the Planning and Regulatory committee recognised that the aims of reaching the public and especially of catalysing changes in attitudes and behaviour were unlikely to be achieved by a 300-page Council report. In this context the following resolution was passed at the Planning and Regulatory Committee meeting of 5 October:

"That a full report on communication including a video, any sponsorship and production, be brought back to the Planning and Regulatory Committee (or its successor)."

2392/2001

STRATEGIC CONTEXT

Quality, timely information is crucial to strategic planning and decision making. Within the three year term of Council the preparation of a substantive factual report is a major task of the final year and a prerequisite for setting a strategic direction in the first year of the new Council term.

Communicating the information in the State of the City report to a wider public is an essential part of the Council's task of encouraging public debate and questioning. "Where are we?" "How did we get here??" are key questions which need to be posed before it makes sense to ask the public, in the process of developing a new Strategic Plan, "Where do we want to go as a city?"

ISSUES

Overall communications plan and budget

Any communications project needs to establish the key messages and target audiences before selecting the appropriate communications techniques. In this case the key messages are numerous and quite complex, and this needs to be taken into account in developing suitable material for the target audiences.

It is planned to communicate the interesting and useful information in the report in a range of ways including:

The full printed report	Councillors and community board members Te Taumata Runanga Council staff Libraries, including school libraries Environmental organisations
A video	Students at local schools Members of the public, especially those involved in the preparation of the Council's new Strategic Plan
Web pages	Members of the public/students People interested in eco city (including internationally)
A launch to secondary school teachers [21 November]	Senior secondary teachers, Teachers of Kura Kaupapa and bilingual units, Maori resource people in mainstream schools
Lesson Plans	Senior secondary teachers Teachers of Kura Kaupapa and bilingual units
Summary reports (the City Update fact sheets)	Members of the public
A launch, around April 2002	Political representatives including MPs and Councillors from neighbouring Cities Local environmental, community and business groups Media and the public
Media releases highlighting key information	The public - these releases will need to be spread over time and to coincide with data updates and news opportunities

The above communications plan, including a video produced in English and in Maori and provision to pay teachers for preparing lesson plans during the Christmas break, can be funded from the current budget of \$32,000 for printing and communicating the State of the City report, and \$5,000 for translating the full report into Maori (the video will be translated instead).

Due to the tight timing and the need to maintain the Council's independence in communicating the State of the City Report to its stakeholders, no sponsorship has been sought at this stage.

Printed Report

The printed report is being made available to all elected members, all Waitakere City libraries including school libraries, to partner organisations and to local residents on request.

Print costs have been reduced significantly by choosing a black and white format and a loose-leaf presentation in a specially made folder. The report will be printed in-house on demand - which further saves on printing costs while also allowing the report to be easily updated.

Video

A brief (ten minute) video will be produced which presents information from the State of the City report with an emphasis on showing how 10 years of being an eco-city has shaped what the city is today. A key aim of the video is to encourage people to think about what their priorities are for the coming 10 years, and the timing is designed to coincide with public consultation in the early stages of developing the Council's new Strategic Plan.

The target length for the video is ten minutes. Key audiences will be:

- people attending focus groups and workshops to develop Waitakere City's new Strategic plan;
- local students, alongside the lesson plans;
- the city's stakeholders and partners.

A Maori translation of the video also needs to be made, which will be used at hui and for students at Maori medium schools.

Web pages

The full report and any summaries produced will be available on the web as part of the Council's main website www.waitakere.govt.nz. The Council will continue to update information in the report so the website version will be kept current. It is expected that having the information on the web will reduce the demand for printed copies.

Lesson Plans

This part of the project is being undertaken in partnership with the Waitakere Education Sector Trust (WEST). The goals of this part of the project are:

- to enhance teaching and learning by making up to date local content available in a useful format;
- to encourage local youth to discuss and think about the issues facing their city.

Due to the timing of teachers availability a seminar for local teachers has already been scheduled on 21 November to discuss the content of the State of the City report and how it can be made more useful to local teachers. This committee may wish to nominate one of its members to welcome attendees to this important function, on a voluntary basis.

With the committee's approval, this seminar will be followed up by offering three fellowships, each of a value of \$3000, to local teachers who are able to work during the Christmas break preparing lesson plans.

If the Lesson Plans project is successful in its first year sponsorship and/or Central Government funding will be sought to make this an ongoing opportunity for senior Waitakere teachers to develop relevant local curriculum material in partnership with the Council.

Summary Reports

The Council produces regular "City Update" reports, which are loose-leaf A4 fact sheets on key issues. These will be revised in February/March 2001 using information from the State of the City report and the new Census.

Launch

The full Communications Plan will come together in April 2002 with a political launch of the State of the City report. This is the point at which the new Census information will be included in the report and the video, the lesson plans and the summary reports will be ready. It coincides with the first phase of consultation in the development of the Council's new Strategic Plan.

