



NOTICE OF MEETING

CITY DEVELOPMENT COMMITTEE

I hereby give notice that an Ordinary Meeting of the City Development Committee will be held on:-

DATE: **Thursday, 13 February 2003** **TIME:** **9.30 am**

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

to consider the business as set out herein and to take any necessary action connected therewith.

10 February 2003

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, MNZM, JP
	PA	Hulse
	JP	Lawley
	GE	Nash, JP
	VS	Neeson, JP
	GW	Russell
	DA	Yates, JP

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 AN ORDINARY MEETING OF THE CITY DEVELOPMENT COMMITTEE
TO BE HELD IN THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN,
WAITAKERE CITY, ON THURSDAY, 13 FEBRUARY 2003
COMMENCING AT 9.30 AM.**

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1 APOLOGIES



2 URGENT BUSINESS

Section 46A(7) and (7A) of the Local Government Official Information Act and Meetings Act 1987 provides that where an item of business is not on the agenda, it may only be dealt with at the meeting if:

- (i) the item is a minor matter; and
- (ii) the Chairperson has explained at the beginning of the meeting (when open to the public) that the item will be raised for discussion, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting; and
- (iii) the Committee resolves to deal with the item.

No resolution, decision, or recommendation may be made in respect of the item except to refer the item to a subsequent meeting for further discussion.

NOTE: Urgent Business need not be dealt with now and may be delayed until later in the meeting.



3 CONFIRMATION OF MINUTES

Ordinary - Monday, 9 December 2002

RECOMMENDATION

That the minutes of the Ordinary Meeting of the City Development Committee held on Monday, 9 December 2002, as circulated, be taken as read and now be confirmed.



4 PRESENTATIONS

(A) BUS & COACH ASSOCIATION

Mr John Collins from the Bus & Coach Association will give a presentation to the City Development Committee on the effectiveness of bus priority measures, drawing upon practical examples in the Auckland Region.

(B) NEW ZEALAND POLICE

A1-A2

The traffic activity report for the period 1 July 2002 to 31 December 2002, attached at pages A1 to A2, has been received from the New Zealand Police. On behalf of Superintendent Dick Trimble, who is out of town, Senior Sergeant George Hayden will attend the meeting to present the report.



5 WAITAKERE EMPLOYMENT AND SKILLS PROJECT DRAFT ACTION PLAN

PURPOSE OF THE REPORT

The purpose of this report is to present the Draft Action Plan of the Waitakere Employment and Skills Project. The Committee's endorsement of the Plan and Council ongoing involvement in it is sought. A separate report seeking approval to reallocate \$20,000 to this project has been presented to the Finance and Operational Committee.

A3-A14

The Regional Commissioner for Work and Income, Barry Fisk, Regional Manager for the Tertiary Education Commission, Paul Look, and Enterprise Waitakere's Business Manager, Industry and Skills Development Manager, John Wadsworth, will present the Plan which is attached at pages A3 to A14.

BACKGROUND

The Action Plan arose from the work of the Waitakere Local Employment Co-ordination Committee, (LEC), a body established to assist the Regional Commissioner for Work and Income (WINZ) to establish strategies to deal with unemployment. Council led the work of the Waitakere Local Employment Co-ordination Committee under the terms of a contract with WINZ until October 2002, at which point Enterprise Waitakere took over that role.

The Action Plan was established following research by Massey University that identified skill shortages as a significant inhibitor to business growth. It is intended to address collaboratively a wide range of issues in highly practical and targeted ways, to overcome those shortages and associated issues.

The Plan is the result of a series of working groups established in September 2002. The proposed approach was first presented to the Committee in August 2002 when the following resolution was passed:

"That Council supports the Waitakere Local Employment Coordination Group to develop a collaborative Employment and Skills Action Plan for the city."

STRATEGIC CONTEXT

The Action Plan addresses one of Council's key strategic goals, of increasing local jobs through sustainable economic development. It also links strongly to the Wellbeing Collaboration Strategy.

ISSUES

Council Participation

The Plan establishes twelve projects and establishes an Action Group with the function of overseeing the implementation of the Plan. Project teams will be established in March 2003 as required. The projects, whose aims are described in the Plan, are as follows:

- Skill Demand Research Project;
- Waitakere Winners;
- Structured Workplace Learning;
- Targeted Information Programme;
- Gateway;
- Targeted, Integrated Transition Pathway;
- YouthWorks Waitakere;
- Waitakere Job Fair;
- Collaborative Trade Training;
- Targeted Training Using Pre-assessments;
- Migrant and Refugee Service;
- Integrated Approach to ESOL.

It is intended that a position on the Action Group will be taken up, and staff participate as members of the teams in which Council can have most impact.

Funding

As the Plan states, there is a considerable funding requirement involved for its implementation. At this stage, Gateway funding has been confirmed, and applications are under way for other funding. Indications are that the innovative nature of this project is attracting considerable interest from the relevant agencies. A full update on the status of funding will be provided at the City Development Committee meeting.

Council Funding Contribution

As a key partner in the Action Plan, it is recommended that Council make a financial contribution in addition to the commitment of staff resources. In addition to having significant impact on the city's economic development, the Plan can be seen as the city's contribution to the Mayor's Task Force for Jobs, of which Mayor Harvey is a member.

No specific provision for the Plan was made in the original budget for 2002/2003. However, a review of economic development budgets has indicated that funding could be reallocated from the Business Responsiveness Plan budget. That budget, which had not yet been committed, is most suitable as the Plan addresses a number of the issues it was designed to cover, being in effect a demand led response to gaps identified by businesses. A report seeking approval for this reallocation, subject to this Committee's endorsement, has been presented to the Finance and Operational Performance Committee. The Committee's decision will be advised at the meeting.

It would be appropriate to target any funding to the Project Manager role identified in the Plan.

CONCLUSION

The Waitakere Employment and Skills Action Plan is presented for the Committee's endorsement. A Funding contribution to the Plan by way of budget reallocation has been recommended in addition to staff resource commitment.

RECOMMENDATIONS

1. That the information be received.
2. That the Waitakere Employment and Skills Action Plan be endorsed, and approval given for ongoing participation in it.

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



6 WAITAKERE SAFER COMMUNITY COUNCIL TRUST-SIX MONTHLY REPORT

PURPOSE OF THE REPORT

The purpose of this report is to present the City Development Committee with the six monthly report of the Waitakere Safer Community Council Trust.

A15-A21 The report is attached at pages A15 to A21. The Co-ordinator, Ngaroimata Reid, and the Chairperson, Councillor Hulse will be in attendance to comment and answer questions.

BACKGROUND

Council is the 'sponsor' of the Waitakere Safer Community Council Trust under the terms of an annually renewed agreement with the Crime Prevention Unit of the Ministry of Justice. The Crime Prevention Unit provides \$56,875 plus GST for co-ordination and project funding. Council also provides \$35,600 plus GST, and a Service Agreement is negotiated annually with the Trust. A six monthly report is a requirement of the Service Agreement.

STRATEGIC CONTEXT

Support for the Waitakere Safer Community Council Trust is in fulfilment of Council's overall strategy of support for Community Safety. The City is an accredited Safer Community under World Health Organisation criteria.

ISSUES

Targeted Crime Prevention Initiatives

At the September meeting of the City Development Committee, the Business Plan of the Waitakere Safer Community Council Trust was presented. Concern was expressed at the amount of effort and time expended in administering the organisation, as opposed to clearly targeted crime prevention.

Accordingly the following resolution was passed:

“That the Waitakere Safer Community Council Trust be asked to further report as soon as practical on progress in identifying and implementing specifically targeted crime prevention initiatives.”

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Progress towards that objective still appears slow, and the coordinator has been asked to address this issue specifically. Particular emphasis is placed on this issue, Goal 2 of the Business Plan, in the report.

However, significant progress has been seen more recently towards a more strategic relationship with the Waitakere Police. Area Controller, Inspector Mark O'Connor, is now a member of the Management Committee of the Waitakere Safer Community Council Trust. Inspector O'Connor and relevant Police staff are currently engaged with the Waitakere Safer Community Council Trust and other organisations, including Council, in determining priorities from crime statistics. The key crime reduction areas identified in this process to date are:

- reduce Youth Offending and re-offending. Complete a snap shot analysis, establish present youth offending, youth referrals, truancy, youth in gangs, gangs formed;
- reduce Dwelling Burglary from 1890 to 1803;
- reduce Unlawful taking of Motor Vehicles from 1088 to 1000;
- reduce theft ex cars from 1694 to 1690;
- reduce repeat Family Violence (figures to be obtained from Intel) (taken from report, p.5).

