

**AGENDA FOR A MEETING OF THE CITY DEVELOPMENT COMMITTEE TO BE HELD AT
WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE,
ON THURSDAY, 7 JUNE 2007 COMMENCING AT 9.30 AM**

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1 APOLOGIES



2 URGENT BUSINESS

Section 46A(7) of the Local Government Official Information 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 Committee by resolution so decides; and
- (ii) the Chairman has explained at the beginning of the meeting (when open to the public) that the item will be raised for discussion and decision, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting.

The Committee may make a decision on a matter determined to be urgent.

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



3 CONFIRMATION OF MINUTES

Meeting Minutes - Thursday, 3 May 2007 and Friday, 18 May 2007.

RECOMMENDATION

That the minutes of the Meeting of the City Development Committee held on Thursday, 3 May 2007, as circulated, be taken as read and now be confirmed.



4 PRESENTATION ON A RAMP SIGNALS

There will be a brief presentation from Peter McCombs, Travel Demand Management National Project Director of Transit New Zealand, on the State Highway ramp signals project. This presentation is in relation to Item 5: State Highways Update report.



5 STATE HIGHWAYS UPDATE

PURPOSE OF THE REPORT

The purpose of this report is to update the City Development Committee on State Highway projects and provide guidance to Transit New Zealand on its ramp signals project.

BACKGROUND

Central Government has provided a six-year guarantee of funding in respect of Transit New Zealand's State Highway Programme 2006-2016. The Government's Budget 2007 provides an additional \$145 million to cover cost increases in State Highway projects in New Zealand over 2006-2008. The Government announced an Auckland regional fuel tax of up to 10 cents a litre, with up to 5 cents a litre being available for roading projects.

The Council has made submissions to Transit New Zealand in relation to Western Ring Route and the Draft State Highway Programme 2008/2009.

At least partly due to the Council's strong submission, Transit New Zealand has decided not to proceed with its toll proposal for the Western Ring Route. Transit New Zealand is pursuing alternative funding options to complete the Western Ring Route by 2015.

Transit New Zealand has provided initial feedback in relation to the 2008/2009 Programme, which is expected to be finalised in June 2007.

STRATEGIC CONTEXT

The Council's Integrated Transport and Communications platform provides the strategic context for this report.

The Northwestern Motorway (State Highway 16) and the proposed Upper Harbour Motorway (State Highway 18) are vital traffic, bus and cycle links between Waitakere, Auckland and North Shore cities. The Mt Roskill extension of State Highway 20 to Maioro Street is a vital link between Waitakere and the southern parts of the region.

Significant congestion at peak times is currently experienced at Te Atatu and Lincoln interchanges and along Hobsonville Road. Significant queuing is common on the motorway and motorway approaches at weekdays and in the weekend. Good access to state highways is vital for movement of people, goods and services.

Traveller information systems and ramp signals are part of a broader travel demand management programme in the region which is aimed at managing demand for travel by single-occupant vehicle and providing choice for other modes and times of travel.

The Waitakere City Transport Strategy 2006-2016 provides for integration of arterial roads with State Highways within the overall vision of "a sustainable multi-modal transport system that is integrated with land use and contributes to Waitakere as an eco city".

ISSUES

The following is an update of selected State Highway projects with information extracted from Transit New Zealand's report to the Associate Minister of Transport in May 2007.

1. Ramp Signals

Transit New Zealand has five sets of ramp signals operating on the Southern Motorway, with further sites between Hobson Street and Market Road scheduled for commissioning in July 2007. Transit New Zealand has gained information relating to the operation of each ramp signal installed but will only have complete information once all of the proposed ramp signals are operating on the Southern Motorway.

Ramp signals manage the flow of traffic entering the motorway by allowing vehicles to merge into motorway traffic at a controlled rate, rather than as a grouped platoon of vehicles. Transit New Zealand is presenting at this meeting on how the ramp signals work. Transit New Zealand has advised officers that initial results indicate:

- An increase in throughput of vehicles onto the motorway when ramp signals operate compared to previous;
- Similar queue lengths, but a longer wait in queues, at approaches to the on-ramps when ramp signals are operating;
- Improvement in traffic flows on the Motorway downstream of the ramp signals;
- A high level of compliance with ramp signals;
- The ramp signals provide important information about the capacity of throughput onto the Motorway.

Transit New Zealand's implementation of ramp signals on the Southern Motorway did not include changes to the arterial road approaches and traffic signals on local roads. This has enabled the impacts of ramp signals to be isolated from other improvements.

Transit New Zealand plans to begin design work on the Northwestern Motorway ramp signals from July 2007. Transit New Zealand expects ramp signals will become operational from July 2008, with a staggered introduction.

Transit New Zealand's Concept of Operations report notes that ramp signals are one component of a comprehensive motorway management system which includes:

- A high level supervisory system and coordination with local authorities;
- Ramp signals at all on-ramps on the Northwestern Motorway;
- Improvements to arterials approaching the ramps;
- Improvements to selected off-ramps;
- Interchange modifications needed to support ramp signals;
- Ongoing system management and monitoring.

A1

At its meeting on 2 August 2005, the City Development Committee approved the Council's commitment to the Partnering Charter in relation to Transit New Zealand's Auckland Motorway Corridor Travel Demand Management Project. The Partnering Charter is attached at page A1.

Officers propose that the following expectations in relation to ramp signals on the Northwestern Motorway are communicated to Transit New Zealand:

- (a) The scheme for the Northwestern Motorway should contribute to each of the goals in the Partnering Charter in order to be considered successful. It is important that the focus is not solely on managing efficiency of traffic movements. The scheme should focus on achieving a change from single-occupant vehicle travel to bus and car pooling through priority access mechanisms. The scheme should not aim to increase the number of vehicles entering the motorway in the morning peak.
- (b) Transit New Zealand needs to manage any impacts of vehicles exiting the Motorway in the afternoon peak; for example, by improving the off-ramp at Te Atatu in 2008.
- (c) Transit New Zealand needs to monitor travel effects before and after introduction of the ramp signals, including impacts on change in travel behaviour (including travel by bus, car pooling, and duration of the peak period).
- (d) The ramp signals project needs to align with the Council's plans for Te Atatu, Lincoln and Hobsonville Road corridors.
- (e) The ramp signals project will identify the need to upgrade Te Atatu and Lincoln interchanges.

- (f) Operation of the ramp signals will be coordinated with the Council's management of the local roading network. The ramp signals will be turned off, at the Council's request, if their operation does not meet the goals of the Partnering Charter.
- (g) Transit New Zealand will mitigate adverse impacts on local roads which are caused by the ramp signals.
- (h) Transit New Zealand will propose to install real time signs on local roads, in consultation with the Council regarding location, to ensure motorists are well informed and can make choices about their journey before commitment to travel by motor vehicle onto the Motorway.
- (i) Transit New Zealand will provide priority access for buses and high occupancy vehicles, particularly at Te Atatu, Lincoln and Westgate interchanges. Priority access should be able to be extended to freight where required.
- (j) Transit New Zealand will adequately enforce the priority bus and high occupancy vehicle access at the on-ramps.
- (k) Priority access for buses and high occupancy vehicles will be marketed to encourage a change of mode out of a single occupant vehicle.
- (l) Ramp signals will be reinstated after an upgrade of an interchange.
- (m) Ramp signals can be used to manage flows from special events, such as at the Trusts Stadium, or at other times when motorway flows are badly disrupted.
- (n) The public are kept informed before and during the introduction/operation of the ramp signals so that there is understanding of how to safely use the ramp signals and the priority access.

2. **State Highway 16 Widening Waterview to Royal Road**

The investigation of widening State Highway 16 from Waterview to Royal Road began in late 2006. The investigation is focusing on data collection, topographical survey and building a suitable traffic model to assess options for the project. It is understood that the Council will be invited to comment later in the year on initial strategic considerations of the use of the extra lane, any upgrade of interchanges, and provision for cyclists and buses.

The project aims to:

- address additional traffic arising from completion of the Western Ring Route;
- raise the causeway between Waterview and Patiki off-ramp;
- preserve or provide a bus lane and cycle way;
- identify whether the interchanges require upgrading; and
- integrate with Council projects such as Te Atatu and Lincoln Road corridor upgrades, a gateway entry statement and an investigation into the Whau Crossing.

The Council's submission on Transit New Zealand's Draft State Highway Programme requested:

- the widening project to include an upgrade of Te Atatu and Lincoln interchanges;
- the timing of any widening to be aligned with completion of the Western Ring Route;
- that if an additional lane is required, then Transit New Zealand should consider dedicating this as a bus / high occupancy vehicle lane; and

- a financial contribution from Transit New Zealand to the Whau Crossing strategic study.

Transit New Zealand advised that indicative costs of the State Highway 16 widening project are around \$100 million. If an upgrade of an interchange (indicative cost of \$15 million) is justified and could be done within the total cost, then it may be included in the project. Otherwise, the upgrade of the interchanges would need to be considered in the three yearly review of the State Highway Programme. Officers consider that there is a risk that the interchange upgrades will not be funded as part of the State Highway 16 widening project. In that event, Transit New Zealand would need to consider whether or not to include the interchange upgrades in the 2009-2019 State Highway Forecast, depending on available funding.

A2 Transit New Zealand requested guidance on the Council's requirements in relation to a gateway entry statement at Te Atatu interchange. Council officers provided background information in relation to a previous draft concept. Council officers also provided draft objectives and principles attached at page A2 for Transit New Zealand's consideration. Transit New Zealand was advised that elected members would wish to consider any concept designs and any funding implications if a gateway entry statement is included in the State Highway 16 widening project.

3. State Highway 18

A3-A4 Transit New Zealand presented a letter attached at pages A3 to A4 to the Local Government (Auckland) Amendment Act Joint Hearing Committee in relation to the Council's proposal to extend the Metropolitan Urban Limit in the northwest. In that letter Transit New Zealand has requested the funding application for the State Highway 18 Hobsonville Deviation and the State Highway 16 Brigham Creek Extension projects to be submitted to Land Transport New Zealand in May 2007 with tendering commencing immediately thereafter. The letter also noted an intention to revert the current State Highways 16 and 18 (where they are bypassed by the new State Highways) to local road status and transfer responsibility to the Council. This will require reaching an agreement on matters such as access control and responsibility for management both before and after revocation of state highway status.

This letter provided important evidence at the hearing indicating the alignment with Transit New Zealand and the certainty for the implementation of State Highway projects as soon as possible. Approval of funding from Land Transport New Zealand would mean that these State Highway projects will not be tolled.

Transit New Zealand anticipates completion of the Hobsonville Deviation project by July 2011.

The Upper Harbour Bridge is operational. The Greenhithe section of State Highway 18 is expected to be completed by the end of 2007.

4. State Highway 16 Brigham Creek Extension

Transit New Zealand has not confirmed any planned completion date in respect of the Brigham Creek Extension, but previous reports have indicated completion by 2013. The Auckland Regional Land Transport Committee endorsed the application of regional funds to this project at its meeting on 22 May 2007. The Brigham Creek Extension will be tendered in the same package as the Hobsonville Deviation project once funding approval is received.

Transit New Zealand has identified some safety works in relation to State Highway 16, between Don Buck Road and Brigham Creek Road. Transit New Zealand intends to complete the following by the end of June 2007:

- Localised shoulder widening to ensure a consistent 1.5 metre wide shoulder along this stretch of road;
- Localised flush medians to allow for safer turning manoeuvres on to and off the highway;
- Work on culverts and drainage at various sites to improve safety.

Transit New Zealand is currently investigating options for an upgrade of State Highway 1 or 16 from Auckland to Wellsford. This is in response to increased travel demands between Auckland and Wellsford, the pressure on State Highway 1 and key alternative State Highway 16, and the opportunities that will be created by completion of the Western Ring Route. The investigation is anticipated to be completed by October 2007.

5. State Highway 20

The State Highway 20 Mt Roskill Extension (from Hillsborough Road to Maioro Street) is under construction and expected to be completed by May 2009.

The State Highway 20 Manukau Harbour Crossing involves duplicating the motorway bridge, widening the motorway on either side and upgrading the Onehunga interchange. This project is progressing through resource consent and tendering processes. Transit New Zealand is working with Auckland Regional Council and other funding agencies to include a rail crossing as part of the project. Transit New Zealand plans to complete the Manukau Harbour Crossing project in 2011.

The State Highway 20 Waterview Connection (from Maioro Street to Waterview interchange at State Highway 16) is at the investigation stage. Transit New Zealand has identified a preferred alignment for a 'cut and cover' option and is also investigating a tunnel option. The Transit New Zealand Board is expected to select a preferred option by mid 2007.

Two important issues for Waitakere are whether or not the Waterview Connection will be toll funded and if there will be another interchange between Maioro Street and the Waterview interchange. Earlier concepts indicated an interchange would be provided in the vicinity of the Great North Road and Blockhouse Bay Road intersection. This was a condition of the Council's support for the Waterview (AW1) alignment. The tunnel option is not compatible with an interchange at Great North Road.

Transit New Zealand announced on 4 April 2007 that it would not proceed with its Western Ring Route toll proposal, due to the lack of support from the consultation, including opposition from the Council. Transit New Zealand remains committed to completing the Waterview Connection from Maioro Street to the Waterview interchange if funding is secured. Funding options include a toll of the Waterview Connection, additional central government funding, regional fuel tax, and Auckland City Council funding.