RESOURCES

This project is resourced in the 2001/2002 year, both in terms of budget (\$37,000 total) and staff time.

CONCLUSION

A communications plan has been developed which builds on the work done to produce the State of the City report and will make the contents of the report available to a wide range of audiences including youth, Maori and the Council's partner organisations.

RECOMMENDATIONS

1. That the information be received.
2. That the communications plan outlined in this report be adopted.

Report prepared by: Anna Percy, Strategic Planning and Monitoring Manager.



6 TRANSPORT PROJECTS BRIEFING

PURPOSE OF THE REPORT

The purpose of this report is to provide Councillors with a briefing on key transport projects that are being pursued at the national and regional level. These are:

- National developments;
- Transport governance;
- The development of passenger transport;
- State highway projects that directly affect Waitakere City.

A briefing for all Councillors of the region on key regional transport projects and processes is to be held on Friday, 16 of November 2001 in the afternoon at Eden Park. Details of the venue and time will be provided when they become available.

STRATEGIC CONTEXT

These projects will have a significant effect on the long-term development of the city and the region. They will also have an effect on the Council's role as advocate and representative of the city's residents and businesses, as well as significant financial implications.

The way in which Council invests in transport will have a significant effect on many other aspects of the city's growth. It will affect such things as the quality of urban development, the amount of air and water pollution produced, the amount of local employment generated within the city and the ease with which children and older people can move around the city without reliance on motor vehicles. These factors directly affect the quality of local communities and the well-being of residents.

Council is promoting the intensification of key urban centres in conjunction with developing quality public spaces and reducing reliance on motor vehicles in favour of higher usage of public transport, walking and cycling. Part of the intention of this strategy is to reduce pressure for growth within the rural areas and ranges and to reduce the pollution from vehicles. It is also to help develop communities that meet many of the needs of their residents with local services. Council has been putting a lot of effort into the regional rail project as the rail corridor links many of our urban centres and will support their growth. Council can also promote walking and cycling, especially for short trips around major areas of activity such as schools, marae and town centres to assist access to services for the approximately 10% of households that do not have access to a car.

ISSUES

National Developments

The Ministry of Transport is preparing a New Zealand Transport Strategy. It is intended to publish this in February or March 2002. The strategy is being developed with some input from a Local government New Zealand reference group. The strategy is based on promoting a sustainable transport system however it is not clear what this will mean in real terms and it is possible that the final document will be produced without a draft being put out for comment.

Government has taken a strong lead in addressing issues of climate change. It has a number of work streams being led by different government agencies. Transport is a major contributor to climate change and Territorial Authorities need to ensure they are appropriately involved in the government work programme given their role as the main owner of transport assets and their ability to positively influence work in this area.

Government has produced a National Energy Efficiency and Conservation Strategy, which identifies the transport sector as one of the key areas for progress. The objectives for the transport section of the strategy are compatible with strategies Council has been pursuing - reducing the need for travel, improving the energy performance of the vehicle fleet and supporting use of low energy transport options. The objectives of this strategy are linked to the Government's consultation paper on Climate Change, which has just been released. The consultation paper considers options for reducing New Zealand's greenhouse gas emissions to 1990 levels. The options would impact the transport sector, for example charges on carbon emissions from vehicles. The Ministry of Transport is also undertaking work in this area particularly with regards to vehicle emissions.

Council has been working in this area as part of its wider city development programme. Relevant activities include promoting passenger transport and reducing the need to travel, and promoting cleaner production practices within the private sector. It is intended to further develop our role given government's renewed interest in this area of sustainable development.

Transport Governance and Funding

Auckland local authorities have been actively engaged in proposals for reform of transport statutes and policy in New Zealand for some years. The current Government is reviewing aspects of the transport system and policy. In doing this, the Government has chosen to engage with Auckland local authorities on a range of issues through the Auckland Regional Transport Governance Working Party (ARTGWP). The objectives of the Working Party are:

- to develop and evaluate governance options for the delivery of transport in the Auckland region in a manner which enables the constituent parties to identify and reach agreement as far as possible, on the preferred path forward;
- to consider funding and other transport policy matters as they impact on or are impacted by governance matters.

The output of this process will, wherever possible, be an agreed position for input into a report to the Minister of Transport on Auckland's transport governance.

This work programme has been reported regularly to Council. In April 2001 Council resolved:

“That the Councils in the Auckland Region be approached to discuss a range of models for the ownership, operation, management and governance of an integrated passenger transport organisation for the region”

771/2001

On 29 August 2001 Council passed the following resolution:

“That Council write to the Prime Minister and Minister of Transport urging them to ensure that the Government gives the highest priority to the questions of funding and governance of public transport in the Auckland region.”