The next step is to identify geographic areas for concentration of combined efforts, specific interventions, and agencies/resources required.

It is suggested that Waitakere Safer Community Council Trust be requested to coordinate a full briefing for the committee on the outcome of these discussions for the March meeting, with the Police invited to contribute.

Safety and Access by Design Project

Another item on this agenda reports on a proposal for Council funding for a project bringing together issues of injury prevention, disabled access and crime prevention. The Waitakere Safer Community Council Trust has been involved in the scoping of the project, and has made application to the Crime Prevention Unit for funding towards it. The brief will be presented to the Waitakere Safer Community Council Trust's Management meeting on 4 February 2003, when potential Waitakere Safer Community Council Trust funding will also be discussed. The results of that will be verbally presented to the meeting.

Council/Police Relationship

Mention is made in the report of the strategic relationship between the City Council and Waitakere Police. Discussions at staff level have been held with Inspector O'Connor, examining ways to strengthen that relationship especially in terms of the flow of information. A regular briefing system is being prepared to include the Mayor, Councillors and the Chief Executive and senior staff. As part of that process it is recommended that Inspector O'Connor be invited to address the City Development Committee at its March meeting.

CONCLUSION

The six-monthly report to 31 December 2002 of the Waitakere Safer Community Council Trust is presented for the Committee's information and comment. While progress towards specifically targeted crime prevention interventions has been slower than hoped, it is now evident that the closer relationship between the Waitakere Safer Community Council and Police in particular is beginning to show results.

RECOMMENDATIONS

1. That the information be received.
2. That the Waitakere Safer Community Council Trust be requested to coordinate a full briefing involving key partners for the March meeting of the City Development Committee on the results of the discussions on crime prevention targets.
3. That Inspector Mark O'Connor be invited to address the March meeting of the City Development Committee.

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



7 SAFETY AND ACCESS BY DESIGN - PROPOSED NEW PROJECT

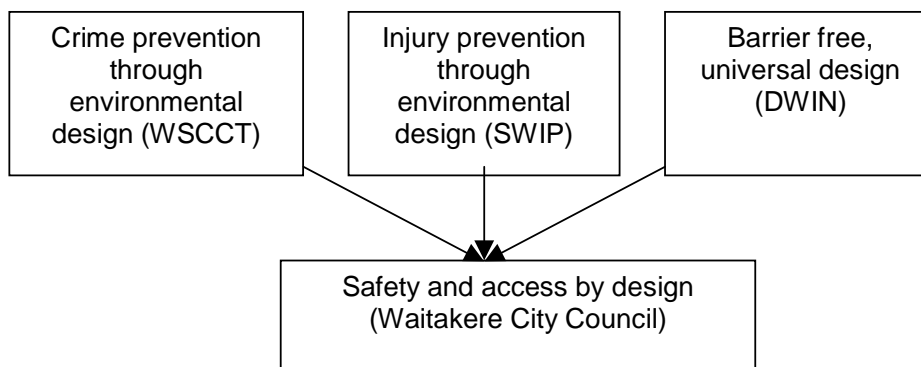
PURPOSE OF THE REPORT

This report informs the City Development Committee about a proposed new project called 'Safety and Access by Design' and seeks the Committee's endorsement of the project. A separate report seeking approval to reallocate \$20,000 to this project has been presented to the Finance and Operational Committee.

BACKGROUND

The Safe Waitakere Injury Prevention Project (SWIP) recently secured \$10,000 from the Ministry of Health to investigate how to prevent and reduce injury through environmental design. The Disability Waitakere Information Network (DWIN) has been taking an active role in promoting a barrier free city in Waitakere, for example through involvement in the design of new facilities. At the same time, the Waitakere Safer Community Council Trust (WSCCT), the Police and Council all have a longstanding interest in crime prevention through environmental design. Much of the work of Waitakere City Council pulls all of these issues together, such as town centre development, building and resource consents, parks, roads, footpaths, lighting, public conveniences, community facilities, bus and rail shelters.

The funding from the Ministry of Health has sparked a call for an integrated piece of work that addresses all three aspects, as follows:



The proposed Safety and Access by Design project aims to transform Council's approach to environmental planning and design. By integrating crime prevention, injury prevention and barrier free or 'universal design' approaches into the way Council plans and designs the City, the goals of the project are to:

- reduce crime and injury;
- help to create a 'barrier free' and connected city;
- create public spaces that look and feel safe;
- save time and money by avoiding the need to retrofit or face legal action through poor planning and design;
- minimise risks to Council and the public;
- avoid dangerous incidents and negative publicity.

The project will address how these objectives can be furthered through a mix of:

1. Regulation - bylaws and local government related legislation.
2. Good practice advice, training and guidance.
3. Rewards and incentives.
4. Modelling good practice through Council design projects, for example the Civic Centre project.

The project would be **action focused**, in terms of:

- Urgency and priority - hotspots for crime, injury and poor access based on what we know already;
- Impact - where a significant difference can be made;
- 'Doability' - what can be done simply and quickly;
- Locations and projects where the biggest gains can be made, for example Henderson town centre, Ranui train station redevelopment and the Civic Centre project.

Each of the three strands of this project would go through the same process:

1. Identify what we know - scope the broad context for crime, injury and access in Waitakere City - key issues, trends, accountabilities, what is mandatory versus voluntary, conflicts, overlaps.
2. Identify what we don't know.
3. Building on what we know, identify the priorities for Waitakere City in each key area of crime, injury and barrier free, based on the criteria above.

4. Assess how these intersect and what practical picture they provide in terms of where major gains can be made.
5. Identify opportunities to address these priorities in terms of regulation, good practice and incentives.
6. Identify opportunities to model good practice through key pilot projects.
7. Develop an integrated and staged set of recommended strategies, interventions and actions (one report).

Three contractors who are experts in their fields would be hired, and be expected to work closely together, with one of these people taking overall responsibility for pulling the work together.

The proposed timeframe for the project is:

What	When
Appoint contractor/s	February/March 2002
Undertake review of material and interviews/meetings	March/May 2003
Develop draft report	June 2003
Present final report	July 2003

Project management would be provided by Waitakere City Council. The project would be guided by a small steering group made up of:

- Key Council staff;
- Police;
- Safer Community Council;
- Safe Waitakere Injury Prevention Programme;
- Disability Waitakere Information Network;
- Others as required.

This group would meet as needed to:

- provide information and data;
- handle media and communication issues;
- identify who to interview;
- provide feedback on interim results;
- answer queries that arise;
- co-ordinate gaining input from their organisation to the process, including the draft report.

STRATEGIC CONTEXT

This project contributes to many of Council's strategic objectives, particularly those relating to Urban and Rural Villages and Strong Communities. It supports Council's drive towards sustainability and its long standing commitment to community safety. Key benefits for Council and the city from this work, especially in the context of Council's major forthcoming design programme, include:

- training programmes for building consents and other relevant staff;
- building in appropriate expertise to design projects;
- safer and more accessible public space and facilities;
- busier streets, more vital town centres and greater use of public space;
- people feel safer and more inclined to use public space and connect with others;

- cost savings through more efficient design and no need for costly retrofitting;
- lower crime rates and injury levels;
- risk minimisation;
- positive publicity and Council image.

RESOURCES

A22-A23 Several meetings have been held on the project with a range of Council staff and there is considerable enthusiasm and commitment at staff level to this work. A draft project brief for this work has been supported by the Committees of the Safer Community Council, Safe Waitakere Injury Prevention Project (SWIP) and the Disability Waitakere Information Network (see pages A22 to A23). The project was initiated by Safe Waitakere Injury Prevention Project through gaining the \$10,000 Ministry of Health funding and thus was not budgeted for by Council in this financial year.

Without Council funding and support this project will not occur. Bringing together crime and injury prevention with barrier free/universal design approaches is very rare and the draft project brief has already prompted considerable interest from other local authorities. An application for \$10,000 has also recently been made to central government's Crime Prevention Unit. It is considered that the project needs a minimum of \$30,000 to proceed.

A review of urban villages budgets has indicated that funding could be reallocated from the Development Database - Urban Villages budget. That project has been progressed through in-house resources and has not required external resourcing. A report seeking approval for this reallocation, subject to this Committee's endorsement, has been presented to the Finance and Operational Performance Committee. The Committee's decision will be advised at this meeting.