The Budget announcement of a regional fuel tax of up to 10 cents a litre in the Auckland region would enable priority transport infrastructure projects in the Auckland region to proceed. The Waterview Connection is one of the projects that the regional fuel tax may be applied towards.

6. Central Motorway Junction

Improvements have been made to the Central Motorway Junction which change alignments, solve some of the capacity deficiencies and provide all the motorway-to-motorway connections around the Central Business District and to the port.

The full benefits of this project are expected to be realised when the Victoria Park Tunnel and the Newmarket Viaduct projects are completed.

7. Victoria Park Tunnel

This project includes a northbound tunnel under Victoria Park, linking the Central Motorway Junction with the Auckland Harbour Bridge. It aims to increase capacity and eliminate much of the bottlenecks to northbound and southbound traffic.

There are a number of appeals in relation to the resource consent. Transit New Zealand is appealing against a number of conditions set by the Auckland Regional Council, which are expected to be considered by the Environment Court. Subject to this appeal process, Transit New Zealand anticipates completion of the Victoria Park Tunnel in 2014.

8. Newmarket Viaduct (State Highway 1)

The Newmarket Viaduct project involves replacing the existing viaduct and provides an additional southbound lane. Transit New Zealand's target completion date is December 2012.

9. Harbour Bridge

Transit New Zealand is leading an investigation of options for a third harbour crossing between Auckland and North Shore. That investigation is expected to be completed in June 2007 to enable Transit New Zealand to lodge a Notice of Requirement to protect the route. Transit New Zealand has advised that its preferred route is a tunnel from the northern motorway to Wynyard Quarter.

The third harbour crossing is a significant issue which is expected to be addressed in the Auckland Regional Land Transport Strategy 2008-2018. The outcomes of Transit New Zealand's investigation will provide significant input into any regional position. Other considerations include the effectiveness of the Northern Busway, provision for passenger transport, capacity of the Central Business District to manage another crossing, funding, land use impacts and long term plans for the existing Auckland Harbour Bridge.

RESOURCES

Sufficient resources are currently available to respond to current State Highway issues.

CONCLUSION

Transit New Zealand is progressing a number of key State Highway projects in the region. Transit New Zealand has provided greater certainty for the Hobsonville Deviation and Brigham Creek Extension projects, with a tender of these projects proposed to commence in July 2007. Many other State Highway projects are progressing through the planning processes.

The report contains suggested guidance to Transit New Zealand in relation to the proposed Northwestern ramp signals project.

The investigation of the State Highway 16 widening project is expected to provide important information later in 2007 regarding whether or not the project will include an upgrade of interchanges at Lincoln Road and Te Atatu Road.

RECOMMENDATIONS

1. That the State Highways Update report be received.
2. That the expectations in relation to the proposed Northwestern ramp signals project as set out in this report be approved.
3. That the Chief Executive Officer be requested to write to Transit New Zealand confirming the City Development Committee's expectations in relation to the proposed Northwestern ramp signals project.

Report prepared by Kevin Wright, Manager: Transport Strategy.



6 TRADING PLACE, HENDERSON - BRIDGE DESIGN REPORT

PURPOSE OF THE REPORT

The purpose of this report is to seek the approval of the City Development Committee for the design of the bridge to go over the stream between Trading Place and the Edmonton Road / Alderman Drive intersection and to take the Trading Place Bridge project to tender and construction in due course.

BACKGROUND

At a special meeting and workshop on 18 May 2007 the City Development Committee further considered the proposal to place a bridge over the Oratia Stream connecting Trading Place with the Alderman Drive / Edmonton Road intersection. The Committee agreed that further work should be undertaken on detailing this project.

The bridge link to Trading Place was first identified by Council in a 1996 Henderson Roding and Transport Workshop and later confirmed in the Henderson Concept Plan Design Workshop of 2001. The proposal has been consulted on with the public and business groups in 2006 and 2007.

It is intended to undertake further analysis of options to integrate land use and transport goals on the Sel Peacock / Alderman / Edmonton roads by-pass of Henderson. This work will be integrated with a wider review of land use and transport integration across Henderson. However, construction of the Trading Place Bridge will not compromise options for the further development of Henderson and will add to the achievement of land use goals.

STRATEGIC CONTEXT

Council has identified Henderson as the City's Central Business District and is actively promoting intensification of the centre. To this end Council has worked with land owners and Unitec to facilitate a transformation of the area between Ratanui Street and Trading Place. Unitec and Council have made major investments in education, library and car park building facilities. Land owners have amalgamated sites on Trading Place in anticipation of the bridge improving the accessibility and relevance of Trading Place.

ISSUES

A5

A detailed design of the proposed bridge and associated roading is provided at page A5. Key elements are:

A6-A12

1. The bridge is designed as an art work / entry statement as well as providing pedestrian, cyclist and vehicle access to Henderson. The artist's design and design statement are provided at pages A6 to A12.
2. The bridge has been designed to connect to a signal control at the Alderman Drive / Edmonton Road intersection. The design of the Alderman Drive / Edmonton Road intersection is to be further considered by the Committee as part of a wider review of Henderson projects. If that review alters the current proposed signal-controlled design of the intersection, it will be necessary to adjust the interface of the road leading from the bridge, but not the bridge itself.

In order for the Henderson Central Business District to reach the density desired by Council it is necessary for such activities as car parking to move from ground level to parking buildings, freeing up land for apartment and office buildings. It is also necessary for a context to be created where the land between Trading Place and Ratanui Street is viewed by developers as suitably connected to the wider network. Council has built a car park building partly in order to facilitate land redevelopment and has detailed designs for the bridge to improve connectivity.

In this context the Trading Place Bridge is essentially a land use project, designed to help stimulate property re-development and intensification. The bridge provides improved access for pedestrians and cyclists to the town centre.

It also provides benefits for the transport network. The bridge reduces the need for vehicles to access Trading Place from the town centre main street which assists Council maintain the main street as a pedestrian focused environment. This will be increasingly important as development occurs in Trading Place and more vehicle traffic seeks to get into / out of that road.

Council has also made non-binding commitments to UNITEC and land owners that the bridge will be built. Council has built confidence and relationships with these groups and that confidence is important if they are to continue investing in Henderson.

A13-A18

An assessment of the project in terms of its cultural, economic, environmental and social values is attached at pages A13 to A18. This report concludes that *"If Council's plan for this area is rejuvenation, then the bridge investment should be made."*

The Committee has asked for a review of proposed transport initiatives for the Henderson Central Business District that integrates land use and transport planning. The Committee has also asked for a reconsideration of the location and role of the by-pass route. This is a fairly extensive piece of work and will take some time. However, Council officers have been planning such a review and have budgeted for it. The Draft City Growth Management Strategy, which reflects Council's forward planning commitments made in proposed District Plan Change 16, identifies further planning in Henderson as a priority. Further, the town centre has changed in important ways since the last planning review in 2001, with the major transport interchange and Waitakere Central opening, the further development of major film industry infrastructure, and the location of Unitec into Henderson. Therefore, the Committee's request is timely.

Council officers are confident that the Trading Place Bridge is an important investment and that the wider ranging review of Henderson will not alter that. This is because Council is committed to building density in the centre and the bridge is a project aimed principally at supporting density and the on-going functioning of the main street.

RESOURCES

Council has budgeted in the Long Term Council Community Plan 2006-2016 to construct the bridge. Construction is estimated to cost \$2.5 million including the art work.

CONCLUSION

The Council is committed to developing the density of Henderson Central Business District and integrating land use and transport investments. The bridge proposed to link Trading Place with Alderman Drive / Edmonton Road is an important element of the town centre strategy. The bridge is able to be built while wider planning of Henderson is pursued.

RECOMMENDATIONS

1. The Trading Place, Henderson - Bridge Design report be received.
2. That the design of the Trading Place Bridge, Henderson be approved.
3. That the Trading Place Bridge, Henderson project be approved to proceed to tender and construction in due course.

Report prepared by: Jeff Murray, Acting Manager: Urban Design and Development.



7 HOUSING ACTION PLAN

PURPOSE OF THE REPORT

The purpose of this report is to update the City Development Committee on the Housing Action Plan (the Plan) that is being developed and to determine if a Councillor workshop would be helpful to progress the Plan.

BACKGROUND

The Housing Action Plan was formerly called a Housing Strategy. This change in name reflects the development of the Social Strategy to include housing. The Plan will therefore have an action focus and sit under the Social Strategy.

One of the main reasons for developing the Plan is that at a local level the City has some housing problems which are likely to grow worse over time if they are left unaddressed. For example, Waitakere is facing a number of challenges about the provision of adequate and affordable housing for its residents now and in the future. Housing needs are changing due to a growing population, changing demographics and living patterns, and pressures on affordability. There is a high demand for housing, especially low-cost housing, which is partly due to rising house prices across much of the City as well as an increase in the population over time. Regionally, Waitakere is becoming increasingly attractive for those seeking relatively low-priced housing compared to higher housing prices in neighbouring Auckland City.

A small portion of the demand for low-cost housing is met by this Council as the provision of housing is one of its activities which arose out of historical reasons. Recently, the Council made a long-term commitment to continue providing accommodation for older adults and upgrades will shortly be starting in some of the 12 villages.

Therefore, for both strategic and operational reasons, it is fitting that this Council develops a Housing Action Plan so that it can go on to facilitate and implement some housing initiatives for the benefit of the City.

This report follows an earlier report presented to the City Development Committee that sought approval to develop a Waitakere Housing Strategy.

At its meeting on 7 April 2005, the City Development Committee resolved:

“2. *That the City Development Committee endorses the development of a Housing Strategy.*”

545/2005

STRATEGIC CONTEXT

The area of housing is a cross-cutting issue for Waitakere City Council as it relates to a number of strategic priorities and platforms and is an integral part of the Council's strategic planning. One of Council's strategic priorities is 'sustainable development'; by having a strong future focus on providing housing it will help to ensure that Waitakere is a sustainable community. Several of the Council's platforms are of relevance to the Plan, in particular 'Urban and Rural Villages'. This platform seeks to ensure that people have choices in housing amongst other things. Creating attractive urban places is also part of the objective for 'Urban and Rural Villages'; this will be given attention in the plan with a focus on housing design. 'Strong communities' is another platform to which the Plan can give effect by helping to address how the Council supports the health and wellbeing of the City's residents.

Other Council strategies will influence the contents of the Plan. It will link into the Social Strategy that is currently being developed; this will provide some strategic direction for the work and activities in the housing area across the City. Housing is considered to be a key ingredient of ensuring good results in the social area. Other strategies of relevance include the Environmental Strategy that is being developed and also the Economic Development Strategy which is currently under review.

ISSUES

1 The purpose of the Plan

The intention of the Plan will be to set out Council's objectives in relation to affordable, sustainable and quality housing in Waitakere over the next 20 years until 2027. The Plan will aim to tackle some of the housing problems that Waitakere is currently experiencing in these areas and is likely to experience in the future.

For the Council, the Plan will present an exciting opportunity to propose a range of initiatives that will benefit residents, housing providers and developers and to an extent influence the future direction of the local housing market.

2 Update on the development of the Plan

Since the previous report was presented to the Committee, other housing work such as the housing for older adults review has meant that progress on developing the plan has been slower than expected.

A19-A30

Achievements to date with work on the Plan include the production of a paper summarising the main housing problems in the City. In addition, some initiatives that could be practicably carried out by the Council in response to a number of those problems have been identified following consultation with officers and representatives of key community groups. A paper outlining these initiatives is attached at pages A19 to A30.

During the work so far with this Plan, officers have had the assistance of representatives of community groups and organisations that comprise the Housing Call to Action Group. This Group is part of the Waitakere Wellbeing Collaboration Project. The contributors to the Housing Call to Action Group have been very supportive of Council's work in the housing area and are extremely keen to have a Plan in place so initiatives can be implemented. Contributors include:

- Housing New Zealand Corporation;
- Better Futures Family Trust;
- Auckland Regional Public Health;
- Massey Community Trust;
- Monte Cecilia Trust;
- Friendship Centre Trust;
- Community Waitakere (formerly West Auckland District of Social Services);
- Ministry of Social Development;
- Work and Income New Zealand.

Once the Plan has been adopted, it would be important that the Council continues to work closely with its partners during implementation and to also seek new partners. Members of the community sector have a significant stake in these matters. It is important to reap the benefits of working collaboratively with a range of stakeholders.

3 A national and local response to housing problems

It is a fitting time for the Council to be developing a Housing Action Plan as there are local housing problems that need to be addressed. A growing number of Councils are also taking action to respond to similar housing issues in their areas.

Housing is now a key issue for central government, in part, due to a growing shortage of low-cost quality housing. Rates of home ownership have been decreasing as houses and land become less affordable. There is an increased demand for private rentals and for state owned houses especially in Auckland. In an attempt to address this, central government is working collaboratively with local councils, and by planning for long-term direction through the development of the New Zealand Housing Strategy (Housing New Zealand Corporation, May 2005). This strategy sets out "priorities for housing and a programme of action to lead the sector over the next 10 years".

Central government is encouraging local Councils, not-for-profit housing providers and organisations to increase their involvement in providing rental housing and home ownership opportunities to low income New Zealanders and those with special needs. For example, Wellington City Council has recently benefited from a central government grant of \$220 million over 10 to 15 years to upgrade its aging social housing that comprises 2,354 units.