A1

Three workshops involving Auckland local authorities, the Auckland Regional Council, Infrastructure Auckland and a range of central government agencies involved with transport issues have been held as part of the policy review process. This review process has identified a range of issues that affect the delivery of a transport system suitable to manage the growth of the region. These include the number of organisations involved in some areas of decision-making, funding, and the link between strategic planning, funding and implementation. A list of issues prioritised at the workshops is attached at page A1. Through the workshop process work has come to focus on governance and funding options that increase the level of regional control over the development of the regional transport network. The three options being considered are:

Option A: Establishment of a public transport entity.

Option B: Establishment of a public transport entity and road entity (modal split).

Option C: Establishment of a Land Transport Agency.

Within these three structural options there are a number of sub-options. For example, it is possible to evolve the newly formed rail LATE to become a regional passenger transport entity dealing with rail, bus and ferry development. Also, Transit New Zealand could expand its role to manage all of the regionally significant roads in the region.

It is proposed to have further governance and funding workshops and it is suggested that the Committee nominate two representatives to represent Council in this process.

Alongside this work consideration has been given to the membership and role of the Regional Land Transport Committee. Previously the committee was made up of Auckland Regional Council representatives plus representatives from Local Authorities, Transit, funders and a range of interest groups. The interest groups have now been dropped from the committee. This is because it was felt that the committee needed to give further direction on the prioritisation of projects and that if this was to happen then only the agencies primarily responsible for delivery should be the decision makers. The interest groups will continue to be consulted via a proposed regional transport forum.

It is also intended to expand the role of the committee to include prioritisation of projects. This would occur as part of the current update of the Regional Land Transport Strategy document.

Passenger Transport

Through the development of the Regional Land Transport Strategy the region has agreed to develop a regional rapid transit network - passenger transport operating on its own right of way. This will work in concert with the regional roading network. Over the next decade it is intended to spend \$1 billion to \$1.5 billion on the rapid transit network plus a further \$2.5 billion on regional roads over the next two decades.

Work undertaken by the region prior to the local body elections has identified a preference for light rail on the western rail line, conventional rail on the southern rail line and the development of a new busway system along State Highway 1 on the North Shore. However, it is intended to begin by ramping up the quality and frequency of conventional rail services from 2003 and it is unlikely that light rail will be in place before 2007. Officers from around the region are progressing work on this preference. Work streams include:

- completing the rail deal with central government so that control over the investment in rail services is controlled by the Auckland region. It is intended to close this deal in December 2001;
- further defining how the rail network should be developed, including station and park and ride designs, train frequencies and timing of implementation. It is intended to begin double tracking the western line in 2004;
- further defining the cost of the proposed investment and how those costs can be shared;
- further developing the mechanisms for ownership and development of the rapid transit assets. Six Councils of the region have recently established a LATE, known as Auckland Regional Transport Network limited (ARTNL), to own and develop rail assets. Waitakere City Council has a 12.92% shareholding in this company. This agent could develop into the vehicle for regional ownership of ferry and bus infrastructure assets also.

Alongside the development of the rapid transit network progress is also being made on improving bus and ferry services. The regional council intends to review bus services within Waitakere in 2002; this Council will participate in that review. Council officers intend to begin involvement in this process by gaining a better understanding of residents' satisfaction with existing service provision.

The Regional Ferry Strategy identifies West Park Marina and Hobsonville as places where ferry services could be developed within the city. Work has been undertaken to project patronage for West Park however this indicates low use of a ferry service and the need for a high level of subsidy. The needs of a ferry service including parking are being taken into account as part of planning work underway at Hobsonville.

State Highways

Transit New Zealand controls all State Highways and motorways. Transfund provides 100% funding of the development and maintenance of these. Transit is currently working through significant proposals to extend the motorway network within and adjacent to Waitakere City.

Transit intends to extend State Highway 16 by 2004 from its current end point at Westgate through to the intersection of Brighams Creek Road and the existing State Highway 16 near Kumeu. This will reduce the distance between Kumeu and Westgate and provide safety benefits. Transit also intends to add lanes to the motorway between the Waterview onramps and Westgate.

Transit intends to build a new motorway, State Highway 18, between Albany and Westgate by 2004. This will be to the north of Hobsonville Road.

Council staff are working with Transit on these two projects to promote integration of the local and regional road networks and to support a range of other land use, parks and environmental goals.