CONCLUSION

This item outlines a proposed new project called 'Safety and Access by Design' that requires a \$20,000 Council contribution from the half yearly review to proceed. The benefits to Council and the city are considered to far outweigh the \$20,000 sought, particularly in light of the financial costs associated with retrofitting, safety incidents and health costs when we get it wrong. As a partnership project, it would also help to strengthen the already good working relationships between the parties involved.

RECOMMENDATIONS

1. That the information be received.
2. That the Safety and Access by Design project be endorsed, and approval given for Council's participation in it.

Report prepared by: Rachael Trotman, Strategic Group, Strategic Leader.



8 “40KM SCHOOL ZONE LAUNCH” - CHRISTCHURCH

PURPOSE OF THE REPORT

This report seeks the approval of the City Development Committee for Councillor Stone, Deputy Mayor's attendance at the “40km School Zone Launch” held in Christchurch on Wednesday, 29 January 2003.

BACKGROUND

The invitation to the launch of the Christchurch City's 40km School Zone was received in December after the first Waitakere Community Board meeting. Councillor Stone has been involved with this project in Waitakere City since it began over two years ago.

ISSUES

It is intended that Waitakere City will look at adopting 40km School Zones and attendance at this launch and one-day seminar will be advantageous to our City and the safety of our children. The City Development Committee is requested to retrospectively approve this travel to Christchurch for Councillor Stone to represent Waitakere City Council for this important event.

Expenditure for this event will be derived from the Road and Traffic budget.

RECOMMENDATIONS

1. That the information be received.
2. That the City Development Committee retrospectively approves Councillor Stone's attendance at the “40km School Zone Launch” in Christchurch on Wednesday, 29 January 2003.

Report prepared by: Kitch Cuthbert, Transport Assets, Road Safety Co-ordinator.



9 LAND TRANSPORT MANAGEMENT BILL

PURPOSE OF THE REPORT

The purpose of this report is to review a transport bill that is currently open for submissions and to seek the City Development Committee's guidance on the preparation of a submission.

BACKGROUND

On the 3 December 2002 the Ministry of Transport released the Land Transport Management Bill and the New Zealand Transport Strategy. The Bill is open for submissions by the 28 February 2003. The Strategy is complete and no submissions are being sought on that. Copies of both documents are available in the Councillors' lounge.

Both the Bill and the Strategy are steps to consolidate and implement the Government's goals for transport first signalled in February 2002. The direction signalled by Government in February 2002 led to a review of Transfund's allocation of funds. Transfund will need to further develop its funding criteria over 2003 in response to the direction set in the new Bill and Strategy.

In February 2002 the Government signalled its policy direction for transport in an announcement titled "Moving Forward". As well as stating the Government's vision for transport to be "affordable, integrated, safe, responsive and sustainable" an additional \$227 million was allocated to transport through to June 2003. That money was allocated to a number of areas the Government identified as priorities for funding - severe congestion, public transport, walking and cycling, regional development and alternatives to roads, and safety.

The New Zealand Transport Strategy released in December 2002 confirms the government's direction and identifies the following five main objectives for transport:

- to assist economic development;
- to assist safety and personal security;
- to promote access and mobility;
- to protect and promote public health;
- to ensure environmental sustainability.

The Bill is focused on:

- changes to the purpose, roles and funding framework of land transport agencies (mainly Transfund and Transit New Zealand) to enable them to take account of the Government's strategic objectives and funding priorities;
- amendments to various elements of other laws relevant to land transport;
- enabling land transport infrastructure to be built on a tolled or public private partnership (PPP) basis, subject to various constraints.

A24-A25

The Mayoral Forum has received a number of presentations on the Bill and is of the view that the Councils of the region should be consistent in their submissions to Government. Briefing notes to the Mayoral forum meeting of 31 January 2002 are attached at pages A24 to A25. To this end staff from the region are working together to draft a submission, which will be considered by the Regional Land Transport Committee on the 18 February 2003. It is intended to ask Council to sign off the Waitakere submission at its meeting on the 26 February 2003.

STRATEGIC CONTEXT

At the regional and national levels Council has promoted the roles of all modes of land transport - rail, bus, walking, ferry, freight, private vehicles and cycling. However, national policy and funding has overwhelmingly favoured investment in road transport. The current government has changed that focus and has given greater status to the historically less favoured modes of transport. Therefore, this Bill and the associated Strategy are in many aspects consistent with Council's goals.

As part of recognising the value of all modes of land transport the Bill seeks to address funding problems. Transport agencies in the Auckland region have identified \$4.4 billion worth of major transport projects to be implemented over the next ten years. It is expected that the region will be short \$1.2 billion to fund these unless alternative funding mechanisms are made available.

Waitakere City Council has identified a number of major, regionally significant passenger transport and road projects that it wishes to have implemented - the rail project, the Upper Harbour motorway and the extension of State Highway 20 through to the north western motorway, including a further crossing of the Whau river. Progress on these will in part be dependant upon the availability of funding.

ISSUES

Overall it is suggested that the Committee take a positive approach to this Bill on the grounds that it:

- broadens the focus of transport funding and decision-making;
- promotes strategic planning and prioritisation of investments;
- seeks to make a wider variety of funding options available.

Within this context, however, there are a number of significant areas where the Bill could be improved. Most notably:

- in places the consultation requirements are poorly worded, poorly linked to other legislative requirements and unclear;
- there is significant Ministerial discretion over major decisions without adequate checks on the Minister's authority;
- the constraints on toll roads and public private partnerships may make these impossible to implement.

The City Development Committee's attention is drawn to the elements of the Bill, which it is suggested Council should address in its submission.

Part 1 - Preliminary Provisions

Section 3 of the Bill states its purpose, namely to contribute to the aim of achieving an integrated, safe, responsive, and sustainable land transport system. It is suggested that Council support this purpose.

Part 2 - Funding of Land Transport System

Sections 12 and 13 of the Bill require Transit and Transfund to prepare long-term (ten year) financial forecasts and review these annually. In preparing these forecasts Transit but not Transfund must consult widely with a range of affected organisations. The forecasts must identify anticipated revenue and expenditure and have regard to local authority long-term Council Community Plans prepared under the Local Government Act 2002. These are new obligations.

Section 13 also requires the regional councils to have a long-term financial forecast, which must be reviewed at intervals of no more than three years. In effect this means that the Regional Land Transport Strategy will need to have at least a ten year horizon and forecast revenue and expenditure. In practice the Auckland region has undertaken planning for a ten year plus horizon and is in the process of setting revenue and expenditure projections against that.

The consultation requirements under section 12 of the Bill relate to organisations and representative bodies. All of these are well defined except that it may not be clear who has status in Sections 12(1)(e) and 12(1)(g) which refer to 'representatives of land transport users' and 'affected Maori'. It is assumed that Transit will need to further develop its relationships with these groups in order to meet its obligations.

It is suggested that the Committee support the requirement to prepare these forecasts as they bring Transit and to a lesser extent Transfund into line with some of the obligations Councils have in preparing their own long term plans. The obligations will also help the local and regional levels of government plan and coordinate their ten-year investment programmes.

Section 14 of the Bill provides for the Minister to give instructions to Transfund or Transit as regards funding decisions. While the Minister must consult the relevant entity about the practicality of the proposed instruction, the Minister does not have to make the instruction subject to any long-term strategy or policy. This means that the Minister could impose a political imperative on these agencies that undermines the ability of Transit or another transport agency to implement a long-term strategy. This type of problem arises in other parts of the Bill. Given the significance and cost of transport investments and the need to work to a long-term, integrated investment strategy, the Government needs to provide a context of certainty. It is suggested that the Minister should not be able to issue instructions that significantly alter a long-term financial forecast, or national or regional transport strategy without consulting affected transport agencies on that instruction.

Sections 15 to 22 of the Bill relate to the preparation of a land transport programme. Any organisation, including Council, that wishes to access Transfund funding must prepare a land transport programme each year. This bid for funding must not be inconsistent with a national or regional land transport strategy.

In preparing these programmes consultation requirements are specified. For local and regional Councils there is an obligation to consult on proposed works through the Annual Plan process in accordance with the Local Government Act 2002, this includes specific mention of 'affected Maori'. However, Councils must also consult Transfund, Transit, the Commissioner for Police and the Land Transport Safety Authority.