One successful initiative that has helped to achieve these goals is the Local Government Housing Fund and the Housing Innovation Fund. A total of \$63 million was available to applicants over four years. An additional \$23 million has been added to this fund until July 2008. Recipients of this fund include Hamilton City Council, Manukau City Council, Christchurch City Council and Franklin District Council. Waitakere City Council will shortly be lodging its application for a \$1.5 million suspensory loan to assist with the upgrade costs of the housing for older adult (HFOA) units.

In addition to seeking central government funding, local councils are developing strategies and plans to address housing problems in their own areas. This is due in part to a growing acceptance that the availability of good quality affordable housing is becoming a more critical issue and that local as well as national initiatives are needed to provide an effective response. For example, Queenstown Lakes District Council has developed a Community Housing Strategy to address a lack of affordable housing in the area which includes initiatives to work closely with developers and local businesses. Other Councils that are developing or updating their housing strategies include Taupo District Council and Christchurch City Council.

4 The central role of housing in creating healthy communities

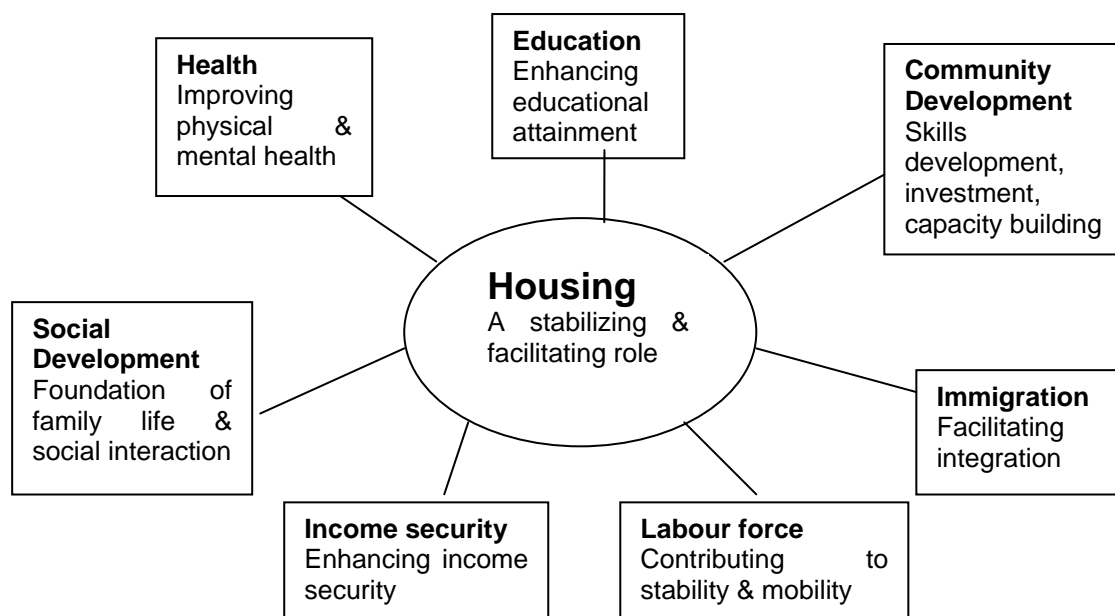
The central role of housing

Social policy interventions often work best when people have access to adequate, affordable housing with security of tenure that provides a stable home base. Therefore, good housing policy is good social policy:

“The success of many social policies (and for that matter economic policy) depends on the population being adequately housed” (David Hay, 2005¹).

Housing has a stabilising and facilitating role. Housing is central to every individual’s social and economic wellbeing and is a fundamental requirement for everyday living. The far reaching impact of housing can be seen in the diagram below. It can be seen that all aspects of community wellbeing are affected by housing, such as the economy, social and physical infrastructure, physical environment, availability of support services, safety, and social connectedness.

Diagram 1: The central role of housing in social policy
(Taken from Carter & Polevychok, 2004²)



Housing as a significant industry

Housing is a commodity as well as a social necessity. Housing constitutes good business and is big business. In New Zealand, as in other countries, housing is a major industry as it generates community investment, economic development, jobs and consumer spending. More research is needed to find out more accurately the extent to which the housing industry can have an effect on productivity and economic growth (Maclennan³, 2005, p.11).

In Waitakere, the building industry is a major industry. For example, roughly one third of a billion dollars of building consents are issued each year by this Council and the figure is growing:

¹ Hay, David (2005) Housing, Horizontality and Social Policy, Canadian Policy Research Networks Inc; p.2

² Carter, Tom and Polevychok, Chesya (2004) Housing is Good Social Policy, Canadian Policy Research Networks Inc; p.2

³ Maclennan, Duncan (2005) Housing Policies: New Times, New Foundations. Commissioned by the Joseph Rowntree Foundation.

- July 2005 – June 2006 = \$280,968,570
- January 2006 – December 2006 = \$289,309,783 (an increase of \$9 million)

The cost to society of unsuitable housing

If housing problems are not addressed, not only is it very detrimental to the well-being of our communities, it is very costly too. The lack of suitable and affordable quality housing is a major cost to society and the taxpayer, leading to increases in:

- the number of admittances to hospital for housing-related illnesses (including asthma, rheumatic fever, contagious diseases);
- the number of leaky buildings and repair costs;
- poor education effects through overcrowding in the homes;
- the number of homeless and the usage of shelters;
- the demand for emergency accommodation such as motels;
- the demand for Housing New Zealand Corporation rental housing.

5 Problem definition and scope of the Plan

Problem

For the Plan to be effective, it needs to be tailored to the needs of Waitakere in terms of the problems that it faces now and in the future. For this reason, some research and analysis has been done to examine what housing problems exist in the City now and what can be expected in the near future. A paper discussing these problems will provide some focus for discussion at the planned workshop.

Waitakere has a substantial unmet housing need, low community awareness of what constitutes good quality housing, unsustainably built housing located in poorly integrated areas, and a lack of choice in the range of housing available.

The main housing problems that have been identified in the City are:

(a) *Unmet housing need*

- Decreasing level of home ownership;
- Increasing shortage of low-cost housing which market forces do not appear to be addressing;
- Lack of incentives by the Council to actively encourage the provision of affordable housing;
- Growing proportion of financially stressed households;
- Increasing demand for rental properties and long-term tenure;
- Changing needs of the population are not matched by the housing stock;
- Increasing need for social housing;
- Increasing pressure on land;
- Lack of emergency housing;
- Negative perceptions about particular groups.

(b) *Insufficient awareness of what constitutes quality housing*

- High numbers of poor quality houses that affects health;
- Variable quality of housing across the suburbs in the City.

(c) *Insufficient use of sustainable building practices and energy efficiency measures*

- Barriers to reaching the nationwide Government target;
 - Lack of incentives by the Council to actively encourage sustainable building practices and energy efficiency measures;
 - Negative perceptions about high and medium density housing.
- (d) *Need for greater integration of housing with social and physical infrastructure needs*
- Need for major employment nodes within Waitakere to support housing growth;
 - Need for greater access to numeracy courses;
 - Negative perceptions about some secondary schools within the region;
 - Continuation of integrated land and transport initiatives.

Scope

The plan will focus on the first three of the four main problem housing areas that have been identified in the City:

- (a) affordability;
- (b) quality; and
- (c) sustainability

New Lynn, Henderson, Massey, and Royal Heights have a high proportion of households experiencing financial stress in terms of household expenditure relative to income (DTZ housing affordability report, 2005). Across the city, the quality of housing is variable, although Kelston, Te Atatu Peninsula and Te Atatu South have the highest proportion of older houses (built pre 1970), which is likely to affect overall quality. These areas, perhaps as a result of this older housing, also have the lowest proportion of houses with walls in good condition when compared to other areas (Quotable Value data, 2005).

In summary, these housing problems are:

- that there is a growing unmet housing need in the city as marginalised groups (such as people on low incomes, single parents, disabled, and some ethnic groups) find it more difficult to afford or access decent and suitable housing;
- that moves towards improving housing quality in older homes and increasing the uptake of sustainable housing practices have been slow and hampered by lack of awareness and/or barriers.

Unmet housing need covers both 'affordable' housing and 'social' housing and the Plan will apply to both. Affordable housing is measured against the ability of people to pay for a home. Affordability typically becomes a concern when the housing expenses of households in the lower 40% of the income distribution exceed 25% to 30% of their income. Social housing is traditionally provided by central or local government to maintain social equity, enhance the well-being of the vulnerable and the needy, and to help alleviate poverty.

The other problem area (d) which concerns the integration between housing and social and physical infrastructure, is less of a priority for this Plan. Such issues are being dealt with through other strategic documents and policies. For example, through the District Plan, the Economic Development Strategy, the Social Strategy, the City Growth Strategy and the Regional Growth Strategy.

6 Consideration of initiatives to be included in the Plan

There are many initiatives that could be carried out in the housing area (as international experience demonstrates), so the plan needs to be focused. For the Council, it would be prudent for it to concentrate on initiatives that make the most of its unique roles in the City. There is no one magic solution to the housing problems, so a range of approaches are needed that include a mixture of regulatory measures (with some coercion), use of planning and policy tools, relationship building and advocacy, and some financial incentives.

Given the range and scale of the problems that exist in the city, it is not feasible for the Council to single-handedly resolve them, nor is it Council's role to do that.

7 Examples of housing initiatives that Council could lead

A number of initiatives listed below illustrate the range of actions the Council could take in the housing area. The initiatives have been categorised as either: delivery; policy; advocacy and research; planning; or financial and are bullet pointed below. They were suggested by Council officers and by members of the Housing Call to Action group. Other key stakeholders have not yet been consulted.

A19-A30

For more detail about these initiatives refer to the attachment at pages A19 to A30. In that paper, estimates are given of the impact, cost and time to implement each initiative. Some can be implemented quite quickly (within one to two years), and will have an impact in the short-term, whilst others due to their complexity, may take three to four years (medium-term), or five years plus (long-term). In some cases, the initiatives can be carried out in-house without too many additional resources, although some work programmes may have to be adjusted to accommodate them.

1. Initiatives to improve delivery

These initiatives are at an operational level and will help to ensure that Council services which concern affordable, sustainable and quality housing are delivered more effectively to customers and are more user friendly to staff.

- Housing for Older Adults (Council owned housing);
- Co-operative housing scheme;
- Promote use of sustainable building practices and energy efficiency measures;
- Improve healthiness by reducing damp and cold conditions in 100 'needy' houses;
- Centralised housing database to attract investors and encourage development;
- Simplify consent processes and information provision about housing to benefit customers and officers;
- Update building and resource consent forms and applications;
- Set up a local landlords charter;
- Council bylaws consider impacts on housing provision;
- Establish a community housing trust or other body.

2. Initiatives relating to policy, advocacy and research

These initiatives are about reviewing and developing strategies, policies and rules and engagement in research and advocacy that will support the intent of the plan in relation to affordable, sustainable and quality housing.

- Encourage the use of energy saving measures and sustainable building practices through clear policy and easy implementation of that policy;
- Introduce requirements for the use of energy saving measures and sustainable building practices in residential and commercial properties;
- Work collaboratively with developers;
- Give effect to the Partnering Agreement with Housing New Zealand Corporation;
- Advocate and work collaboratively with Central Government, and local agencies, organisations and businesses.

3. Initiatives relating to planning tools and systems

These initiatives are about facilitating the provision where possible, of affordable, sustainable and quality housing.

- Review grounds on which residential developments are consented;
- Introduce affordable housing incentives for developers;
- Encourage low cost, higher density housing;
- Voluntary agreements with developers;
- Add affordable housing into the policies of the District Plan;
- Design standards for higher density housing;
- Provisions relating to higher density residential developments;
- Encourage brownfields development and/or open up more greenfields land.

4. Initiatives that are financial incentives

These initiatives are about using financial incentives to facilitate and encourage the provision of affordable, sustainable and quality housing.

- Reduced development contribution levy;
- Encourage low cost, higher density housing close to public transport through the development contribution policy or rates policy;
- Reduce rates for 10 years for low cost housing;
- Advocate to Government to allow affordable housing development levies;
- Assess the possibility of levying affordable housing contributions on Council-owned land;
- "Rent to own" on Council land;
- Improve healthiness in homes through financial incentives;
- Identify potential land sites for development;
- Reallocation of sale proceeds towards the provision of affordable housing;
- Consideration of Council providing low-cost loans to not-for-profit providers of affordable housing.

8 Suggested next steps

Officers are keen to arrange a workshop if Councillors wish to be part of the discussion about the merits of different initiatives and would like the opportunity to put forward their own suggestions for initiatives.

More work is required before the best initiatives can be selected for Council to implement with interested partners, and to allow these initiatives to be prioritised. This would involve examining in more detail the likely impact, costs and timeframe of these initiatives as well as their risks to Council from a financial, legal, and viability perspective. A quadruple bottom line assessment would be carried out to ensure that the initiatives are compatible with the social, economic, environmental and cultural objectives of the Council.

There is also a need to consult with some other officers within Council. The members of the Housing Call to Action Group will also be welcome to continue contributing to this work.

Once a range of priority initiatives have been identified, a draft Plan can be prepared and then presented to the City Development Committee for consideration later in 2007. This draft Plan can then be made available for public consultation.

RESOURCES

The cost of developing the Plan is allocated in the 2006/2007 Strategy Unit budget. Funding options will come back to the City Development Committee at a later date, with an appropriate cost and benefit analysis.