Transit is currently investigating options for the extension of State Highway 20 through to the Northwestern motorway. Transit will extend this motorway from Hillsborough through to Richardson Road by 2004. It is not clear when Transit think they might be able to extend this road through to the Northwestern motorway. However, Council should consider how it wishes to approach this project. There are two main options for the extension - one meets the Northwestern at Waterview the other at the Patiki intersection. The Patiki option brings the motorway closer to Waitakere and could be linked to Henderson and the Glen Eden areas by a bridge across the Whau River. This is likely to have significant benefits to some businesses within the Henderson, Kelston, Glen Eden area. The bridge would also carry a lot of traffic and reduce pressure on existing motorway access points. Extending the motorway through to Waterview would have far fewer traffic and employment benefits for Waitakere. However, it is likely that all options for extending the motorway will have very significant impacts on local communities and the environment. Council officers from Waitakere, Auckland City and the regional council have undertaken some traffic and economic assessments of the development of improved road connections between Auckland and Waitakere. This work is continuing. Transit has requested the opportunity to brief Council on their projects. It is suggested that a briefing be arranged and that after this further work be undertaken on developing Council's views on the development of State Highway 20.

Finally, Transit has begun a review of their national State Highway network. The purpose of this review is to identify whether the roads they control are the right ones for the provision of a national network. Transit have proposed a change to their criteria for urban highways, moving away from a volume based method to one based on the function of the road. This would enable them to take on roads that have low volumes of traffic but play a strategic role in a national network. This is an important review, especially in the context of the reform process outlined above. It is intended to make submissions to this work. The first round of submissions are due in March 2002 and submissions on Transit's preliminary decisions close in September 2002. One of the areas that Council needs to consider is the future management and control of Hobsonville Rd after the new motorway is opened in 2004.

CONCLUSION

Transport is one of the most significant issues facing the region. There are a number of major work programmes underway at the regional and national level that will significantly affect the growth of Waitakere City and the functioning of this Council. Council should continue to play an active role in these areas of work.

RECOMMENDATIONS

1. That the information be received.
2. That the Committee nominate two representatives to attend workshops on transport governance and funding reform on behalf of Council.
3. That the Committee invite Transit New Zealand to give a presentation on its state highway programme, particularly as this affects Waitakere City, to its December meeting.

Report prepared by: Jeff Murray, Manager Transport Strategy.



7 STRATEGIC PROJECT OVERVIEW

PURPOSE OF THE REPORT

The purpose of this report is to provide an overview and briefing of major city development projects in the context of the City's development strategy.

BACKGROUND

Since 1994, the Council has been engaged in staged programmes in each town centre. The model that has been used is to develop concept plans for each town centre through a process of community consultation and workshops. The focus of the programme has been on urban design and linking the town centre concepts to wider initiatives, such as the green network programmes and the transportation strategy. The concepts have been periodically reviewed and the emphasis of this year's programme and future programmes has shifted to incorporate analysis of the local economic drivers, as well as urban design. A shift to include an economic focus is to allow more informed decisions for future Council investments in a Town Centre and to ensure that maximum leverage is gained from any investments.

The strategic objectives of the programme are intended to:

- stimulate investment;
- attract sustainable business;
- increase the ability to live and work locally;
- encourage intensification to support the Public Transport system;
- offer residential opportunities that create 24 hour safe centres;
- provide for high quality public space and amenity;
- link to the wider city development strategy.

This report provides an update on each of the following:

- Town Centre Programmes;
- Northern Area Development Programmes;
- Strategic Developments.

ISSUES

Town Centre Programmes

Henderson

Henderson has seen significant development over the last decade, most noticeably the development of the West City Shopping Mall. While this has resulted in a large investment in the town centre it has also changed the traditional main street area of the town centre. Henderson has a number of key opportunities and developments that need to be integrated, including the recreation centre upgrade, the rail corridor initiatives, the university initiatives, the proposed new library and social services hub, business development initiatives, attention to the pedestrian environment and linkages, and parking and traffic issues.

As part of this year's programme a workshop was held in September to build on previous concept work. Extensive economic analysis of the town centre, its potential and possibilities was carried out. The workshop has redefined the programme for the next three years.

The 2002/2003 work programme provides for work on feasibilities and concepts (up to detailed design stages) to stimulate and develop the investment opportunities identified in this year's workshop. These include opportunities to develop linkages around the main street and recreation centre, the creation of a library and social services "hub". In association with this, the work will identify potential areas for seed funding for potential partnership projects and work to improve amenity and pedestrian frontages. Also included will be projects to market and improve the image of Henderson to attract investment and new business activity.

The 2003/2004 programme will involve construction of the library and social services "hub" and parking areas. It is also intended to construct a road bridge linkage from Edmonton Road to Trading Place.

Within three years it is envisaged a new civic building incorporating the library will be developed, universities will be established, further investment and associated issues as Westfield stage 3 develops and integration with the transport strategy.

Glen Eden

Over the past year there has been significant private sector activity in Glen Eden. The most significant of these has been the proposal to develop medium density housing on the supermarket site and the subsequent closure of the supermarket. While Council initiatives and investment projects have continued over this period there has been little strategic coordination of Council investment or Council leadership as a result of decisions to allocate resources to other areas of the City. However, as a result of the issues that have arisen around co-ordination of Council investment in development of the town centre, at a special Council meeting in October resources were provided to hold a community design workshop in November of this year. This will attempt to address a large number of issues facing Glen Eden as a result of both Council and private investment decisions. Council is currently undertaking a large number of investment initiatives, the most significant being a proposed new library and CAB. Council needs to provide a response to the opportunities and threats to the town centre.