Transit must consult with a range of well-defined organisations and this is not expected to be a problem to action. Consultation with Maori is given specific mention and status. However, there are also obligations to consult groups where it may not be clear who constitutes 'representatives of land transport users' or 'representatives of affected communities'. These obligations may be problematic for Transit as, at this level, they are expected to consult on individual projects. On the other hand, it is expected that for any significant project Transit will have already undertaken a period of project development as well as having initiated a Resource Management Act process, and this is likely to have required consultation processes to have begun. In this context, consultation on projects for the up-coming financial year may be able to be linked into the wider project consultation process.

There has been some discussion over Transit's obligations to consult in the preparation of their land transport programme. It has been suggested that the lack of clarity as to who represents certain groups will leave Transit open to challenge and add time and cost to projects for no good purpose. However, in a context where Transit has prepared and consulted on a ten-year programme and where projects take a period of time to develop, it is likely that the consultation on the annual bid for funds will be able to be treated as a part of the wider process and will not necessarily and of itself lengthen a process. On the other hand it is fair to expect that the additional consultation requirements will add cost to projects in some cases.

It is suggested that the Council either support the consultation obligations as they stand or seek better definition as to who can be considered 'representatives of land transport users' or 'representatives of affected communities'.

With regard to consulting 'affected Maori', Section 16 of the Bill clarifies that this means iwi or hapu rather than individuals. Presumably Councils and Transit are already familiar with these processes in light of Resource Management Act obligations.

Section 18 obliges all organisations preparing a bid to Transfund to 'consider the needs of persons who are transport disadvantaged'. However, this group is not defined, nor is there any clarity as to what considering their needs means. It is suggested that Council support this section but seek clarification as to what is meant by it in order to strengthen the likelihood of it being given effect.

Section 23 of the Bill is significant in that it identifies the basis on which Transfund decides which projects to fund. Sections 23(2) and (3) identify the factors Transfund should consider in making funding decisions. The way in which Transfund does this will be determined by its revised funding policy. Therefore, the practical application of the Government's direction is to an extent yet to be determined. However, the government has listed the factors that will frame Transfund's policy. These are:

- cost-effectiveness, affordability, consideration of practical alternatives, relationship to national and regional strategies, and consistency with environmental and social responsibilities; plus
- assisting economic development, assisting safety and personal security, improving access and mobility, protecting and promoting public health, and ensuring environmental sustainability.

It is suggested that the Committee generally support this funding framework in that it promotes what amounts to a triple bottom line approach. However, it is suggested that Council oppose the promotion of mobility as an objective. Mobility is about enabling people to move around as they wish. Access is about ensuring people can get the goods and services they need. While it is reasonable to expect transport agencies to provide access to goods and services, setting mobility as a goal may promote over investment in transport infrastructure to ensure people can be as mobile as they wish. In a context where government and this Council are promoting energy efficiency and sustainable development setting mobility as a goal is inconsistent with the wider strategic direction.

Further, the assessment criteria specified at Section 23(3)(e) that Transfund take into account how a project 'ensures environmental sustainability' appears to be impractical. It is not clear how a transport project could be shown to ensure sustainability. The other criteria listed in this subsection are not phrased as imperatives but are focused on improving and promoting community goals. It is suggested that all parts of this subsection be phrased in the same way. This issue also arises at section 20(2)(a).

Sections 31 to 33 of the Bill provide the rules under which a Council can hold an interest in public transport services or infrastructure. Section 32 specifies that Councils can hold an interest in a public transport service so long as it is via a public transport company. Local Councils already have the right to own passenger transport infrastructure directly or through a company.

Section 33 is a significant change to the status quo in that it provides for Regional Councils to hold an interest in public transport services or infrastructure, generally subject to the Minister of Transport's approval. Regional Councils can own an interest in public transport services or infrastructure without approval of the Minister if the value of the asset is less than \$100,000 or by Order in Council on the recommendation of the Minister. Otherwise the Regional Council needs to apply to the Minister for approval and as part of the application assess: the desirability of the proposal compared to alternatives, the impact on safety, consistency with Transfund's directions and existing national and regional strategies, how the Council manages the new role, and the outcome of consultation with other affected agencies, including local authorities. The Regional Council does not have to undertake special consultation on the proposal if it has already done so in the course of preparing its current annual plan. Once the Minister has a proposal from a regional council the Minister can make a decision without consulting any other agency or group except the affected regional council.

It is suggested that the Committee support the new power for a regional council to own public transport assets via a public company. This is because one of the options being investigated for reform of public transport governance in the region is a structure that includes the Auckland Regional Council as a shareholder in Auckland Regional Transport Network Limited, and such an option is currently not allowed by law. Enabling the regional council to be a shareholder in Auckland Regional Transport Network Limited will help ensure all of the affected parties in the development of the region's public transport network are bound together in the long-term success of the project.

However, the process by which the Minister makes a decision (S33(6)) is flawed and it is suggested that Council submit in opposition to this. This subsection of the Bill simply allows the Minister to make a decision without reference to any party other than the relevant regional council. Quite clearly local authorities may be significantly affected by the decision and should be able to make a submission to the Minister as a matter of right. Also, as with section 14, the Minister should not be able to make decisions that significantly alter a long-term financial forecast, national or regional transport strategy without consulting affected transport agencies.

Further, using the Order in Council process the Minister may be able to confer the right on a regional council to own very significant transport assets without consultation or going through a process of proposing and justifying a change to the status quo. It is suggested that this subsection of the Bill (s33(5)(a)) be removed so that all significant changes to the status quo are subject to a process of assessment and consultation.

Sections 36 to 42 of the Bill relate to the work of the Land Transport Safety Authority. The Authority must prepare a Safety Administration Programme each year for approval by the Minister and subsequent funding by Transfund. These sections are straight forward except that while the Authority does not have to consult local authorities in the preparation of its annual programme we are obliged to 'give effect to, observe, and enforce' the programme as it is relevant to us. It is suggested that as a matter of principle Council should be able to participate in the preparation of a programme of work that we have some obligation to implement. Further, notwithstanding that Section 38(3) of the Bill only requires Councils to comply 'so far as its financial resources reasonably permit'; it is possible that difficult and/or expensive actions may be required of us from time to time. It is suggested that Council submit on this part of the Bill to the effect that any agency that may be required to implement any part of the Authority's programme must be able to participate in setting that programme.

Section 43 relates to Transfund's ability to reduce or recover payments that were made on the basis of incorrect information. It is suggested that the wording of this section is too strong. Transport agencies may, at least in theory, be exposed to significant costs if Transfund can recover payments where information is found to be 'erroneous or inaccurate'. Most projections of patronage or vehicle demand will be inaccurate to some degree. It is suggested that this section needs to be amended to include a requirement that there be a degree of significance involved and that a dispute procedure be invoked to make a decision on a problem. Further, Transfund should be required to make all of its reports and internal advice on a contested project available to the affected transport agency. This also arises in section 45.

Section 44 appears to create problems for Councils operating in a commercial context. This section allows Councils to require information from each other and for Transfund to require information from Councils. It appears that this is not restricted by commercial considerations. Given that the Bill requires Councils to operate public transport through a company structure it appears necessary to allow those companies to keep some information confidential. It is suggested that this section be amended so that commercially sensitive information can be kept confidential where relevant.

Section 46 of the Bill provides for Infrastructure Auckland to make grants to Transit for projects within the Auckland Region. This is beneficial in that it may enable projects to be implemented in a way which produces higher levels of benefit than might be achieved if Transfund is the only funder. For example, Infrastructure Auckland may help fund the extra cost providing a high level of mitigation to a project. However, while the Bill specifies that Infrastructure Auckland money must be spent in the region, in reality any money that Infrastructure Auckland gives to a project within the Auckland Region reduces the call on the national fund held by Transfund. Thus Transfund may be able to allocate more money elsewhere in the country if Infrastructure Auckland becomes a funder of Transit. It is suggested that Council submit on this section of the Bill seeking that a method be put into the Bill ensuring that any money Infrastructure Auckland makes available to Transit is over and above funding that could reasonably be expected from Transfund for that project.

Subpart 2 - Tolling Schemes and Concession Agreements

A26-A27 This part of the Bill relates to the ability of transport agencies to raise revenue (via tolls) or debt (via concessions / public private partnerships). This Committee received a report on debt financing of transport projects in November 2002. The City Development Committee resolved, subject to a range of qualifications, to support 'in principle the option of debt financing priority transport projects' (attached at pages A26 to A27). If a toll road or concession were to go ahead it is likely that this would need to be preceded by the development of a public, regional agency to manage the project, although this may not be the case if the project is entirely on a state highway.