Some financial support for the implementation of this plan will also be sought from Central Government, in particular, Housing New Zealand Corporation, and possibly other agencies that have a stake in housing, such as the Ministry of Social Development and the Ministry of Health.

CONCLUSION

This report provides an update about the development of the Housing Action Plan, which was formerly called the Housing Strategy. Work to date includes the preparation of a paper summarising some of the main housing problems in the City; this provides some focus for the kind of actions that need to be taken. A selection of initiatives that the Council could carry out in response to the main housing problems is appended to this report. A workshop will be held for Councillors who wish to discuss the housing initiatives in more detail. At the workshop use will be made of the paper summarising the main housing problems to help guide the discussion. A draft Plan will then be presented in a subsequent report later in 2007, for the consideration of the City Development Committee.

RECOMMENDATIONS

1. That the Housing Action Plan report be received.
2. That a workshop be held for Councillors to discuss possible initiatives for the Housing Action Plan.
3. That a draft Housing Action Plan be presented to the City Development Committee for consideration following the workshop and consultation with key housing stakeholders across the City.

Report prepared by: Zoe Cuming: Social Policy Analyst: Strategy Unit.



8 SOCIAL INFRASTRUCTURE PLANNING FRAMEWORK

PURPOSE OF THE REPORT

The purpose of this report is to provide the City Development Committee with an update on Social Infrastructure Planning and to present a revised version of the draft Social Infrastructure Planning Framework for approval.

BACKGROUND

Social infrastructure is defined in the Auckland Regional Growth Strategy as "a system of social services, networks and facilities that support people and communities" and is a critical element in the design and creation of healthy sustainable communities. Social infrastructure provides the "glue" that can bring together and strengthen local communities.

Social infrastructure includes both physical facilities and community development processes. Examples of physical facilities include libraries, community centres, schools, health centres, leisure centres and emergency services. Examples of community development processes include networks of people and organisations, events; and community building, brokering and development programmes. Proactive consideration and implementation of social infrastructure requirements, in relation to both these aspects, has traditionally occurred on a very limited basis. The primary focus has been concerned with the physical and regulatory components of urban development such as transport, roads, open space planning and libraries.

Currently there is a focus on regional growth planning and the intensification processes around Waitakere's growth nodes. As the region grows, Council needs to find ways to make the city's town centres and other areas better places for people to live, work and play in. This will require the effective integration of social infrastructure considerations throughout all the planning stages from visioning new growth areas through to resource consents. It will also require continued community engagement and consultation to identify a community vision and community needs into the future.

A report presented to the City Development Committee in May 2006 outlined a social infrastructure planning project which examined how some of these aspirations could be achieved. A city wide draft Social Infrastructure Planning Framework was subsequently developed. The City Development Committee in July 2006 resolved:

1. *That the Draft Social Infrastructure Planning Framework report be received.*
2. *That the draft Social Infrastructure Planning Framework be endorsed."*

1289/2006

The draft Social Infrastructure Planning Framework was applied in relation to the Northern Growth area at an interagency workshop for government and community agencies and Council staff in October 2006. The workshop looked at the implications of growth and discussed what social infrastructure was likely to be required for these future communities and how these might be delivered on the ground. The original Framework was subsequently revised as a result of this workshop.

A copy of the revised Social Infrastructure Planning Framework has been forwarded under separate cover.

It has been noted that implementing the Framework will require a collective commitment with other agencies and a regional focus, but that the Council is critically placed to take the lead in co-ordinating its overall implementation.

A Social Infrastructure Planner was appointed in November 2006.

STRATEGIC CONTEXT

A number of documents guide the Council's roles and responsibilities in developing and implementing its urban growth strategy, town centre projects and the role of social infrastructure planning. They include:

Local Government Act 2002

The Local Government Act states that the purpose of local government is 'to promote the social, economic, environmental, and cultural well-being of communities, in the present and for the future.'

Regional Growth Strategy

Social infrastructure is also critical from a regional perspective. The purpose of the Regional Growth Strategy is to ensure growth is accommodated in a way that meets the best interests of the inhabitants of the Auckland region. The Regional Policy Statement requires that planning for social infrastructure is necessary when urban expansion or intensification is proposed. Accordingly, provision for social infrastructure has been incorporated into the draft Waitakere City Growth Strategy and the changes to the Waitakere City District Plan made pursuant to the Local Government (Auckland) Amendment Act 2004.

The Auckland Regional Growth Strategy also recognises that social infrastructure is equally important as physical infrastructure and that the achievement of its timely provision will require co-ordinated early planning and assistance from public bodies. Social infrastructure and social development are also key themes within the Regional Long Term Strategic Framework currently under consideration.

This project will contribute significantly to the Community Outcomes 2006-2016 and to the draft Long Term Council Community Plan platforms including:

- **Strong Communities**
Great place for children. We enjoy our diversity of lifestyles and people.
- **Urban and Rural Villages**
Public facilities, places and spaces teem with people; the streets are alive and busy.
- **Active Democracy**
There are high levels of community participation, and people respect each other's views.

ISSUES

Work to date

A number of significant pieces of work have been undertaken since the last report to the City Development Committee.

Social Infrastructure Inter Agency workshop

A very successful Social Infrastructure Inter-Agency workshop was held in October 2006. The workshop was attended by over 80 individuals from a variety of government and community organisations.

The major aims of the workshop were to:

- Apply the draft Social Infrastructure Planning Framework to a specific location in order to collectively consider the implications of growth, what social infrastructure is likely to be required for these future communities and how these might be delivered on the ground;
- Provide information to Government and community agencies in the form of a briefing pack on the future types of growth in the area and potential new communities;
- Begin the process of developing a social infrastructure implementation plan for the area;
- Incorporate the learnings from the workshop into the draft Framework with the view to refining it further.

A summary of the key points and learnings from the workshop were compiled in a feedback report which has been distributed to all those who attended.

Overall there has been a positive response to the leadership the Council has taken to encourage co-ordinated social infrastructure planning within the city. Considerable progress has been made internally to embrace the concept of social infrastructure planning.

Revision of the Draft Social Infrastructure Planning Framework

The workshop process identified the following issues which have been taken into account in the current revision of the Framework and in preparing priorities for an initial work programme:

- The value of providing good information that is presented in a coherent way and constantly updating people and organisations involved about progress and developments;
- The benefits of setting up processes and workshops that bring people and providers together to discuss common needs and issues;
- A lack of understanding among planning professionals about the nature of social infrastructure and its differences from any other forms of infrastructure;
- The lack of data about current conditions and the challenges of preparing accurate forecasts of future needs;
- How to effectively plan for future needs, given the uncertainties and current planning processes that place an emphasis on quantitative standards relating to future levels of provision;
- The different phases involved in the development/planning process and the need to understand what tasks and processes in relation to social infrastructure planning, need to be woven into these phases;
- The length of the processes involved (which may well extend over a decade or more) and as a result, the particular need to foster and maintain partnerships and relationships that will endure in spite of changes in staff, personnel and policy;
- The need for some Auckland regional co-ordination to avoid repetition of effort at the local level.

These lessons have led to a review of the Social Infrastructure Planning Framework and some specific changes around the core themes of:

- The nature of social infrastructure - To help address a general lack of understanding among planning professionals concerning the nature of social infrastructure planning, a greater emphasis has been made in the text, as to why it is important to plan for social infrastructure. A stronger link has also been made with the national, regional and City policy and strategy contexts and how social infrastructure planning supports wider sustainable development objectives.
- The need for good data and information - A further section has been added which more clearly sets out the type of information that social infrastructure providers need in order to be able to undertake and participate in social infrastructure planning exercises.
- Processes to promote integrated planning - The revised Social Infrastructure Planning Framework more explicitly weaves social infrastructure issues, considerations and tasks, through all the various phases of the planning process from the broader visioning, through to the more detailed site by site development.
- Partnerships and collaboration to deliver and sustain social infrastructure - Greater emphasis has been made in the revised Framework concerning the importance of fostering and maintaining enduring collaborative partnerships and relationships to deliver social infrastructure and the need for co-ordination at a local and regional level.

To complement the Framework, a Social Infrastructure “Code of Practice” is being developed as a guide to establishing some minimum standards around social infrastructure requirements and the desired social outcomes.

The Social Infrastructure Planning Framework will continue to be reviewed on a regular basis.

Proposed Plan changes in relation to the Metropolitan Urban Limit

Waitakere City has developed plans for the expansion of the urban area in the northern part of the city referred to by the Council as NORSGA. The use of the Social Infrastructure Planning Framework, learnings from the workshop and input from the Social Infrastructure Planner, have informed plan change presentations made to the Auckland Regional Council concerning NORSGA.

Massey North Social Infrastructure Plan

A comprehensive Massey North Social Infrastructure Plan – Options for the Physical Components, has been developed. This plan focuses on key physical components that will contribute to the social infrastructure of the city. These will form a foundation for addressing the other components of social infrastructure required in the future and link with the Massey Matters project to ensure that a socially sustainable community develops within the whole of Massey. It is intended to present the Massey North Social Infrastructure Plan – Options for the Physical Components to the City Development Committee in July 2007.

Audit of existing information

In order to address the issue raised in the Framework around the lack of data about current conditions in relation to social infrastructure and the challenges of preparing accurate forecasts of future needs, a more in depth base line assessment has been started of existing social infrastructure. The baseline assessment will be crucial to mapping social infrastructure and identifying gaps in provision. Once the baseline assessment has been completed it should provide a basis for ensuring that sound and sustainable decisions are made about future social infrastructure provision. Data from the 2006 Census is now becoming available and will be used to update previous forecasts which were based on 2001 Census data.

Regional Growth Strategy

A presentation was made to the Auckland Regional Growth Forum Working Group on Social Infrastructure and Waitakere City Council's experience to date in developing social infrastructure planning. The presentation was well received and will be utilised by them to further their work, reflecting the importance of regional co-ordination. A similar presentation was made to Tauranga City Council SmartGrowth IMG at their request. Again the presentation was well received and considerable interest generated.

Intensification of New Lynn

The proposed intensification of New Lynn presents an opportunity to apply the Social Infrastructure Planning Framework within an existing community as opposed to a greenfields development such as Massey North. The Auckland Regional Council is particularly interested in this application of the Social Infrastructure Planning Framework. A key initiative proposed in the Framework is that of a social infrastructure development plan, which would set out the social infrastructure needs of an area and how they might be delivered on the ground. It is intended that such a plan be developed for New Lynn, with a location pack containing information for external agencies similar to the briefing pack provided for the Inter-Agency workshop held in October 2006.

Funding Mechanisms

Affordability will remain a critical issue for all social infrastructure providers, including the Council, as will managing community expectations. The proactive identification of needs and processes will enable the exploration of alternative delivery and funding mechanisms. Some research is in the process of being commissioned to investigate funding and delivery options, including options under the Resource Management Act, Local Government Act and partner models.

RESOURCES

Within Council, a permanent Social Infrastructure Planner position has been funded. This role is located within the Social and Cultural Strategy Group of the Strategy Unit. A further provision of \$20,000 for social infrastructure planning has been made in the 2007/2008 annual plan budget. Any additional funding would come from specific project budgets where social infrastructure planning is required.

CONCLUSION

Social infrastructure planning considers the system of social services, networks and facilities required to support the wellbeing of people and communities. It concerns both physical facilities and community development processes and is a critical element in the design and creation of healthy sustainable communities.

A draft Social Infrastructure Planning Framework, which sets out a range of principles, processes and tools to help plan for the social infrastructure needs of the city, has been developed. The draft Framework has now been applied in the Northern Growth Area, a greenfields site, through an inter-agency workshop. The workshop process identified a number of issues and learnings which have been taken into account to both revise the Framework, prepare an initial work programme and inform submissions to the Auckland Regional Council in relation to Waitakere District Plan changes.

The revised version of the Framework will be applied further in relation to the intensification of New Lynn and complemented by the development of a Social Infrastructure "Code of Practice"

With the appointment of the Social Infrastructure Planner a number of key areas identified in the Social Infrastructure Planning Framework can now be progressed further including:

- An initial social infrastructure plan for Massey North;
- A social infrastructure plan for New Lynn;
- Investigating social infrastructure funding and delivery options;
- Undertaking a baseline assessment of existing social infrastructure in order to provide a sound base to ensure that sound and sustainable decisions are made about future social infrastructure provision;
- Participation in regional growth issues.

The provision of quality social infrastructure alongside other forms physical infrastructure plays a crucial role in the creation of strong, healthy and sustainable communities. Social infrastructure provides the “glue” that can bring together and strengthen local communities.

RECOMMENDATIONS

1. That the Social Infrastructure Planning Framework report be received.
2. That the revised Social Infrastructure Planning Framework be approved.

Report prepared by: Andrew Wood, Social Infrastructure Planner.



9 WAITAKERE PACIFIC BOARD AND WAITAKERE ETHNIC BOARD COMMUNITY PARTNERSHIP AGREEMENTS UPDATE

PURPOSE OF THE REPORT

The purpose of this report is to update the City Development Committee on the implementation of Community Partnership Agreements with the Waitakere Pacific Board (WPB) and with the Waitakere Ethnic Board (WEB).