The work programme is intended to continue development and coordination of:

- Council investments;
- Response to private sector initiatives;
- Ongoing development of the town centre;
- Linkages to transport.

Over the next three years it is anticipated that work will be undertaken on the detailed design of the new library and reconfiguration of Council's property portfolio. It is also intended that the November workshop will provide strategies to address the current issues around supermarket provision and other retail investment in the town centre.

Lincoln

The Lincoln area is the area of land bounded by Central Park Drive and Lincoln Road, which has historically been used for grape growing and winemaking. Over the last decade, as vineyard owners sought to maximise the return from their land holdings, the area has developed in an ad hoc manner. There is now a mixture of industrial, commercial and retail activities focused on land fronting the two arterial roads, interspersed with large areas of underdeveloped "vineyard" land. There is considerable potential to attract commercial and industrial activity to the remaining vineyard land by providing road frontage and access to the interior of the block.

Over the past several years and an extensive consultation and design exercise has taken place, particularly with the remaining wine makers and other large property owners.

Work on a concept for the development of the Lincoln industrial/commercial area was completed in this financial year. The purpose of this concept is to attract high quality business development (and therefore employment) on a strategically important transport corridor by increasing the accessibility and permeability of the area. The future work programme will focus on the statutory processes to designate new roads to provide access to large areas of land to the rear of the properties fronting Lincoln Road and Central Park Drive. It is anticipated that this will stimulate development from the private sector and ongoing monitoring, planning and assistance with design responses will be required from Council.

It is anticipated that a review of the concept will be needed in 2003/2004 to address issues that will arise as the private sector begin to invest and develop the area. This area represents a significant economic development opportunity with large areas of underdeveloped land that can easily be connected to major arterial roads, close to the north-western motorway. It is likely that over the next few years' opportunities will arise that Council will need to develop a coordinated response, or possibly undertake initiatives to stimulate business activities.

Te Atatu Peninsula

Since 1997, Council has made considerable investment in the Te Atatu Peninsula through the town centre revitalisation programme and the development of the Harbour View Estate through Waitakere Properties Limited. The Harbour View Estate has placed a high quality residential area within walking distance of the town centre. To maximise benefit from this investment Council has undertaken a mainstreet infrastructure redesign followed by Stage 1 of the Te Atatu Peninsula village green project, which will provide a public space to link the residential and commercial areas. Stage 1 is to be constructed in January 2002. These projects have involved a high level of consultation with the Community, the business sector, landowners and investors. A number of private investments have taken place, most notably the new supermarket and an associated commercial development.

The programme over the next three years is focused on the implementation of Stage 2 of the Village Green Concept Plan, including development of designs for a community centre and library building in line with the existing Te Atatu town centre concept plan. Funding will be required over the next three years to fully implement the concept. This will involve adjacent landowners to try and stimulate their further investment in the area.

New Lynn

The “Heart of New Lynn” project has been the City’s flagship development project since 1996 when the New Lynn charrette was held. Since that time major Council and private sector investment have progressed the concept and resulted in considerable change to the town centre. This has included the new community centre and the reconfiguration of Memorial Drive with significant investment by AMP in Lynn Mall to create the country’s first mall to trade outwardly onto a street frontage. The charrette also has resulted in a large number of Medium Density Housing developments and cutting edge infrastructure projects (i.e. Rewarewa Bridge and Manawa Wetlands) that have progressed the City’s intensification strategy.

The work programme provides for the ongoing development of the New Lynn concept plan and strategic relationships with the private sector to ensure that Council’s investment and initiatives leverage private sector investment and development. Strategic land acquisitions have been identified. Proposals to construct a new library (and associated development) have been delayed due to problems with the complex land “swaps” required. City Development is currently undertaking intensive work to attempt to resolve these problems and it is likely that ongoing facilitation and coordination of private sector interests will be required. It is anticipated that the library will be constructed over the 03/04 year. Work on roading connections and development associated with the rail corridor is also ongoing. The large public sector investment proposals (both by Council and other agencies) has a great potential to stimulate private sector investments. Council continues to ensure that maximum public benefits will be obtained from this investment.

Bulk retail provision and potential effects of shifting the retail area towards Veronica Street are issues that need ongoing attention. Development and stimulation of medium density housing opportunities are also areas that need ongoing focus and Council responses. Town centre development west of the rail line, its effects, and how best to manage it, is also emerging as an issue.

In three years time it is envisaged that the library will be completed and private sector development progressing in the heart. The rail project will also be stimulating investment and Council needs to manage and stimulate associated retail and residential investments.