Sections 52 to 60 relate to tolling schemes. The Auckland Region is seeking greater flexibility in tolling and funding arrangements in order to provide its transport infrastructure network, however, in this area the draft legislation does not help. The requirements for public consultation and Ministerial approval impose additional cost, delay and uncertainty prior to a toll road being implemented. The costs associated with these would have to be absorbed by the participants involved in establishing a toll scheme. It is suggested that the Council submit on this subpart of the Bill seeking a reconsideration of conditions for tolls, the same consultation requirements as for other transport projects, and reduced dependency on Ministerial approval.

Section 52 imposes tight restrictions on the raising of tolls and application to the particular project. This removes some flexibility in raising revenue from a specific project in order to fund previously completed stages of work or the implementation of the transport network as a whole.

Section 53 identifies factors that the Minister must have regard to and conditions that a toll scheme must satisfy before the Minister exercises his or her discretion in approving a toll. This provides uncertainty because even if all of the conditions are met, the Minister still has the discretion not to approve a toll. Toll schemes would be more attractive if the discretion is removed and the Minister can make an assessment based only on the conditions in the Bill. There needs to be opportunity to gain early endorsement from the Minister that a scheme satisfies conditions prior to consultation with affected communities. The list of conditions and factors that the Minister must consider may limit the flexibility and attractiveness of toll schemes and private sector involvement. For example, the Minister must have regard to the outcome of consultation - the level of support for a toll may be influential. Two conditions need to be reconsidered. One condition limits tolls to new infrastructure projects. This may restrict the effectiveness of a linked regional toll system and the ability to raise revenue required for the Auckland region's integrated transport networks. It may also restrict tolling previously completed stages of a project. Another condition requires the toll scheme to assist in achieving the objectives set out in section 23(3). The issues relating to those objectives, as previously noted, apply equally here. In particular toll schemes should be required to "promote environmental sustainability" rather than "ensure environmental sustainability".

Sections 54 and 55 set out the consultation processes for affected communities and Maori. The issues outlined previously apply equally to toll schemes. The consultation requirement is a strong disincentive to proceed with tolling schemes and may deter the involvement of the private sector in toll schemes.

Sections 61 to 66 relate to concession agreements (otherwise known as public private partnerships) relating to the design, building, operation, maintenance and funding of transport infrastructure. The Minister has discretion to approve a concession agreement. There are strict conditions that need to be satisfied. It is suggested that the Council submit on this subpart of the Bill seeking less restrictive conditions and removing the discretion of the Minister to provide consent if the conditions are met. If the private sector is to become involved in transport infrastructure projects, flexibility and incentives are required. The Government should give due weight to submissions from those involved in overseas public private partnerships and potential participants in concession agreements in New Zealand. The private sector needs to be satisfied that the Bill provides sufficient incentive to become involved and the Bill needs to address their concerns. Further, consideration needs to be given as to how project risk should be shared. At present it is proposed that patronage risk lie only with the private partner. It may be more useful to put guidelines into the legislation on risk sharing rather than be so prescriptive.

Section 61 sets out the conditions that the concession agreement must meet to the Minister's satisfaction. Of particular concern are those conditions that limit the agreement to a maximum of 35 years, prohibit private sector ownership, and require a high degree of support from affected communities. Concession agreements would be more attractive if the discretion is removed and the Minister can make an assessment based only on the conditions in the Bill. As noted previously, there needs to be opportunity to gain early endorsement from the Minister that a concession agreement satisfies conditions prior to consultation with affected communities. It is suggested that the Council submit that there is no time limit on concession agreements, that private ownership be permitted during the operation of a concession agreement, that consultation with affected communities is in accordance with usual process, and that risk sharing be reconsidered.

On the other hand problems may arise if a concession is let to the private sector to build a project and then at a later date, a decision is made to build transport infrastructure that competes with the earlier project. The private sector partner could demand compensation for loss of patronage. There needs to be a mechanism in the Bill to ensure that the future ability of public agencies to build transport infrastructure is not curtailed by any concessions.

Part 3 - Administrative Provisions

Sections 70 and 79 identify the objective of Transfund and Transit - to allocate resources to achieve an integrated, safe, responsive and sustainable land transport system. In doing this Transfund 'must exhibit a sense of social and environmental responsibility'. It is suggested that Council support this approach in its submission.

It is also worth noting that there is a health 'theme' in the Bill. In preparing its annual programmes Transit must consult the Ministry of Health and there is a requirement to assess the extent to which a project 'protects and promotes public health'. This is different to safety and no doubt reflects the growing realisation of the extent to which transport emissions affect health. It is suggested that Council support this theme.

Finally, it is suggested that Council submit that this Bill should receive priority treatment and be passed as quickly as possible.

RESOURCES

At this stage there are no unbudgeted resource requirements associated with submitting to this Bill.

CONCLUSION

This legislation will have a significant impact on the development of transport and the achievement of the Council's goals. There are a number of important improvements in the Bill to the way in which transport will be planned and funded. However, there are other aspects of the Bill that are poorly written and which may disallow the Bill from achieving some of its stated goals.

The City Development Committee is asked to provide its views on the matters raised in this report so that a draft submission can be taken to the February meeting of Council for approval.

RECOMMENDATIONS

1. That the information be received.
2. That the Committee provide guidance on the preparation of a submission on the Land Transport Management Bill.
3. That a report and submission be taken to the February meeting of Council for comment and approval.

Report prepared by: Jeff Murray, Strategic Projects Manager: Transport Strategy.



10 NORTHERN STRATEGIC GROWTH AREA NEWSLETTER

PURPOSE OF THE REPORT

The purpose of this report is to inform the City Development Committee of the intention to initiate a newsletter tentatively called "the Northern News".

BACKGROUND

The Northern Strategic Growth Area of the City has a large number of interrelated projects that will affect the future development of the City. Until recently there has been considerable uncertainty over the future of the Whenuapai and Hobsonville airbases. Both of these projects will be key influences over development of Northern Strategic Growth Area. There is now more certainty over some aspects of the future of these projects, and there is an obligation for Council to provide information in a timely manner to the communities affected. Successful sustainable development of the Northern Strategic Growth Area will also require a consultation programme with the community.

ISSUES

There are a number of key projects and a plethora of related projects currently underway or planned for the Northern Strategic Growth Area. These include:

- The Upper Waitamata Harbour water quality study;
- Hobsonville Project;
- Whenuapai Project;
- Rural Structure Planning;
- Local Water Agenda;
- State Highway 18 and 16 Motorway Construction;
- Massey North, Hobsonville Corridor Planning Studies.

Thus far Council's communications have been dealt with separately by each project. However, with Government decisions pending around Whenuapai and Hobsonville it is now possible to push forward with the planning for the Northern Strategic Growth Area in a more integrated manner. A workshop will be held for Councillors early in the New Year to explore the issues facing the Council and discuss the planned programme of work to resolve these issues.

In order to reflect the integrated nature of the planning work that Council will be undertaking, a communications strategy will need to be developed. Work has already commenced on development of this strategy, and it has become apparent that the regular newsletter to residents of the entire Northern Strategic Growth Area is required to ensure that the community has the information needed to engage in meaningful consultation over the next few years. The newsletter is intended to build interest in the "programme" of projects, and will include a combination of good factual information, Council's position on issues, and "international best practice" type pieces to build interest, support, and ownership within the community. By addressing the entire Northern Strategic Growth Area, it is intended that issues affecting the community can be considered in context of the wider picture and Council's strategy for development.

To implement this proposal, it is proposed that the current "Corridor News" newsletter which reaches residents in the Hobsonville Corridor/Massey North areas will be built on and expanded to become the "Northern News".

It is proposed that the elected members currently involved in the Hobsonville Corridor - Massey North consultations be appointed to assist and advise on communication and consultation for the Northern Strategic Growth Area, and that each edition of the newsletter be approved by the communications and facilitation group before release.

RESOURCES

Communications for the Northern Strategic Growth Area has been provided for in the current annual plan.

CONCLUSION

It is proposed that a regular newsletter be circulated to residents of the Northern Strategic Growth Area to inform the community of the various issues that face the City and projects that are currently underway. This will provide the community with information to allow meaningful consultation as the planning process for the Northern Strategic Growth Area progresses.