BACKGROUND

A31-A35

Council signed a Memorandum of Understanding with the Pacific Islands Advisory Board (now known as the Waitakere Pacific Board) in 1998. A new Community Partnership Agreement was signed with the WPB in December 2005. A Community Partnership Agreement was signed with the WEB in December 2004. The signing of each of these Community Partnership Agreements was followed by the development of a shared work programme attached at pages A31 to A35 and associated funding being allocated to the WPB and the WEB through the Annual Plan.

At the 23 May 2006 meeting of the Long Term Council Community Plan and Annual Plan Special Committee, the Committee agreed to the recommendations from the City Development Committee that three year funding agreements be signed with both the WPB and the WEB:

“That the recommendations as set out below be included in the normal process aligned with the draft Long Term Council Community Plan 2006-2016 and draft Annual Plan 2006/2007.

2. **PACIFIC ISLANDS ADVISORY BOARD INC. - THREE YEAR FUNDING ARRANGEMENT**

That the Pacific Islands Advisory Board Inc. be approved for a three year funding arrangement subject to the negotiation of a service agreement and an agreed work programme.

3. **WAITAKERE ETHNIC BOARD - THREE YEAR FUNDING ARRANGEMENT**

That the Waitakere Ethnic Board be approved for a three year funding arrangement subject to the negotiation of a service agreement and an agreed work programme.”

Part Minute No. 944/2006

Funding allocation was confirmed through the Long Term Council Community Plan and Annual Plan Special Committee process for the amount of \$40,000 in the 2006/2007 year, increasing to \$50,000 from the 2007/2008 year.

STRATEGIC CONTEXT

The Active Democracy strategic platform supports the involvement of residents in the city's decision making processes. The vision is that:

People feel that they can make a difference. There are high levels of community participation and respect for each other's views.

The Strong Communities strategic platform vision is that:

People are active, informed, healthy and content. They feel safe and there is a strong sense of community. Our city is a great place for children. We enjoy our diversity of lifestyles and people.

The Community Partnership Agreements formed with the WPB and the WEB support the involvement of Pacific and ethnic residents with Council. They also support the city's communities to connect with and mix and understand each other.

ISSUES

Shared work programmes were drafted with the WPB and the WEB following the Council decision agreeing to three year funding. Due to issues being faced by both Boards in relation to the election of new Executive Committees, the work programmes and associated budget were not able to be finalised quickly. However new Executive Committees are now in place for both the WPB and the WEB and funding for the 2006/2007 year has been released to both Boards.

An updated shared work programme is to be developed with each Board for the 2007/2008 year which will then be reported back for Council's endorsement.

RESOURCES

Aside from the direct financial commitment as outlined previously in this report, the work programmes of Council officers (the Strategic Partnerships Advisor: Ethnic Communities; the Senior Analyst Pacific Peoples Development Policy and the Waitakere Pacific Board Liaison Officer) are aligned to support the implementation of the shared work programmes with both Boards.

CONCLUSION

Council has had a long standing relationship with the city's Pacific communities through the WPB and is in the process of building a relationship with the city's migrant and refugee settlers through the WEB.

As the Waitakere community becomes more diverse, the Community Partnership Agreements with the WPB and the WEB enable meaningful engagement with Pacific, migrant and refugee residents and positive community outcomes to be achieved over time.

RECOMMENDATION

That the Waitakere Pacific Board and the Waitakere Ethnic Board Community Partnership Agreements Update report be received.

Report prepared by: Monica Sharma, Team Leader: Cultural Wellbeing.



10 DRAFT VARIATION NO 2, REGIONAL PARKS MANAGEMENT PLAN SUBMISSION

PURPOSE OF THE REPORT

The purpose of this report is to seek the City Development Committee's endorsement of the Council's submission to the Auckland Regional Council's Draft Variation No. 2, Regional Parks Management Plan and nominate two Councillors to present at the hearing.

BACKGROUND

The Waitakere Ranges Regional Park (the Park), with its rich and unique ecology and high landscape values, is considered a treasure or taonga and has long been recognised as a key strategic asset to Waitakere and the region. The Park covers approximately 17,000 hectares. Given that the Park is more than half the area of Waitakere, its management and protection is of vital importance to the City.

The Park is managed by the Auckland Regional Council (ARC) and is currently guided by the Regional Parks Management Plan (the Plan). This is an omnibus Plan covering the Waitakere Ranges Regional Park and 17 other regional parks. The Plan contains generic policies that apply to all regional parks and a section of specific actions that apply to the Waitakere Ranges Regional Park. It guides the long-term management of these parks and sets the context for their future use and conservation of natural and cultural resources found within them. The Plan is for a period of five years, running from 2003–2008.

The ARC has initiated a partial review of the Plan, Draft Variation No. 2 (Draft Variation). The Draft Variation relates to Section 55.0 of the Plan – the Waitakere Ranges Regional Park (including the Waitakere Water Catchment Land).

The ARC notes in its Draft Variation summary document that:

“The primary focus of the Draft Variation is to improve the visitor management policies. A comprehensive review of the Plan will take place in 2008/2009. The reason for undertaking the variation at this stage is to ensure the ARC is able to respond effectively to the emerging pressures and to initiatives that could come out of other strategies such as the joint ARC/WCC Visitor Strategy and the requirements of the proposed Waitakere Ranges Heritage Area Bill (Heritage Bill) currently before Parliament.”

Two significant joint projects are currently underway between the Council and the ARC. In 2003 the Council initiated the Waitakere Ranges and Foothills Protection Project. In response to widespread concerns in the community about the future of the Waitakere Ranges, the Council, the ARC and Rodney District Council promulgated a Waitakere Ranges Heritage Area Bill (the Bill) to recognise, protect and enhance the iconic, unique and special features of the Waitakere Ranges, foothills and coastal area and to safeguard these against inappropriate development. At the time of preparing this report, the Bill is still with the Local Government and Environment Select Committee, and is due to be reported back to the house in late May (updated information on the progress of the Bill will be available at the meeting). The purpose statement and objectives of the Bill are adopted policy of both the Council and the ARC.

The 2004 Visitor Study for the Park recommended the development of a visitor strategy to address concerns around the management of visitor impacts. It was considered critical that this be a joint project between the Council and the ARC given the strong physical, functional and statutory relationship between the Park and the Heritage area. In late 2006 both the Council and the ARC resolved to establish a joint steering group for the Waitakere Ranges Heritage Area Visitor Strategy (Visitor Strategy). At the September 2006 meeting of the City Development Committee it resolved:

- “2. *That the City Development Committee approves the establishment of a steering group, to be made up of the Deputy Mayor, Chairman and Deputy Chairman of the City Development Committee from Waitakere City Council and representatives from the Auckland Regional Council, for the Waitakere Ranges Visitor Strategy - Proposed Joint Project.*”

1759/2006

At the ARC's Parks and Heritage Committee Meeting in October 2006 the Committee resolved:

- “*That the Committee nominate the Chair and Deputy Chair of the Parks and Heritage Committee and the Chair of Regional Strategy and Planning Committee to sit on a joint political steering group (Auckland Regional Council/Waitakere City Council) to oversee the development of a Waitakere Ranges Visitor Strategy.*”

Planning for this project is underway. The first meeting of the steering group was held in March 2007. Currently work is progressing on the community engagement options and background report.

In January 2007, the ARC released a discussion document relating to the proposed review of the Plan. The City Development Committee resolved at its December 2006 meeting:

- “4. *That the City Development Committee delegates authority to Crs Stone, Hulse and Cooper to sign off the Council's submission to the Regional Park's management review.*”

2493/2006

The Council's submission to the discussion document on the Draft Variation noted the Council's concerns over the timing of the review process and recommended a delay in the review until after the development of the Visitor Strategy.

STRATEGIC CONTEXT

The protection of the Waitakere Ranges and foothills is a central objective of the Green Network Platform of the City's Long Term Council Community Plan 2006-2016. The Green Network strategic platform contains a vision that would see streams and forests full of life, the Waitakere Ranges permanently protected and a Green Network in place linking the Ranges to the sea, as well as connecting the everyday lives of the people of Waitakere with the natural world. The restricted growth and protection of the Waitakere Ranges is part of the City Growth Strategy and the corollary to the urban intensification objectives of the Council. As the urban city intensifies, the strategic importance of the unspoiled coast, the protected Ranges and the rural foothills will grow. The Council has indicated a strong commitment to working on the protection of the Ranges, whilst recognising that there are many different values relating to the Ranges, and that much is already being done to achieve protection.

ISSUES

A36-A41

Attached at pages A36 to A41 is the draft submission to the Draft Variation for the Committee's endorsement. It discusses a number of issues of concern to the Council as well as highlighting areas of support. Below summarises the three major issues raised in the draft submission.

Timing of Draft Variation

The concern at the timing of the Plan review is again highlighted. This is particularly important in light of the collective commitment of the two councils to the development of the Bill and the Visitor Strategy, as well as the comprehensive review already programmed for the Plan for 2008/2009. The partial review of the Plan seems premature and risks inaccurately anticipating what will be the collectively developed outcomes for the area. Additionally, the preparation of the Draft Variation before the enactment of the Bill (should that occur) means that there is a danger that the ARC could be seen to be trying to pre-empt the requirement to give effect to the purpose and objectives of the Bill through the Plan, as would be required by provisions in the Bill.

It is recommended that the ARC delays this review until a more holistic approach can be taken in the broader 2008/2009 review and through the implementation of the Bill. It is also requested that the ARC indicate what process they will introduce to ensure the outcomes of the implementation of the Bill, the Visitor Strategy and the comprehensive review of the Plan in 2008/2009 are captured in the Waitakere Ranges Park Management Plan. It is also suggested that through the Draft Variation process a review is undertaken on the final version of the Bill to ensure that all opportunities are taken up to align the management of the Park. This could be achieved through the Waitakere Ranges working party.

Activity Management Areas

The Draft Variation replaces the current three-tier classification system with a single class (Class 1) covering the whole Park and identifies 28 management 'hot spots' called 'Activity Management Nodes'. The focus of these is on ensuring the quality of the visitor experience through the management of the visitor support infrastructure and managing the impacts of visitors on the Park environment. Previously most of the Park was classified Class 1 except the Arataki Visitor Centre and Cornwallis (previously Class 3) and the Titirangi reserves, the Cascades parts of Karekare, Piha, and Little Huia/Huia (previously Class 2).

The Activity Management Nodes generally list appropriate activities in specified areas. However, the activities identified can be inconsistent with the underlying Class 1 classification. This has a potential two fold effect of either undermining of the Class 1 classification as a remote, limited use area; or potentially in the longer term this broad classification might create an ability to curtail activity on previously classified Class 2 and 3 areas, particularly when the history of these more refined classifications disappear over time.

Given the range of activities required in the Park to fulfil its vision it is recommended that a more refined activity categorisation is required. This would suggest that the existing classification system be retained or a system developed that separates land classification from activity. In such a case all of the Park could be identified as Class 1 - focusing on the protection of natural and physical resources - with activities classified separately.

Discretionary Activities

A key principle underlying the management of regional parks is that they are available for people to undertake a range of informal recreation such as relaxing, walking, picnicking, swimming, tramping and camping, and to enjoy them in their own way and at their own pace.

The ARC also allows people to apply to undertake activities where they want to use the Park's resources in a way that could, if not managed, displace other users or adversely impact on the Park's resources. These are treated as discretionary activities that may be declined or approved subject to conditions.

The change introduced into the Draft Variation is the identification of a number of locations where the ARC will limit the number of discretionary activities until it has undertaken an assessment of the potential cumulative impacts of activities in the Park as a whole. The interim limits will be imposed in Piha North, Piha (Glen Esk), Karekare, Pararaha Valley, Whatipu and Anawhata.

The Draft Variation introduces limits on discretionary activities involving more than 50 people in the areas specified above. There are potentially unintended impacts of this policy as the activities captured include filming, education programmes, weddings and community events.

It is unclear within the Draft Variation the evidence basis for the introduction of this new policy and specified numbers limit. There is no clarification of what problem the new restrictions are addressing and whether it is evidenced through user numbers and community feedback. No analysis of the problem and alternative solutions are discussed.

This policy of restriction creates an ad hoc 'first in first served' culture where filming in particular is disadvantaged by its nature of being more reactive. Potentially all of the events could be used up through weddings, particularly given that establishing a limit will create a sought after 'market'.

The Draft Variation does not consider the positive roles of the activities captured by this policy. All of the activities have important social and economic benefits to the local communities such as providing stewardship, employment and social interaction opportunities, although this is not to deny the potential adverse effects that can also arise from these activities, if managed poorly. Well functioning local communities, living both within and around the Park, are critical to its stewardship. The Park is not a separated island that sits in isolation to these communities, but is a critical element of how they function. Inversely these communities are critical to the functioning of the Park.

A longer term view is required and if there is evident rapid growth in these activities then the alternatives to managing this should be explored. The use of a specified numbers limitation is a blunt tool. It does not differentiate between activities that contribute to the wellbeing of the area. Other mechanisms are available to ensure we can both protect the Park and provide economic opportunities to the City.

It is recommended that the ARC removes the numbers limitations on discretionary activities and investigates current activity to inform the broader review in 2008/2009. During the time leading up to the 2008/2009 review it is recommended that the ARC work with the Council and the filming industry to identify specific issues and management options including, if appropriate, alternative filming sites. It is also recommended that the discretionary activities be separated into various groupings and specific criteria and guidance developed for each, e.g. filming; community events including weddings, and education programmes. Treating them as a collective group does not enable the recognition of the different benefits and constraints of each group or acknowledge the more formal relationships able to be developed with the industry based activities.