Swanson and Ranui

These secondary town centres are critical to the strategy of intensification along the western rail corridor. The two are a legacy of car-based post war suburbanisation, the unsustainable nature of which the City is attempting to address through intensifying development around railway stations. A key part of this strategy is to improve the “liveability” of these centres through integrating working, leisure and living places. The programmes are based upon Council assistance and funding for community based initiatives, which include the provision of community facilities, parks and recreation areas, streetscape improvements and capacity building in these communities.

Town Centre Strategy

In the 2002 and 2003 financial year it is proposed that an assessment and review be undertaken of the centres strategy with a focus on the returns (and how maximise leverage) of Council investments.

Northern Area Development Program

Massey North/ Westgate/ Hobsonville Corridor

The Massey North/Westgate/ Hobsonville Corridor area has been identified in the Regional Growth Strategy, and associated sub-sector agreement as the next area of the City for urban expansion into rural land and will include the development of the current Westgate town centre. Before the land is released for development a concept plan will be required. The concept development workshop is programmed for March 02, although this date is under pressure due to resource pressures within the Strategic Projects Unit. Nevertheless, it is anticipated that the workshop will be held before the end of the current financial year.

The 2002/2003 year budget contemplates development and refinement of a concept, strategic land purchases, further work around development, and environmental issues identified during 2001/2002 concept planning exercise. In 2002/2003. The various statutory processes to rezone the land will commence. It is anticipated that issues will emerge from these exercises and from private sector investment proposals that will require a response. Council needs to plan and coordinate development and to manage issues as they arise, which will include management of effects on the sensitive upper harbour catchments and transportation initiatives as the motorway development of State Highway 16 and 18 progresses.

Strategic Developments

Hobsonville

Since it became clear that New Zealand Defence Force would be declaring the Hobsonville Airbase surplus to requirements, and an initial 4-hectare block was sold to Sovereign Yachts Ltd, Council has tried to ensure its best use and development through a number of initiatives, including the following:

- A Mayoral Taskforce with widespread representation identified the opportunities offered by the airbase land;
- A design workshop explored the best urban structure to support these opportunities, and tested possible design solutions, infrastructure networks and environmental protection;
- Meetings with the public, stakeholder groups, and relevant statutory authorities helped to further test and refine the conclusions;
- Negotiations have continued with Sovereign Yachts, the Auckland Regional Council and others over the requirements of the proposed marine industry cluster, and with the Crown over the extent, timing and conditions of property that might be transferred to Council under Section 50 of the Public Works Act;
- The Chief Executive Officer, with the support of the Mayor, recently set up a Project Monitoring and Advisory Group comprising the Chairs and Chief Executives of Enterprise Waitakere and Waitakere Properties Ltd, Director City Enterprises, Director Strategic Projects, and Quality Assurance Manager. The Group is chaired by Bryan Mogridge;
- The first task of the Group was to oversee negotiations with Sovereign Yachts (who have an option with the original owners of the south-east half of the land should it be offered back under Section 40 of the Public Works Act). The City Projects Manager will separately present the main points of the agreement (signed on 12 October under authority delegated to the Chief Executive Officer) which cover:
 - A commitment by Sovereign to develop the marine industry;
 - the agreed areas of land that would end up with Council and with Sovereign;
 - the mechanisms for acquiring and distributing the land;
 - the use of WPL as Development Manager for the marine cluster;
 - the development by Council of a travelift access road;
 - the provision and purposes of a trust fund from 5% of the development profit;
 - commercial and legal security.

The major programmes of work from here are:

- Marine Industry Cluster: concept planning, District Plan Variation, Comprehensive Catchment Management Plan, development management, operating regimes for access to the sea;
- Concept planning for the remainder of the airbase;
- Identifying an effective entity to manage and redevelop the existing airbase facilities;
- Progressing the planning processes necessary before the remainder of the land can be urbanised: Regional Growth Strategy, Upper Harbour Study, Metropolitan Urban Limit, District Plan;
- Putting sustainable infrastructure plans in place: parks, roading (in co-ordination with Transit), stormwater (in co-ordination with ARC), wastewater (in co-ordination with Watercare), etc:
 - Maintaining an open communications strategy with the wider community, as well as effective relationships with NZ Defence, Crown agencies, the ARC, and other stakeholders.

Over the 2002/2003 financial year the work programme provides for:

- Further development of the Concept Plan;
- Work around the acquisition of the existing base village area;
- Work on the establishment of the Council entity that will oversee the development of the land;
- Resolution of the complex legal issues that will arise through the disposal process;
- Work on the development of the Marine industrial cluster;
- Detailed planning for provision of infrastructure.

In the 2003/2004 financial year the programme will focus implementation of the concept, infrastructure provision and marine cluster development, which will likely include initiatives to establish on water facilities to support the Cluster.