RECOMMENDATIONS

1. That the information be received.
2. That the elected members currently involved in the Hobsonville Corridor - Massey North consultations be appointed to assist and advise on communication and consultation for the Northern Strategic Growth Area.
3. That each edition of the newsletter be approved by the communications and facilitation group before release.

Report prepared by: Fraser Henderson, Strategic Projects Manager.



11 PIONEER PARK ACQUISITION AND ENHANCEMENT PROGRAMME

The City Development Committee at its last meeting held on 9 December 2002 resolved that the report be deferred to this meeting scheduled for 13 February 2003. The report will now be presented to the Committee once the land acquisition is completed.



12 UPDATE ON THE CORBAN ESTATE WORK PROGRAMME AND ST. MICHAELS CHURCH RESTORATION

PURPOSE OF THE REPORT

To update the City Development Committee on the proposed work programme for the current financial year leading to the development of a 'concept plan' in 2004 for the redevelopment of the Estate into a comprehensive arts centre. Also included in this report is an update of the proposed partnership and restoration of the St Michaels Church that is currently located on the Corban Estate.

BACKGROUND

Corban Estate Arts Centre

The Waitakere Arts and Cultural Development Trust (WACDT) signed a lease on four historic building complexes on the Corban Estate in June 2001. The rest of the property and general maintenance of the Estate is managed by Council. In October of 2001 a staff member was appointed as Director of the Corban Estate Arts Centre (CEAC) and since that time the Director has successfully created, managed and operated a number of events including the Corban Centenary event, regular arts and product markets, performance evenings and a continual programme of workshops and seminars across a variety of art disciplines.

In this time the restoration of the original Corban homestead into three gallery spaces, a gallery arts shop, dedicated teaching spaces and offices has been completed.

Council supports the Corban Estate Arts Centre with an operational grant each financial year and the Corban Estate Arts Centre supplements the grant through income earned from classes, events and studio rentals.

A report went to the Finance and Operational Performance Committee in December 2002 with a recommendation to negotiate and conclude a lease with the Pacific Island Advisory Board (PIAB) for the World Rooms and the adjacent ancillary area at the Corban Estate. The recommendation was adopted. The Pacific Island Advisory Board require additional space to operate and grow their current programmes.

It is Council's intention to develop a comprehensive arts and cultural centre on the Estate and during the next two years a work programme is proposed that will gather all relevant material to inform the development of a 'concept plan' that will guide all future development on this site.

St Michaels Church

In 1997 a resource consent was granted to transport St Michaels Church from its original site at 425 Great North Road, to the Corban Estate at the rear east side of the historic homestead.

A Conservation Plan was prepared as part of the resource consent application; it provided the following information:

- that the relocation of the church was the only option for its survival;
- that the church although visually dilapidated, is in a reasonable condition and capable of being conserved so that its heritage value (Category 3 Heritage Item in the Proposed District Plan) and character can be fully appreciated on its new site;
- that the setting on Corban Estate is also far more sympathetic to the heritage character of the old church than its previous location.

Restoration of the church was proposed as part of the resource consent. The restoration will enable the church to be managed and used for small event performances as part of the Corban Estate Arts Centre programmes.

The Henderson Heritage Trust (HHT) who previously restored the Falls Hotel, is keen to undertake the restoration of the church.

STRATEGIC CONTEXT

The Corban Estate has the potential to become a major arts and cultural facility for Waitakere City and provide a unique regional attractor within the Henderson town centre area. Council's Arts and Cultural Strategy proposes this project as a priority for the City. Within the Henderson concept plan and work programme it is referred to as development area 'precinct 4' and a number of initiatives are included in the wider work programme that will integrate the 'Centre' into the town centre, Civic Centre and tertiary area, the leisure facilities and the public transport systems. Development of this site will contribute to achieving Council's strategic objectives while providing a unique environment for leisure and educational activities.

ISSUES

Corban Estate Future Development Planning

A workshop with Councillors, members of Waitakere Arts and Cultural Development Trust, and appropriate staff took place in August 2002 to discuss current and future uses of the estate and the future work programme. Discussion and feedback from this workshop will be fed into the concept planning stage. Over recent years there has been numerous input to what people wish to see established on the site and these suggestions will also be taken forward for further discussion and feasibility study during the pre-concept planning stage.

The buildings and landforms on the site currently range from historically significant and valuable, through to buildings that will become expendable and provide land for the future arts centre development opportunities. The proposed 'concept plan' will provide an overall framework creating a vision and rationale that will provide confidence for discussions with potential development partners or future sponsors of specific projects.

Prior to the development of the 'concept plan' some feasibility work is required regarding the proposed performing arts centre. Searching for the right partner for this project could be done by a similar process to the 'Request for Proposal' being developed for the New Lynn Library. This would see a Development Partnership document being developed which sets out the attributes of the site, the intent, development features, Council's objectives and identifies additional benefits and commercial 'spin offs' for an operator being involved in a unique facility for Waitakere City.

The following proposed work programme will involve staff from across Council, Corban Estate staff, Waitakere Arts and Cultural Development Trust, Pacific Island Advisory Board user groups and key stakeholders.

Proposed Work Programme

November 2002 - May 2003

Continue meetings with key stakeholders to inform the 'concept plan'.

May - July 2003

Develop consultant's briefs for identified property/performing arts centre feasibility studies.

July 2003

Tender above studies.

December 2003

Develop the brief for the 'concept plan'.

March 2004

Undertake 'concept plan'.

Reporting to the Council Committee and Waitakere Arts and Cultural Development Trust will be undertaken as appropriate.

Development of the Corban Estate Concept Plan will be undertaken in conjunction with the planning and implementation of the Rotary Park art pedestrian project, and the Henderson Gateways pedestrian landscape project, to ensure linkages with other work in the Henderson town centre.

St Michaels Church Restoration

A meeting was held in October 2002 between members of the Henderson Heritage Trust, Waitakere Arts and Cultural Development Trust, the Corban Estate Director, the Mayor and Council staff to discuss a way forward to undertaking the restoration of St Michaels Church.

The Henderson Heritage Trust are keen to undertake the restoration of the church in a timely fashion, to a high standard and work in conjunction with Council and Waitakere Arts and Cultural Development Trust to achieve the outcomes and requirements to suit all parties.

A Memorandum of Understanding (MOU) is proposed to be drawn up between the Council and Henderson Heritage Trust to make clear each parties rights and obligations during the process.

Council will remain the owner of St Michaels at all times throughout the process and all parties will negotiate to arrive at a consensus on the following matters:

- the exact positioning of the church;
- the form, extent and scale of the renovation of the church;
- the standards and specifications for the renovation of the church;
- a programme specifying dates by which the removal and renovation shall be accomplished.

Currently the Henderson Heritage Trust is investigating likely funding options and will report back to Council when this is achieved, at which time the Memorandum of Understanding will be drawn up.

A report will be presented back to the City Development Committee when appropriate information is available.

RESOURCES

Corban Estate Future Development Planning

A budget for the above work programme will be presented to the Draft Annual Plan for 2003/2004 for consideration.

St Michaels Church Restoration

All costs relating to the restoration project will be provided by the Henderson Heritage Trust. Undertaking the project is reliant on Henderson Heritage Trust acquiring the necessary funding.

CONCLUSION

Undertaking a 'concept plan' for the future development of the Corban Estate Arts and Cultural Centre will ensure all relevant information is collated, appropriate feasibility studies commissioned and consultation with all key stakeholders is included in the design.

Investigating likely development partnerships is also important, to explore opportunities that may improve the long-term commercial viability for the facilities.

A number of attempts have been made in the past to present development options for the Estate and for a number of reasons these have not come to fruition. The timing now appears to be appropriate for development of the site, as Council has made several strategic building decisions for central Henderson, the Henderson Concept Plan is starting to be implemented and the current management of the site is producing successful programmes. Integrating this site into the wider area projects is vital to its success.

The restoration of St Michaels Church is compatible with the above projects and will achieve a quality outcome to further enhance the Corban Estate while providing another unique heritage venue.

A28-A29 The Henderson Projects Timeline and the related Henderson Map are attached at pages A28 to A29 for reference.

RECOMMENDATION

That the information be received.

Report prepared by: Janet Hannan, Strategy and Development.



13 DRAFT REGIONAL OPEN SPACE STRATEGY

PURPOSE OF THE REPORT

The purpose of this report is to present the draft Open Space Strategy to the City Development Committee for comments to be conveyed back to the Auckland Regional Council. Copies of the draft have been previously circulated to Councillors in January. The earlier version released in August 2002 has now been superseded.