Presentation at Hearing

Given the significance of the Park and its management to the City and the potential impact of the limiting of discretionary activities, it is recommended that two Councillors are nominated to present the submission the ARC hearings to be held in July/August 2007.

RESOURCES

There are no resourcing implications.

CONCLUSION

A36-A41

The ARC has undertaken a partial review of the Regional Parks Management Plan, Draft Variation No. 2. This relates to Section 55.0 of the Plan - the Waitakere Ranges Regional Park (including the Waitakere Water Catchment Land). A draft submission to the review is attached at pages A36 to A41 for the Committee's endorsement.

Given the significance of the Park and its management to the City and the potential impact of the limiting of discretionary activities, it is recommended that two Councillors are nominated to present the submission the ARC hearings to be held in July/August 2007.

RECOMMENDATIONS

A36-A41

1. That the Draft Variation No. 2, Regional Parks Management Plan Submission report be received.
2. That the City Development Committee endorse Waitakere City Council's submission to the Draft Variation No. 2, Regional Parks Management Plan as attached at pages A36 to A41.
3. That the City Development Committee nominate two Councillors to sign the submission to the Draft Variation No. 2, Regional Parks Management Plan and present it to the Auckland Regional Council hearings.

Report prepared by Kim Morresey, Strategic Partnerships Advisor – Environmental and Jenny Fuller, Senior Advisor - Sustainable Management



11 WAITAKERE INFORMATION ACCESS PROJECT UPDATE

PURPOSE OF THE REPORT

The purpose of this report is to provide the City Development Committee with background to the Ministry of Economic Development's consultation on Telecom's Operational Separation Proposal, to present a submission to this proposal, and also highlights the need to undertake research about open access telecommunication networks and the Council's role in this area.

BACKGROUND

Central Government Initiatives

The government launched its Digital Strategy in May 2005, with its purpose being to create an action plan for ensuring all New Zealanders benefit from Information and Communications Technology (ICT). Since this time central government has driven a number of initiatives to address the poor performance of New Zealand's broadband and telecommunications sector relative to other OECD countries.

Council officers are actively monitoring central government initiatives and changes to legislation and policy that affect the Council's role in facilitating the rollout of Broadband infrastructure across the City.

Key initiatives that have an impact on the roles and responsibilities of local government as an advocate for private sector investment have included:

- The announcement of contestable funds: \$16.3m for the creation of urban fibre networks under the Broadband Challenge, \$1.4m for supplying Broadband to remote and underserved communities, and \$20.7m for enabling communities to better utilise the connections they already have to reach their full ICT potential under the Community Partnerships fund (May 2005);
- The release of a Draft Digital Content Strategy for public submission;
- The call for submissions on the auctioning of 2.3GHz radio spectrum rights, which is suitable for wireless broadband, including WiMAX technology, and implementation of this process (April 2007);
- The passing of the Telecommunications Amendment Act 2006, including new regulatory measures requiring the separation of Telecom (December 2006);
- Passing of anti-spam legislation (April 2007);
- The review of the Ministry of Economic Development's (MED) discussion paper: 'Review of Issues Affecting Utilities and Road, Rail and Motorway Corridors', and recommendations for new Government policy (October 2006); and,
- The call for submissions on the preferred model for Telecom's separation as proposed by the MED in their paper: "Telecommunications Act 2001; Development of Requirements for the Operational Separation of Telecom" (April 2007).

Council officers have responded to these initiatives on behalf of the Council, where there have been urgent opportunities to submit responses to government in support of the Waitakere Information Access Framework. The most recently prepared opinion by Council officers was the submission to the Minister of Communications regarding Council's position on the optimal form and process of separation of Telecom New Zealand. This process of separation is of particular importance to Council's as it is likely that it will have a significant impact the management and use of communications infrastructure in the City.

Review of Telecom's Operational Structure

The government has proposed the separation of Telecom because the current situation, a monopoly with end-to-end service provision, has resulted in inadequate Broadband provision in New Zealand when compared with OECD averages. Telecom has an obligation to provide a telephone line to all households under the Telecommunications Act 2001 and have continued to deliver this service using copper telephone lines. The costs of installation of a telephone line must be met by the developer as part of the completion of the subdivision.

International evidence supports the notion that fibre optic cable, a technology that guides light along glass fibres to transfer communication signals, is far superior in the delivery of information when compared with copper. The problem that has arisen in New Zealand is that Telecom has had no obligation to invest in fibre optic networks when delivering telephone connections to new households and businesses. Given the high costs of road opening and reinstatement, there are significant barriers to competing providers entering the market with their own fibre networks. This means without intervention and proactive investment in fibre from Telecom, the status quo of a deteriorating copper based Broadband network is likely to persist.

The Telecommunications Act 2001 established a new regime for the regulatory environment governing the supply of Telecommunications in New Zealand. The purpose of the changes relating to Broadband was to promote competition by regulating the supply of certain telecommunication services between service providers. Experience obtained in the Telecommunications Act 2001 operation identified a number of issues that justified a review of the sector, focused on implementation issues. Government actions included a review of the monitoring and enforcement of regulated service supply agreements and their implementation. This review led to the release of a number of discussion papers, providing background to support the Telecommunications Amendment Act 2006.

The Telecommunication Amendment Act 2006 forced Telecom New Zealand to separate its network ownership, wholesale provision, and retail operation. The reason for this was to remove the opportunity for the network owner and service wholesaler (i.e. Telecom) to guide the market in the retail layer by offering better terms to Telecom's retail entity Xtra. The separation provides a new set of incentives for operators in each of the Broadband market's 3 layers, thereby promoting competition and the benefits to society this creates.

Telecommunications Infrastructure in Waitakere

The key issue for Waitakere is that in many of its rural areas the distances between the telephone exchanges and individual households are too far to allow the provision of a broadband service. Waitakere also has gaps in service provision because of the age of the "last mile" copper network and related telephone exchanges. Because of our relatively low residential density it has been extremely challenging for the Council to facilitate private sector investment in an upgrade of this infrastructure, even in established urban areas.

The current market situation has disincentivised Telecom from investing in a sufficient fibre optic infrastructure in Waitakere's urban areas. International evidence suggests that such infrastructure will be a key ingredient in attracting investment to Waitakere in the near future.

The Council has previously resolved to require developers to invest in conduits for fibre optic infrastructure as part of the bundle of infrastructure services in new subdivisions. Council has also resolved to invest in conduits for fibre optic infrastructure when undertaking major infrastructure works that require excavation and reinstatement of Council land, e.g. road widening works. However, until market separation occurs, the current uptake of this infrastructure (for lease from the Council) has been nil. This is because telecommunications providers have indicated a preference for owning networks and controlling all services delivered over those networks.

The Council has realised that the conduits provide an opportunity for wholesale fibre providers to retrospectively invest in infrastructure in developed areas because fibre can be “pulled / blown” through these conduits without necessitating excavation or reinstatement, keeping the cost of entry at an acceptable level.

Structural Review and Open Access

The Ministry of Economic Development’s model for separation sets out a plan to separate network ownership, wholesale services, and retail services within Telecom’s telecommunications network, while still maintaining ownership under a board of directors within Telecom.

Despite governance of the market still being managed within Telecom’s structure, this proposal goes some way toward creating an “open access” model for telecommunications service delivery. However, a more completely separated open access model, which includes a separately governed asset, wholesale and retail unit, would be the optimal outcome as costs to society and Telecom would reduce and market participants would receive an improved set of incentives.

The Council’s position on the operational separation of Telecom, and current Council policy requiring developers and Council units to invest in conduits to provide for third party investors in fibre optic networks, relies in part on Council support for open access principles.

Open access has been defined as immediate, free and unrestricted access to communications infrastructure. Central government and a range of technical experts in the communications field have advised Council staff that an open access network will mean:

- Decreased prices to consumers.
- Improved quality of products and services.
- Improved infrastructure investment.
- Accelerated new-technology rollout to consumers.
- Significant structural growth of GDP and other economic benefits.
- Improved environmental, social and cultural benefits.
- An overall decreased cost to society from having a more efficient ICT market.
- A direct transfer of monopoly rents from Telecom to society as a whole.

STRATEGIC CONTEXT

The Council’s actions to facilitate the rollout of a robust and sustainable telecommunications network across the City are a key goal of the Waitakere Information Access Programme. This programme fits within the Council’s long term strategic platform for achieving integrated transport and communications, and contributes to Council’s strategic goals for Strong Communities and a Strong Innovative Economy. It supports the Digital City Strategy and its goals, and is essential in enabling Council to contribute toward delivery of aspects of the central government’s Digital Strategy.

The Council’s Economic Development Strategy also supports current work relating to improving Broadband quality and access in Waitakere City. In particular better provision of Broadband catalyses the achievement of the strategy’s vision:

‘Waitakere is home to innovative and sustainable economic activities which provide a range of quality local employment options for its people, enabling a growing proportion of them to work closer to home. All people of Waitakere have the opportunity to participate in, or benefit from this dynamic local economy.’

It also helps to meet specific objectives of the strategy, namely:

- Objective 1: 'Waitakere is a high quality location to live, work and do business.'
- Objective 3: 'Waitakere's economy is underpinned by strong industry sectors that contribute to a growing, sustainable and competitive economy.'
- Objective 4: 'Waitakere's current and future workforce has the skills and the capacity to participate in, and to meet the needs of a dynamic and innovative economy.'
- Objective 5: 'Enterprises in Waitakere embrace innovation as the key driver to add value.'

ISSUES

Submissions to the Operational Separation of Telecom

Section 69F (Part 2A) of the Telecommunications Act 2001 requires the Minister of Communications to issue a determination of further requirements with which Telecom's Separation Plan (including the Undertakings that form part of that Separation Plan) must comply.

Comment has been sought on the preferred model for implementation of Telecom's operational separation. On 1 May 2007, the Minister of Communications invited comment on Telecom's structural separation proposal.

Council officers were aware of a range of discussion papers in the public arena but were only advised of the government's submission deadline of 27 April 2007, the day before the due date. Council staff considered that it would be important for the Council to express a view on this proposal; however, they were unable to report on this matter within the Council's agenda deadlines. Council officers reviewed the discussion paper and provided the Minister with comments and recommendations, with the intention of taking a report on this submission to the Council. This submission supports the Council's earlier comment to the Finance and Expenditure Committee on the Telecommunications Amendment Bill.

A42-A45

Council officers consider that the structural separation of Telecom and its likely net benefits is an important element of enabling future investment in affordable and accessible Broadband infrastructure for Waitakere. Analysis found that this change will significantly alter operations within this market, which will in turn have a significant positive impact on the local economy and the social connectivity of our local communities. The submission lodged on behalf of the Council is attached at pages A42 to A45.

Open Access Principles

There is a significant impetus from central government for local authorities to support "open access" principles in Broadband infrastructure provision. "Open Access" methods were a key assessment criteria for the allocation of the 2006 Broadband Challenge funding. Furthermore the government's Digital Strategy supports local initiatives including:

- Leveraging costs of fibre installation by the sharing of open trenches and alignment of Council's major infrastructure projects with investment in open access fibre;
- Local regulation requiring developers to invest in open access ducting in new subdivisions;
- Opening up wider public access to the Council's own Broadband infrastructure to support the business case for publicly owned open access networks.

At this point in time it is not understood how government has adopted this position and research that is relevant to the local New Zealand context has not been available. Furthermore the Council has not undertaken any detailed investigations into the merits of open access infrastructure, or the costs and benefits of public / private investment partnerships in this infrastructure. However, given the evolving government position and the speed at which this technology is evolving, there is merit in the Council researching the costs of benefits of open access infrastructure and the Council's role in this area.

RESOURCES

A project management resource has been provided within the Strategic Projects team to undertake overall programme coordination, ensuring that other units of Council who undertake Broadband projects are working together to achieve Council's goals and objectives. Resources to manage these projects are provided by overhead budgets for the Information Management, Asset Management, and Libraries work programmes.

Strategic Projects has additional resources that were allocated for research around economic development in the Northern Strategic Growth Area. Research to assess the Council's role in the provision of open access research is considered to be a matter of key importance in economic development in this area and it is proposed that the existing research budget should be applied to an immediate review of this issue.

CONCLUSION

The Waitakere Information Access Programme supports initiatives to promote competition in the telecommunications market. This is in order to require equivalence of supply and services; and to facilitate efficient and sustainable future investment. To this end the Council should support the proposals for the operational separation of Telecom, for reasons outlined in this report. The Council should also be undertaking research to consider its position on open access Broadband infrastructure, in order the respond to central government initiatives that support these open markets.

RECOMMENDATIONS

1. That the Waitakere Information Access Project Update report be received.
2. That the submission made by Council officers to the Ministry of Economic Development on the Operational Separation of Telecom New Zealand be approved.
3. That further investigation and research into the costs and benefits of open access infrastructure models for the deployment of Broadband services be undertaken and that this research is funded through the Northern Strategic Growth Area research budget.

Report prepared by: Rochelle Edwards, Strategic Planner: Strategic Projects



12 LAB PROJECT DRAFT BIODIVERSITY REPORT

PURPOSE OF THE REPORT

The purpose of this report is to present the draft Biodiversity Report (the draft Report) to the City Development Committee for their consideration.