Corbans- Tertiary Education Proposals

This project is to facilitate the development of tertiary education institutes on Henderson Town centre and in particular access to the Corban Winery Estate. At this time Council await reports back to the Mayoral Taskforce on potential areas for AUT and UNITEC to collaborate. There are also central government funding issues to the Whare Wananga proposal at Honi Waititi Marae to be resolved that will impact on the shape of this proposal.

CONCLUSION

The programmes for implementation of the urban development strategy have made significant progress over the last 5 years and there is currently a large number of opportunities and private sector activities that require ongoing co-ordinated Council responses.

RECOMMENDATION

That the information be received.

Report prepared by: Fraser Henderson, Acting City Project Manager.



PURPOSE OF THE REPORT

This report is to review the progress to date with the Hobsonville Airbase (including the recently signed agreement with Sovereign Yachts Ltd) identify the main issues, and outline the future work programme.

BACKGROUND

The Hobsonville airbase offers a once-only opportunity for Waitakere City to build a high-quality harbourside village in which people can work, play or live in a superb environment.

Since it became clear that New Zealand Defence Force would be declaring the Hobsonville Airbase surplus to requirements, and an initial four hectare block was sold to Sovereign Yachts Ltd, Council has tried to ensure its best use and development through a number of initiatives, including the following:

- A Mayoral Taskforce with widespread representation identified the opportunities offered by the airbase land;
- A design workshop explored the best urban structure to support these opportunities, and tested possible design solutions, infrastructure networks and environmental protection;
- Meetings with the public, stakeholder groups, and relevant statutory authorities helped to further test and refine the conclusions;
- Negotiations have continued with Sovereign Yachts, the Auckland Regional Council and others over the requirements of the proposed marine industry cluster, and with the Crown over the extent, timing and conditions of property that might be transferred to Council under Section 50 of the Public Works Act;
- The Chief Executive Officer, with the support of the Mayor, recently set up a Project Monitoring and Advisory Group comprising the Chairs and Chief Executives of Enterprise Waitakere and Waitakere Properties Ltd, Director City Enterprises, Director Strategic Projects, and Quality Assurance Manager. The Group is chaired by Bryan Mogridge;
- The first task of the Group was to oversee negotiations with Sovereign Yachts (who have an option with the original owners of the south-east half of the land should it be offered back under Section 40 of the Public Works Act). The City Projects Manager will separately present the main points of the agreement signed on 12 October (under authority delegated to the Chief Executive Officer) which cover:
 - A commitment by Sovereign to develop the marine industry;
 - The agreed areas of land that would end up with Council and with Sovereign;
 - The mechanisms for acquiring and distributing the land;
 - The use of Waitakere Properties Ltd as Development Manager for the marine cluster;
 - The development by Council of a travelift access road;
 - The provision and purposes of a trust fund (from 5%) of the development profits;
 - Commercial and legal security.

STRATEGIC CONTEXT

The northwest part of Waitakere City has long been identified as a strategic growth area. With the closure of the airbase and the imminent re-alignment of SH18 the potential for strong economic growth in this region of the City is great, but will require careful planning.

Hobsonville Peninsula was not previously included in this growth area because of the airbase and its noise contours. Once the airbase is gone it might logically be included within the Metropolitan Urban Limit. However, there are several statutory processes (with rights of submission and appeal to the Environment Court) that will need to be completed before the Hobsonville Peninsula could be urbanised. These include amendments to the Regional Growth Strategy, Metropolitan Urban Limit, Catchment Management Plans, and District Plan. The main constraint before many of these public processes are started is the need to carry out a study of the Upper Harbour and the effect of urbanisation.

While much of the land will not be developed for some years - if ever - there seems to be widespread acceptance that planning provision should be made for the continuation and enhancement of the airbase village and an associated area for a marine industry cluster (As proposed by Council resolution (1077/2001).

A2

The objectives adopted by Council Resolution (September 2001) are attached at pages A2. They focus on:

- a high quality vision;
- building on Hobsonville's special advantages: foreshore and clifftop, rich heritage, deepwater access;
- best practice in urban design;
- integrating marine industry with high value clifftop environment;
- employment, community facilities, open space, public access to the foreshore;
- sensitivity of the upper harbour, sustainable water management;
- Council commitments: Treaty of Waitangi, sustainable development, etc;
- fair allocation of the costs of infrastructure and public assets.

ISSUES

The Council also resolved on the need for an integrated approach to achieving the vision for Hobsonville. The Airbase is significantly different from the usual development sites, and only an integrated approach to its development could achieve:

- a rational new subdivision pattern;
- a mechanism to recover infrastructure costs equitably from the new owners;
- sensitive design solutions for both private development and public spaces;
- a co-ordinated sequencing of re-use, redevelopment, quality new construction and compatible activities.