BACKGROUND

A30-A44 The draft Open Space Strategy has been prepared by the Auckland Regional Council with input from the Growth Forum, the Park Management Forum and the officers of the Regional Open Space Forum. The earlier draft circulated in August 2002 was considered at the Regional Growth Forum's meeting of 17 July 2002 and the Forum resolved that the draft be considered by each Council and comments reported back by the end of September. However, further editing has been carried out and the new version will be presented back to the Regional Growth Forum at its 19 February 2003 meeting. Meanwhile, comments are being sought from each territorial council on this version attached at pages A30 to A44.

The draft strategy contains a vision, desired outcomes and a set of guiding principles for the Auckland Region's open space network. The final strategy will contain five Parts:

- **Part One: Introduction** - includes an explanation on why we need a regional open space strategy, and how the strategy will work;
- **Part Two: Policy Framework** - outlines its relationship to the Regional Growth Strategy, and other strategies and policies;
- **Part Three: Open Space Resource** - includes a description of the regional open space inventory and investigates what demographic trends in the Auckland Region have implications for open space;
- **Part Four - Strategic Direction for the Regional Open Space Network** - the vision is presented in this section and translated into a set of desired outcomes and guiding principles that underpin the strategy. A Regional Open Space Network Concept has been developed to illustrate a possible future that could result from implementation of the vision, outcomes and principles contained in the strategy;
- **Part Five - Action and Implementation Plan** - provides a five year action plan, implementation tools and a monitoring regime;
- **Part Six** - Summary.

Each Council is being asked to consider the draft and highlight particular issues that Councils would like to see addressed and areas where further work is required. Comments and suggestions will be reported back to the Regional Growth Forum.

STRATEGIC CONTEXT

The draft Regional Open Space Strategy develops an integrated approach to open space provision and is complementary to the Regional Growth Strategy. The Regional Growth Strategy partners (Auckland Regional Council and seven territorial authorities) have developed sector agreements to guide development and infrastructure provision in the four regional sectors (north, west, central and south). These agreements, together with the draft Regional Open Space Strategy, are the basis for furthering an integrated approach to the provision and management of open space in the Auckland region over the next twenty years.

ISSUES

The Strategy proposes to develop an inventory of the region's various categories of open space and from this identify gaps to develop an Open Space Acquisition Strategy. This will assist territorial authorities in prioritising their acquisition programmes.

The Strategy provides a framework and opportunities for the region's partners to share resources and solutions for extending and managing the open space network, and to align funding priorities.

RESOURCES

There are no immediate additional resource implications posed by the draft Regional Open Space Strategy. Resource needs that may arise as a result of further work on implementation of the Strategy can be addressed through the Annual Plan process.

CONCLUSION

The draft Regional Open Space Strategy is a positive addition to the suite of plans needed to implement the Regional Growth Strategy. It is proposed that the City Development Committee supports the draft Regional Open Space Strategy in its entirety, and adds any comments or suggestions to be conveyed to the Regional Growth Forum.

RECOMMENDATIONS

1. That the information be received.
2. That the City Development Committee support the draft Regional Open Space Strategy as attached in the agenda report, and that any additional comments from the City Development Committee be conveyed back to the Regional Growth Forum.

Report prepared by: Carol Bergquist, Strategic Group, Senior Analyst Environmental Policy.



14 **UPDATE ON THE MCLAREN PARK (HENDERSON SOUTH) COMMUNITY PROJECT**

PURPOSE OF THE REPORT

The purpose of this report is to update the City Development Committee on the progress of the working party to establish the McLaren Park Community Project (MPCP) and strengthen community services in the Henderson South/McLaren Park area.

BACKGROUND

The McLaren Park Community Project is aimed at strengthening community services for the Border Road/Henderson South/McLaren Park area. The project was established after a report was presented to the City Development Committee on 13 May 2002 outlining significant unmet community needs in the McLaren Park Community Project area. The report recommended that a working party be established to assess the various options for the ongoing provision of services in the area.

The Committee resolved that:

“Council endorse the formation of a working party to explore needs and options in the Henderson Valley area.”

1012/2002

The working party (including representation from Councillor Yates, Community Board members, local principals and council staff) identified the McLaren Park Community Project area as one of the most disadvantaged communities in Waitakere City in terms of socio-economic status and access to services. The area currently has unmet need for youth activities, holiday and after school programmes for young people and pre-school programmes. There is also need for support and activities for parents, including drop in facilities, training and education and advocacy services.

On 9 September 2002 the City Development Committee endorsed the recommendation of the working party that:

“funding targeted for Waipareira Community House to deliver services in the Border Road, be used to contract a consultant for an eight-month period to provide services in Border Road and Henderson South and to assess the feasibility of establishing a community development project along the lines of the Ranui Action Project model, and that a report on the outcome of the assessment be brought back to the City Development Committee.”

2766/2002

STRATEGIC CONTEXT

The McLaren Park Community Project contributes to Council's Well-being and Urban Village strategic and policy objectives by helping provide networks of appropriate and accessible public buildings as key community focal points and through a wide range of low cost, low impact community activities. Council's role in the McLaren Park Community Project is also in keeping with its support for community led initiatives in the area of social development.

ISSUES

The McLaren Park Community Project working party have now finalised the scoping and objectives for the project which aims to strengthen community services and develop a plan for future service delivery in the McLaren Park Community Project area. Caroline McCurdie has been contracted from January to June 2003 as a part time community worker to provide services in the McLaren Park Community Project area and assess the feasibility of establishing a community development project along the lines of the Ranui Action Project. Caroline will be based at the Bruce McLaren Intermediate School for the duration of the contract to encourage participation and interest from the community and existing service providers in the area.

The McLaren Park Community Project community worker will provide a final report outlining findings and recommendations for future community development in the McLaren Park Community Project area, including the following information:

- feasibility assessment of establishing a community development project along the lines of the Ranui Action Project model;
- planning for future service delivery in the McLaren Park Community Project area and identification of potential community leaders to support the development of the project both in the present and future;
- strengthening and increasing the current provision of relevant community services in the Henderson South area;
- enhancing community well-being and encourage community's "sense of ownership" of community services and activities;
- identifying community needs (social, educational) and profile of community demographics;
- fostering and coordinating community participation in the McLaren Park Community Project (cultural focus, public meeting, visioning, including participation from current initiatives/services in area); and
- identifying community initiatives and strengths and organisations who can provide community services/activities.

RESOURCES

Funding is available in 2002/2003 for the provision of community services in the Border Road/Henderson South/McLaren Park area. Council staff resources are already provided for Community House and co-coordinator support within current work programmes. This work will highlight community needs that are currently not being met. It may result in demands on Council for resourcing of these needs in the future.

CONCLUSION

The McLaren Park Community Project working party have recently approved the contracting of a short term community worker to be based within the Henderson South/McLaren Park community. The working party including council staff will continue to support the project. The community worker will aim to strengthen the provision of services within the Henderson South area with participation from the community to improve well-being outcomes for the community. A report will be developed including the feasibility of establishing a community project along the lines of the Ranui Action Project model and a plan for future community service delivery options in the Henderson South area.

RECOMMENDATIONS

1. That the information be received.

2. That a report on the progress of the McLaren Park Community Project and the feasibility of establishing a community development project along the lines of the Ranui Action Project model be provided to the City Development Committee after receipt of the consultant's report in June 2003.

Report prepared by: Polly O'Brien, Leisure, Community Resources Project Leader.



15 MCCAHERN HOUSE TRUST

PURPOSE OF THE REPORT

This report responds to resolutions passed at the December 2002 City Development Committee to enable the sale of the properties at 67 and 69 Otitori Bay Road, previously the home of artist Colin McCahon.

BACKGROUND

As reported to the December 2002 meeting of the committee, the McCahon House Trust has achieved a full range of governance and planning requirements to enable it to undertake the ownership of the properties at 67 and 69 Otitori Bay Road and to proceed with a fund-raising project to support a restoration and arts residency programme.

At the December City Development Committee meeting it was resolved:

2. *That it be recommended to Council that the properties at 67 and 69 Otitori Bay Road be sold to the McCahon House Trust for a nominal sum, subject to the execution of a Memorandum of Encumbrance between Council and the Trust, to be developed and reported back to Council for approval.*
3. *That Council advertises its intention to sell 67 and 69 Otitori Bay Road to the McCahon House Trust in accordance with Section 230 of the Local Body Act 1974.*

3525/2002

Furthermore, at the December meeting of Council it was resolved:

“That the properties at 67 and 69 Otitori Bay Road be sold to the McCahon House Trust for a nominal sum, subject to execution of a Memorandum of Encumbrance between Council and the Trust, to be developed and reported back to Council for approval.”