BACKGROUND

The Council became joined as a participating city in the international Local Action for Biodiversity Project (LAB) in April 2007. The first commitment in the five step process of the LAB Project is to produce a Biodiversity Report according to LAB guidelines. Reports from the eighteen member cities are to be made available and presented at future international workshops.

STRATEGIC CONTEXT

The draft Report provides a snapshot of the status of Waitakere's Biodiversity and indicates the extent to which the Council and community is addressing biodiversity issues. Active biodiversity management contributes to the Green Network goal of achieving "a network of bush and trees from the Ranges, through town centres and suburbs to the coasts, bringing the natural world into people's everyday lives".

ISSUES

The draft Report has been drawn together from the Biodiversity Strategy adopted in 2006, Project Twin Streams progress reports, Parks Planning and Parks and Open Spaces programmes, the Waitakere Ranges Heritage Area documentation and related background material.

The draft Report has been circulated to the relevant sections of the Council and to the heritage section at the Auckland Regional Council for their comments. The draft Report is also to be reviewed by LAB co-ordinators for consistency of style and format.

A46-A69

The draft Report is attached at pages A46 to A69 for consideration by the City Development Committee.

RESOURCES

There are no resource implications as the LAB Project is funding the printing costs. However, there will be travel costs to present the draft Report in early 2008.

CONCLUSION

The final acceptance and then presentation of the Biodiversity Report at an international LAB Project workshop will signal that the Council will have completed step one of the five-step LAB Project.

RECOMMENDATIONS

1. That the LAB Project Draft Biodiversity Report be received.
2. That the City Development Committee approves the word content of the draft Biodiversity Report attached at pages A32 to A55.

A46-A69

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



13 SUNDERLAND SCHOOL - APPROVAL OF TERMS OF LICENCE

PURPOSE OF THE REPORT

The purpose of this report is to seek approval from the City Development Committee for the terms of the licence proposed to be granted to Sunderland School (the School) in respect of the use of nominated sports fields that are owned by Council and to approve the fees for such use.

BACKGROUND

The Council and the School have been in discussions in regard to this issue since the School approached Council in August 2006. The School requested the use of Council owned sports fields on which to provide the majority of its outdoor activities that are required pursuant to the School curriculum.

The School has leased the former Civic Building on Waipareira Avenue and has carried out extensive renovations to the building. However, the lease of the premises has not included any sports fields or outdoor facilities.

It was proposed to and approved by the City Development Committee at its meeting in December 2006 that a licence be granted to the School in respect of the use of nominated Council owned sports fields and facilities – and that the terms of such licence be brought back to the Committee for approval.

The proposed sports fields are those fields numbered 2 and 3 and the Douglas Track and Field at Waitakere Stadium Leisure Precinct and the soil fields at Henderson Park and Te Atatu South Park.

The Committee approved the following main conditions of the licence at the meeting in December 2006:

- that any use of the sports fields is subject to the priority booking policy;
- that priority is given to use of the sports fields by sports clubs and community groups; and
- that Council may terminate the agreement at short notice in certain circumstances such as where sports clubs require greater use of these fields in the future or where the School affiliates with a club in respect of the use of its sports fields, if appropriate.

A70-A86

These terms are set out in more detail under Issues below - and are incorporated into the draft licence attached at pages A70 to A86.

STRATEGIC CONTEXT

Council's strategic platforms such as Strong Innovative Economy and Strong Communities support local enterprise and economic growth as well as the health and well being of people within the City.

The existence of a private School within the City also helps the City to meet strategic platforms such as Strong Innovative Economy by retaining students and families within the City.

ISSUES

Council has prepared a draft licence on terms that have been accepted by the School – except in relation to the proposed fees. The main terms of the licence are outlined below including issues relating to the fees.

1. **Term:** The term is for one year with two rights of renewal of one year each.
2. **Licence Fees:** The fees considered appropriate by Council are \$105 (plus GST) per hour per field for soil fields and \$140 (plus GST) per hour per field for sand fields and the Douglas Track and Field at Waitakere Stadium Leisure Precinct.

These fees were determined following correspondence with the School and reflect a 50% discount on the usual fees charged to commercial users of Council owned sports fields. The discount has been provided on the basis that Council resolved through this Committee's meeting in December 2006 to support the School's use of nominated fields and facilities. In particular the Committee agreed that the School's presence in Waitakere contributed to the Council's strategic platforms of Strong Innovative Economy and Strong Community (as set out in the agenda report of September 2006).

As well, it is considered that the existence of the School in Waitakere benefits the community and City and therefore falls within the criteria of allowing for a discount on Council's usual commercial fees. The benefits contributed to the community by the School relates to the helping the Council to meet the objectives of the strategic platforms mentioned above.

In response to Council's proposed fees the School has stated that it considers \$60 per hour per field to be more acceptable. In correspondence with the School, Council officers have been unable to agree on the fees.

This report therefore requires for the Committee to approve an appropriate fee in respect of the resolutions.

1. **Nominated Sites:** The licence grants to the School the use of nominated sites - these are the number two and three sports fields (sand fields) and the Douglas Track and Field at Waitakere Stadium, as well as the sports fields at Henderson Park and Te Atatu South Park (soil fields).
2. **Reserves Act 1977:** The licence will be granted in accordance with the Reserves Act 1977. The Act allows for the School's use of reserve land provided that such use complies with the terms of the proposed licence and is not permanent or exclusive and any use is not for more than six consecutive days.
3. **Use of Fields:** The School's use of the fields must comply with Council's terms and conditions for the use of sports fields - these are set out in the Third Schedule of the licence.
4. **Priorities:** The licence allows for the Council to determine that another group may have priority to use the nominated sites at a time when the School has booked the use of the fields. Where Council determines that another group should have priority instead of the School the Council must give 48 hours notice of such priority.
5. **Bookings by Community Groups:** Where the Council considers that bookings by community groups of some or all of the nominated sites are increasing to such an extent that the Council considers that those groups should have priority over the use of the fields then the Council may terminate the licence by giving one month's notice.

DECISION MAKING PROCESS

This report has considered the requirements of sections 76, 77, 78, 80, 81 and 82 of the Local Government Act 2002.

RESOURCES

There are no resource implications in relation to the granting of the licence other than staff time to finalise the terms of licence with the School and to arrange for execution of the licence by Council and the School.

CONCLUSION

The terms of the draft licence had been accepted by the School except with regard to the fees. The terms of the licence include those conditions that the City Development Committee approved at its meeting in December 2006 as shown on page 1 of this Agenda Report.

Fees of \$105 (plus GST) per hour per field for the soil fields at Henderson Park and Te Atatu South Park and \$140 (plus GST) per hour per field for the sand fields and the Douglas Track at Waitakere Stadium Leisure Precinct are appropriate to be charged to the School for the following reasons:

- the fees reflect a 50% discount on the usual commercial rate charged by Council;
- Council supports the use of Council owned sports fields by the School in order to assist the School in its establishment as part of the development of Waitakere;
- Council recognises that the School is a commercial user and should be charged a commercial fee for Council fields – as opposed to a community group user where no fees are charged;
- Council recognises that the School will use the fields more than a community group user as the School is intending to provide the majority of its physical activities on the fields and the fees therefore need to reflect the cost to Council for increased maintenance and capital costs.

RECOMMENDATIONS

1. That the Sunderland School – Approval of Terms of Licence report be received.
2. That the terms of the draft licence to be granted to Sunderland School for the use of Council owned fields and facilities attached to the Agenda at pages A70 to A86 be approved and that a fee of \$105 plus GST per field per hour be charged to Sunderland School in respect of the soil fields at Henderson Park and Te Atatu South Park and that a fee of \$140 plus GST per field per hour be charged to Sunderland School in respect of the sand fields and the Douglas Track and Field at Waitakere Stadium in accordance with the terms of the licence referred to in this resolution.
3. That the Chief Executive Officer be given authority to negotiate and grant the licence referred to in resolution no: 2 above to Sunderland School.

A70-A86

Report prepared by: Huia Kingi, Leisure Planner: Leisure Services



14 **PROPOSAL BY VECTOR LIMITED TO LOCATE UNDERGROUND DUCT AND CABLE ROUTES ACROSS RESERVES - REQUEST FOR EASEMENT IN RESPECT OF CABLE ROUTES**

PURPOSE OF THE REPORT

The purpose of this report is to seek the approval of the City Development Committee to grant easements to Vector Limited (Vector) in relation to proposals by Vector to locate underground duct and cable across reserves owned by Council.

BACKGROUND

Vector is currently carrying out two 11kv reinforcement projects within Waitakere. One is the Jack Colvin Park project and the other is the Te Atatu project. The projects require Vector to lay underground cables and are seeking approval to lay some parts of the cable through reserve land owned by Council. The details of the projects are set out under Issues.

The City Development Committee has the delegated authority to approve easements in respect of esplanade reserves and City-wide parks. The esplanade reserves are therefore within the authority of the City Development Committee as well as Jack Colvin Park which is considered a City-wide park. However, this report has also been referred to the Henderson Community Board for its information because the reserves relating to the projects are within the Henderson Ward.

STRATEGIC CONTEXT

The objective of Council's strategic platform for urban and rural villages is for Waitakere to be a vibrant and enjoyable place to live, work and play. This is intended to be achieved by creating attractive urban places that encourage growth and economic development with minimal environment impacts.

The proposal by Vector to carry out feeder reinforcement projects within Waitakere is supported by the objectives of this platform. The reinforcement projects will increase the accessibility of electricity to the residents of Henderson and is intended to meet increasing demand.

ISSUES

Jack Colvin Park Project

The 11kv cable route in respect of Jack Colvin Park is required as part of a reinforcement project for the Harbour View area. The route begins at Vector's Te Atatu Substation, crosses the motorway and runs across part of Jack Colvin Park and in to Titoki Street. The Te Atatu Substation is located off Royal View Road and is across the motorway opposite Jack Colvin Park.

The route through Jack Colvin Park is required as Transit New Zealand will not permit the cable to run parallel to the motorway shoulder. The route therefore needs to cross the motorway along an alternative route.

The cable route is therefore intended to run through part of Jack Colvin Park, which is reserve land owned by Council. The Service Manager, Parks and Open Spaces agreed that an easement is appropriate subject to approval by the City Development Committee.

The standard form of easement provided by Vector has been reviewed by Council staff and will be negotiated in accordance with Council's requirements.

A87 A plan showing the details of the route is attached at pages A87.

Te Atatu Project

This is another 11kv reinforcement project similarly to the Jack Colvin Park Project. The cable route begins at the same substation at Te Atatu (located off Royal View Road) and runs along Flanshaw Road, through Flanshaw esplanade reserve, across Henderson Creek and along Henderson Creek esplanade reserve.

The cable route is therefore intended to cross through two reserves being Flanshaw esplanade reserve and Henderson Creek esplanade reserve. In respect of this project, the Service Manager, Parks and Open Spaces has agreed that an easement is appropriate subject to approval by the City Development Committee.

As well, Council officers have reviewed the terms of Vector's standard form of easement and will negotiate these in accordance with Council's requirements.

A88 A plan showing the details of the cable route is attached at pages A88.

Details of Installation

In relation to both projects all cables will be installed underground through a 14mm duct. It is noted that a spare 100mm communications duct may also be required.

All underground cables will be core drilled and access pits will be required at various junctions in accordance with the installation of the cables.

Reserves Act 1977

In relation to reserve land, the granting of any easements must be in accordance with section 48 of the Reserves Act 1977. Under section 48 of the Act, the following requirements must be met:

- the consent of the Minister of Conservation unless the work is an existing work;
- that the purpose of the work is for an electrical installation or work under the Electricity Act 1992;
- that public notice of the proposal is provided unless the reserve is not likely to be materially altered or permanently damaged and the rights of the public are not likely to be permanently affected.

In terms of obtaining the consent of the Minister of Conservation, Council will seek such approval following the determination of this meeting. If there are any conditions that the Minister considers are fit to impose in respect of the easements those will be noted at the same time. However, if the proposal to underground cables is considered an existing use the approval of the Minister will not be required.

Section 48 expressly provides that easements may be granted in relation to electrical works pursuant to the Electricity Act 1992. The cables proposed to be installed in respect of the two projects are electrical works as defined by the Electricity Act 1992.

It is considered that on the basis that the cables will be laid underground by a thrusting method that the reserve is not likely to be materially altered or permanently damaged and the rights of the public will not be permanently affected.

Costs

Council has entered in to a Strategic Alliance Plan with Vector and pursuant to this agreement Council will not charge any fees to Vector in relation to laying the cables and granting the easements. In terms of this strategic alliance, Vector has various obligations to Council in relation to works within Waitakere.

Decision Making Process

This decision was made in accordance with the requirements of sections 76, 77, 78, 79, 80, 81 and 82 of the Local Government Act 2002.

RESOURCES

The resource implications to Council in respect of the projects includes staff time for reviewing the proposals and reviewing the easement conditions as well as staff time for ensuring the works are completed in accordance with Council's works on parks policy such as the reinstatement of the land.

CONCLUSION

It is considered appropriate to grant easements in respect of the Jack Colvin Park project and the Te Atatu project in accordance with the following:

- that the proposal aligns with Council's strategic platforms and objectives for urban and rural villages;
- that the purpose of the projects is to reinforce existing infrastructure to meet increasing demands for power supply;
- that the conditions of approving the work will be in accordance with Council's works on parks policy including the satisfactory reinstatement of the land.