The major programmes of work from here are:

- Marine Industry Cluster: concept planning, District Plan Variation, Comprehensive Catchment Management Plan, development management, operating regimes for access to the sea;
- Concept planning for the remainder of the airbase;
- Identifying an effective entity to manage and redevelop the existing airbase facilities;
- Progressing the planning processes necessary before the remainder of the land can be urbanised: Regional Growth Strategy, Upper Harbour Study, Metropolitan Urban Limit, District Plan;

- Putting sustainable infrastructure plans in place: parks, roading (in co-ordination with Transit), stormwater (in co-ordination with Auckland Regional Council), wastewater (in co-ordination with Watercare), etc;
- Maintaining an open communications strategy with the wider community, as well as effective relationships with NZ Defence, Crown agencies, the Auckland Regional Council, and other stakeholders.

RESOURCES

The City Projects Manager (Fraser Henderson) is managing the project and dealing with processes and relationship management. John Mackay is looking after the physical planning workstreams, and Janet MacDonald is the Project Administrator. Other departments of Council - particularly Roading, Landscape Development, District Plan, and Ecowater - have large inputs to make.

RECOMMENDATIONS

1. That the information be received.
2. That the objectives above be endorsed.
3. That the general programme of work outlined above be endorsed.
4. That recommendations on the areas of land that Council should seek to acquire from the Crown should be brought to the next meeting.

Report prepared by: John Mackay (Senior Project Manager, Urban Design).



9 HOBSONVILLE PENINSULA SPORTS PARK

This item will be considered in the Confidential Supplement of the agenda, and has been circulated to members separately with this agenda.



PROCEDURAL MOTION TO EXCLUDE THE PUBLIC

That the public be excluded from the following part of the proceedings of this meeting, namely Hobsonville Peninsula Sports Park.

The general subject of the matter to be considered while the public is excluded, the reason for passing this resolution in relation of the matter, and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of the matter to be considered.	Reason for passing this resolution in relation to the matter	Ground(s) under Section 48(1)(a) for the passing of this resolution.
<ul style="list-style-type: none">Hobsonville Peninsula Sports Park	The withholding of information is necessary in order to: <ul style="list-style-type: none">enable the Council to carry on, without prejudice or disadvantage, negotiations.	That the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist.

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 7(2)(i) of that Act which would be prejudiced by the holding of the relevant part of the proceedings of the meeting in public as follows:

- The report contains information which if released would unnecessarily prejudice the Council in its negotiations regarding this matter.



Transport Issues Ranked By Priority

	Transport issue	Total votes
1.	Number of organisations involved in land transport in Auckland and the associated lack of sufficient integration between the management of the various parts of the system.	22
2.	Lack of sufficiently clear accountabilities for land transport services and projects across the region and conflicting responsibilities for some involved.	18
3.	Level and means of funding land transport from both national and regional sources.	13
4.	Lack of national guidance to regional strategies and the lack of teeth, financial discipline, prioritisation, and commitment to the regional strategies.	13
5.	Management of growth for a sustainable region; linking transport to achieving liveable communities and economic growth.	11
6.	Ownership-related barriers to the sensible use of, and investment in, land transport infrastructure.	8
7.	Lack of legislative means to introduce better means of charging the true costs of road use in a regionally (and nationally) consistent manner and work through the associated implementation issues.	5
8.	Management of and delays associated with Resource Management Act requirements.	4
9.	Need for greater and better public participation in strategic transport planning for the region.	4
10.	Lack of apparent justification for the current sharing of costs between road users and ratepayers.	3
11.	The limited number of passenger transport operators with the capacity to fulfil the needs of the region and the difficulties of balancing profit with social objectives.	
12.	The need to increase/ maintain democratic processes in transportation planning and delivery.	1
13.	Lack of legislative accountabilities for road safety.	0

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GOALS - HOBSONVILLE PROJECT

- Foster and put in place a high quality vision for the future of the Hobsonville Peninsula.
- Build on the special advantages of the peninsula, particularly the character of the foreshore and clifftop environments, the heritage character created by the Air Force, and the deepwater access and facilities available to the marine industry (see Council Resolution 1741/2001).
- Ensure best practice in urban design
- Integrate the land to be used for the marine industry in a way that maintains the high development and amenity values of the clifftop environment.
- Meet community needs for employment, community and cultural facilities, open space, and access to the foreshore.
- Recognise the sensitivity of the upper Waitemata Harbour, and provide for sustainable water management based on the principles of the *Water Cycle Strategy*.
- Recognise Council's commitment to the Treaty of Waitangi, to sustainable development, to viable passenger transport, and other strategic policies.
- Intensify housing areas to enable the existing Hobsonville village to become a full-service town centre.
- Ensure a fair allocation of the costs of providing infrastructure and public assets.

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