3664/2002

In accordance with these resolutions the following steps have been taken:

- A45 Public notification of Council's intention to sell the properties, as described, to the McCahon House Trust (attached at page A45). A verbal report on any public response to the notice of sale will be given at the meeting.
- A46-A49 Preparation of a Memorandum of Encumbrance (attached at pages A46 to A49) which commits the Trust, acting within the purposes of their trust deed and in accordance with Council's objectives, to manage the property as a heritage site and as a base for an active arts residency programme.

STRATEGIC CONTEXT

The Council's current Strategic Review process has identified 'flourishing arts precincts' as a priority in the short and medium-term. The establishment of the McCahon House Residency Programme is itemised in the newly adopted Arts and Cultural Strategy.

The project will provide a cultural tourism attractor and contribute to the economic health of the Titirangi area and the arts community. The project also supports and enhances the current plans for the expansion of an arts precinct centred on Lopdell House.

ISSUES

The approval of a sale of these properties to the McCahon House Trust is an essential part of the programme the Trust has developed to attract funding from both the established funding bodies and the private sector.

The Trust is competently managed and sufficiently resourced to be able to fulfil all and any requirements placed on it in order to comply with the new Public Audit Act 2001.

RESOURCES

The Trust is adequately resourced to undertake its current activity and believes it will attract substantial support from both the private sector and dedicated funding bodies.

The Trust will apply to Council for rates relief for the property if this is appropriate under its charitable purposes but does not plan to request further capital expenditure from Council.

CONCLUSION

The ownership of the properties at 67 and 69 Otitori Bay Road, home to artist Colin McCahon during the 1950's, is a significant step for the Trust. With this achieved the Trust plans a national launch of the project and a fund-raising campaign in April 2003. Subject to the success of the funding programme, it is expected that the residency programme will be in action by late 2004 or early 2005.

RECOMMENDATIONS

1. That the information be received.
2. That Council approve the sale of the properties at 67 and 69 Otitori Bay Road to the McCahon House Trust for the nominal sum of \$100 and that the Chief Executive be empowered to execute the appropriate Deeds of Sale to the Trust.

Report prepared by: Wally Thomas, Director: Public Affairs.



16 **ARTS EVENTS: GOING WEST BOOKS AND WRITERS FESTIVAL AND TRASH TO FASHION® AWARDS**

PURPOSE OF THE REPORT

This report seeks to update Council on the two festivals and to give some perspective on the history and development of them over the past seven years. Council's direction is sought in regard to both scale and timing of the festivals for 2003. In particular, the events need to be considered in relation to the proposed Auckland Arts Festival, which is programmed to take place in late September through to mid-October.

BACKGROUND

The Going West Books and Writers Festival was generated in 1996 with two events (a one-day writers festival and a literary train-trip to Helensville by railcar). Approximately 210 people were involved. By 2002 the festival had grown to incorporate nine events, spread over ten days and involving over 5,000 people. In the process of this development over 200 New Zealand writers and performers have been brought to Waitakere City and it is known nationally as the only literary festival which focuses specifically on New Zealand writers and writing. The intimate style of the events and the unique steam train trip to Helensville has branded it as the best festival of its size in the country. The community events such as the free StoryFest, Wordsmiths (schools programme) Wordup (young adults night) and the second-hand and rare book market diversify and extend participation in the festival.

The Trash to Fashion® Awards also began in 1996. What originated as a volunteers celebration for Operation Spring Clean is now a show attracting national attention, an audience of 3,000 over two nights, participation from schools and tertiary education institutions and design professionals from a wide range of arts disciplines. The event is strongly based on the 're-use, recycle, reduce' message and is developing a wider educational component each year.

STRATEGIC CONTEXT

These events contribute to the fulfilment of Council's own commitment to the well being of the communities of Waitakere City.

The Trash to Fashion® Awards also have links to Council's goals relating to Zero Waste, the Green Network, clean air and the energy cycle.

Both Going West and Trash to Fashion® are identified in the newly adopted Arts and Cultural Strategy as flagship events within the city. They are now of sufficient scale and reputation to act as cultural tourism attractors with an economic benefit to the community.

ISSUES

The Going West Books and Writers Festival and the Trash to Fashion® Awards have grown into celebratory festivals of considerable scale. Their reputation is extensive and is, to some extent, founded on the uniqueness of the ideas behind them. That they have developed organically from community initiatives adds to their strength.

The following issues require consideration:

- Programming. Both events have a regular slot in the events calendar in spring and are timed to avoid conflict with other similar major events such as the Auckland Writers Festival, Style Pacifica and New Zealand Fashion Week. However, in September/October 2003 Auckland City is planning an arts festival comparable to the Wellington Arts Festival. Waitakere City is faced with either competing in the market with the current branding or negotiating a subsidiary place as a supporting event to the main Auckland Festival programme. The Auckland Festival team has approached Council with this proposal but want a considerable fee (\$10k);
- Many similar festivals have become bi-annual in recent years. This is another option for Going West;
- Trash to Fashion® is less impacted by the planned Auckland Festival but needs to be carefully programmed in relation to New Zealand Fashion Week and other new fashion/arts events such as Cult Couture (Manukau City);
- Resourcing. Both events have now outgrown the allocated resources of staff time and budget. Going West requires a part-time festival co-ordinator to oversee the organisation of the event over a six-month period. Current arts staff contribute significant time to this project and work loads are now making this unsustainable;
- Trash to Fashion has the potential to expand the environmental side to the project and to grow the event as a flagship celebration of the city. This will demand the expansion of the role of Director from the present six-month contract to a nine-month FTE contract spread over 11 months. The rationale for this is that it is critical that both sponsorship relationships, education and promotion need to begin early in the year. The project has been disadvantaged in the past due to missed opportunities in all these areas;
- Sponsorship - Council budgets for these two events have increased substantially over the past few years. However, each event still requires significant support from external funding bodies and private sector sponsors. Creative New Zealand and the Licensing Trusts are major supporters of the festivals, but allocation of grants is annual and never guaranteed. In the private sector, despite some major supporters such as Douglas Pharmaceuticals and KPMG, sponsorship is increasingly difficult and time-consuming to attract. It is a key component to achieving good sponsorship involvement to have project staff under contract early enough to make approaches to potential sponsors when annual budgets are being set.

RESOURCES

The festivals are funded on substantial Council budgets allocated through the Annual Plan process. (2002 - Going West, \$55,000; Trash to Fashion, \$48,000). The balance of each budget comes from grants, sponsorships and revenue.

For 2003 budgets are proposed as follows:

- Going West, \$60,000;
- Trash to Fashion, \$72,000.

These increases reflect the need to increase the project management capacity of each event.

CONCLUSION

The Going West Books and Writers Festival and the Trash to Fashion® Awards are highly successful events for the residents of Waitakere and are regional attractors to the city. They enhance the reputation of Waitakere as an arts-rich environment with a very unique style and brand. Both events face challenges, mainly in the areas of resourcing and placement in the regional events calendar. However, given the strength of the brands and the uncertainties around the production of the new Auckland Arts Festival, it is suggested that Waitakere proceed with both events as planned and remain in contact with the Auckland Arts Festival organisers to maximise any free promotional opportunities that arise. Issues of resourcing will come before the Annual Plan process in due course.

RECOMMENDATIONS

1. That the information be received.
2. That the timing of the Going West Books and Writers Festival and the Trash to Fashion® Awards in September and November of 2003 respectively, be endorsed and that both events are delivered and marketed independently from the Auckland Arts Festival.

Report prepared by: Naomi McLeary, Arts Adviser.



17 PROJECTS SPECIAL COMMITTEE

THE COMMITTEE SUBMITS THE FOLLOWING REPORT OF ITS SPECIAL MEETING HELD ON FRIDAY, 13 DECEMBER 2002

MATTERS CONSIDERED

A50-A51

The Committee dealt with a number of items for which it has delegated powers to act and a copy of the minutes of the meeting is attached at pages A50 to A51.

The Committee Recommends:

That the Special Meeting report of the Projects Special Committee held on Friday, 13 December 2002 be received.

RP Dallow, QPM, JP
CHAIRPERSON