RECOMMENDATIONS

1. That the Proposal by Vector Limited To Underground Duct and Cable Routes Across Reserves – Request for Easements in Respect of Cable Routes report be received.
- A87 2. That the Chief Executive Officer approve the granting of easements in respect of the Jack Colvin project referred to in this report in respect of Lot 169 of DP 44193 in accordance with the plan attached at page A87 the terms of which are to be approved by the Manager: Legal Services and that if required the consent of the Minister of Conservation be obtained in accordance with section 48 Reserves Act 1977.
- A88 3. That the Chief Executive Officer approve the granting of easements in respect of the Te Atatu project referred to in this report in respect of Lot 9 DP 55828 (Flanshaw Esplanade Reserve) and Lot 4 DP 109243 (Henderson Creek Esplanade Reserve) in accordance with the plan attached at page A88 the terms of which are to be approved by the Manager: Legal Services and that if required the consent of the Minister of Conservation be obtained in accordance with section 48 Reserves Act 1977.
4. That it be approved that public notice is not required in respect of the granting of the easements referred to in resolutions 2 and 3 above for the purposes of laying underground duct and cable routes in accordance with section 48 of the Reserves Act 1977 on the basis that the reserves are not likely to be materially altered or permanently damaged and the rights of the public are not likely to be permanently affected.

Report prepared by: Huia Kingi, Leisure Planner/Legal Officer, Leisure Services



15 NEW LYNN TRANSIT ORIENTED DEVELOPMENT PROJECT UPDATE

PURPOSE OF THE REPORT

The purpose of this report is to provide a monthly update to the City Development Committee on the progress of the New Lynn Transit Oriented Development (TOD) project.

BACKGROUND

On 19 December 2006, the Government announced the allocation of \$120 million for the trenching of the railway line that runs through the centre of New Lynn. This funding was on condition of a \$20 million financial contribution by the Council. The implications of this are continuing to be analysed. ONTRACK has advised that the Crown's funding for the New Lynn rail trenching will expire on 30 June 2009. Accordingly, a work programme is being developed to ensure that the Council has an adequate input to this project, as well as ensuring that the Council's infrastructure is completed in a timely manner.

The TOD project has moved into the next stage of project development. The following elements are yet to be fully resolved. These include:

- Track configuration (to be decided by ONTRACK);
- Platform location (to be decided by ONTRACK);
- Rail Station development and access;
- A bus/rail interchange adjoining and connected to the rail station;
- A management plan for construction impact (this includes traffic management);
- A Communications strategy;
- Urban design for the town centre and surrounding area;
- Detailed funding arrangements;
- Road connection designs consisting of:
 - An at-grade rail crossing at Portage Road;
 - Grade separated (bridge) crossings at:
 - Veronica Street/Ward Street;
 - He Tana Street/Totara Ave;
 - Memorial Drive; and
 - Totara Avenue/Clark Street/Rankin Avenue.
 - enhancements for walking and cycling at all bridge crossings;
 - construction of a new road as an extension of Clark Street, including a bridge over the rail line and walking and cycling facilities. The new road is required to provide sufficient capacity for existing traffic, plus new traffic generated by growth and the State Highway 20 extension;
 - construction of new roads at McCrae Way and Crown Lynn Place; and
 - widening of Titirangi Road underneath the rail bridge.
- Master planning for strategic sites;
- Liaison with key stakeholders; and
- Project structure and governance arrangements.

Updates of these matters will be covered in the body of this report.

STRATEGIC CONTEXT

The TOD project has been identified as one of the Council's top five projects and represents a substantial investment in the Long Term Council Community Plan 2006-2016. The TOD project goes beyond the provision of a new rail station and duplication of the western rail line. It will be the catalyst to achieve the Council's desired outcomes for a fully functioning transport hub at the centre of a vibrant and active town centre. This project delivers on the following strategic platforms:

- Urban and Rural Villages;
- Strong Communities; and
- Integrated Transport and Communications.

The TOD project is also aligned with a number of strategies:

- The Auckland Regional Growth Strategy, whereby New Lynn has been identified as a regional growth centre;
- Auckland Regional Land Transport Strategy; and
- The Council's:
 - Transport Strategy 2006-2016;
 - Growth Management Strategy; and
 - Economic Development Strategy.

ISSUES

Partnering Agreement

A89-A91

ONTRACK have prepared a draft Partnering and Funding Agreement (the Agreement) for the delivery of the New Lynn Station and Rail Project. The document outlines the scope of the project and suggests who would be responsible to fund which components. The document also refers to each agency's objectives, reporting and governance arrangements and recognises the Council's role in providing input to the design phase and later the construction phase. In general there is agreement on the scope of the document. The Agreement is based on the development of a basic trench for the rail duplication. The basic trench construction is described in the two page document attached at pages A89 to A91.

The Agreement outlines that the Council will pay the \$20 million contribution in five installments upon ONTRACK certifying that the five stages of construction, also referred to as the milestones, of the New Lynn rail box have been reached (the trench is referred to as a box by ONTRACK. This does not immediately imply that the trench will be covered).

Council officers are currently reviewing the draft document and have raised the following points for discussion and further clarification:

- Confirmation of the location of the station (requires confirmation of ONTRACK rail grade minimums and clearance requirements (electrification) but an 'envelope' has been suggested;
- Station width- will all works be contained within the corridor;
- Centre Island or Side Platform (central preferred);
- Air Rights relating to Council assets (road bridges);
- Drainage works (shared stormwater etc);
- Services provision and connection;

- Temporary traffic management during construction;
- Bridge construction;
- Confirmation of post-construction ownership/maintenance responsibilities for bridges (excluding deck works already the Council's responsibility);
- Definition of works scope (what will be delivered for the budget);
- Maintenance and access agreements; and
- Intellectual Property Rights for the Council's developed concepts/works.

This will be an iterative process to finalise the Agreement. The final Agreement will need to be signed off by City Development Committee in the July 2007 cycle.

Waitakere's Design Brief

Council officers have continued to meet with the consultant consortium of Architectus Auckland, Beca and Brewer Davidson. A multi-disciplinary cross Council team continues to provide input to the preparation of a preferred concept plan for the transport interchange. The concept plan will be brought to the Committee in a workshop during June 2007 for detailed consideration. The consortium has come back to the officers with several options which look at how the transport interchange could function. Officers' discussions are focussed on the tensions between balancing the priority for different transport modes and land use considerations. Consideration is being given to the following elements in the design:

- Walking and cycling routes;
- Vertical movement to and from the station;
- Platform and station access design;
- Ventilation;
- Bus interchange and road bridges;
- Public art works;
- Crime prevention;
- Development footprints.

The safety and access by design project outcomes will be incorporated into the overall TOD project. Special regard is being given to ensuring that the TOD project is designed for barrier free access (known as universal access) and the Council's Strategic Advisor for Disability is providing input to ensure all necessary standards to barrier free access are achieved.

Land Acquisitions

Council officers are continuing to negotiate the acquisition of land parcels required for the construction of the road bridges and associated works. The Public Works Act process is underway on the required properties and a report is going to the June Finance and Operational Performance Committee to discuss the impact the Clark Street extension will have on the existing access to the Melview Place town house development.

Communication Strategy and Consultation

A communications plan is being developed to coordinate all the key projects that the Council will be undertaking in the New Lynn area over the next three years. This is to ensure that consideration is given in advance to the management of the effects from the construction of the trench and all other relevant matters.

A joint open day with ONTRACK and Auckland Regional Transport Authority (ARTA) was held on the 25 and 26 of May 2007. The purpose of the open days was to introduce the project to the wider community, to highlight the benefits and hear any concerns identified by the community. Representatives from ONTRACK, ARTA and the Council were available to answer questions regarding the project. An update of the outcomes from the open day will be presented at the Committee meeting. This is intended to be the first of several open days with the next one due to be held in spring 2007 to provide more information to local businesses and the community as more details of the project are finalised.

A regular newsletter is being developed to include updates from the various agencies. This will be available in the libraries, electronically, and to the businesses and interested parties (who have registered their interest). Displays have been set up in the foyer of the Returned Services Association and the New Lynn Library to provide an overview of the project and how to register for more information. It is intended to develop a generic display that could be circulated for use by local businesses for their internal communications with staff.

Council officers continue to meet with local business owners and key stakeholders in New Lynn on a regular basis. These meetings are also being used as an opportunity to introduce key ONTRACK staff to the stakeholders and to local businesses to establish an on going relationship during the construction phase. These meetings also provide an opportunity to gather the necessary details of the functions and operational requirements of the local businesses so that such details can be considered in the construction methodology and traffic management plans.

The communication plan will also clarify the roles and responsibilities that need to be clarified with each agency. At the moment officers are continuing to take the lead in dealing with businesses and the community. Responsibilities may shift between the agencies depending on the issue and stage of development. As construction begins it is expected that all agencies will work collaboratively within an agreed framework to keep communications between the agencies and communications with the public open and on a frequent basis.

Relationships

The Council continues to have a good relationship with all the stakeholder organisations at both officer and political levels. Council officers are in the process of preparing project charters to work with ARTA and ONTRACK in order to clarify the objectives, working arrangements, reporting requirements along with roles and responsibilities.

Originally a three way agreement between the agencies was suggested to establish the funding and governance framework on the project. ONTRACK have an existing agreement with ARTA and do not consider that another project specific agreement is required. The Council therefore needs to establish individual agreements with each agency. A workshop was held with ARTA to identify objectives and prepare a similar agreement to that proposed by ONTRACK. The focus for the Waitakere/ARTA agreement will be the development of the train station (works above the platforms) and the bus interchange redevelopment.

Risks

A risk workshop was held with Council officers to identify risks to the project that need to be managed. The following risks are being managed to ensure project outcomes are not affected adversely:

Risk	Amelioration
The location of the underground rail station and platform(s) is unknown. Waitakere City Council's concept design work cannot be finalised until its location is clarified. This risks potential time delays in providing input to ONTRACK's design development phase.	The consortium of designers continues to progress the work based on the assumption of a 180m long platform(s) some where between Totara/Rankin Avenues and Hetana Street. This will allow of the details to be finalised with potential for "tweaking" when further platform(s) details become available.
Agreement needs to be reached on the type of platform furniture, escalators, lifts and finishes will be used and who will bear what costs. In addition it is unclear the level of cost allocation that has been provided for the station fit out with each agency	Discussions between Council officers and ARTA are continuing on this matter and will be resolved before the partnering agreement is finalised.
Temporary traffic management issues need to be carefully controlled to ensure that congestion around the town centre is managed	Council officers are collating traffic requirements of the local business operations during construction to add into the traffic management plan.
Resource consents in various forms are required from both the Council and the Auckland Regional Council. There is a risk of time delays being incurred through additional time required for notification of these consents if this is deemed necessary.	Officers are working on a strategy to identify points of contention in advance and put in place measures to address these and minimise delays. It should be noted this strategy can only be applied to those consents for which Council has responsibility and not the ARC.

Work Programme and Milestones

The following components will be incorporated into a comprehensive work programme which will be refined through ongoing discussions with ONTRACK and ARTA. The work programme includes the following:

- Monthly reports to the Council;
- Agreement between ONTRACK, ARTA and the Council to be finalised by the end of June 2007;
- Strategic land purchases as required for infrastructure projects;
- Resource consent and building consent applications for rail and road works;
- Funding applications to ARTA/Land Transport New Zealand and the ARC;
- Preparation of concept designs and detailed designs;
- Detailing the construction methodology and traffic management plan;
- Preparation of detailed budgets;
- Consultation programme to meet the requirements of the Resource Management Act 1991, Local Government Act and the Council's significance policy, including iwi consultation;
- Implementation of a communication programme;
- Agreeing on a procurement strategy; and
- Commissioning construction works.

Draft Timetable

Task	Target Date
Updated budget forecast	30 June 2007
Council approval of concept design	31 July 2007
Council approval of detailed design	30 November 2007
Budget confirmation	31 December 2007
Land taking	30 June 2008
Consents	30 June 2008
Enabling works	November 2007 to April 2008
Rail trenching and duplication	To be established by ONTRACK
Bridges	To be discussed with ONTRACK
Critical transport infrastructure	April 2008 to June 2009
Other transport infrastructure	January 2009 to June 2010

RESOURCES

Funding of approximately \$70 million (inclusive of subsidy) has been provided in the Long Term Council Community Plan 2006-2016. However, as the project scope develops, it may be necessary to secure additional funding to achieve the Council's desired outcomes.

The Council's resources are being supplemented by professional services contracts for design, project management, consents and quantity surveying, as approved by the Tenders Subcommittee.

CONCLUSION

Council officers are working with the various government agencies to develop the structure in which to jointly deliver the TOD project. Within Council officers are working together to ensure that the TOD project will deliver benefits for the town centre. It is understood across all agencies that significant urban regeneration will be the outcome, and achieve the Council's strategic goals.

The TOD project needs to be substantially completed by 30 June 2009 and it is entering a stage when key decisions are needed on governance, funding, concept and detailed design in the near future. Council officers are working with ONTRACK and ARTA to clarify the cost allocations and responsibilities for the various components of the TOD project. Once known a detailed budget scoping paper will be brought back to the Committee for consideration and endorsement.

RECOMMENDATIONS

That the New Lynn Transit Oriented Development Project Update report be received.

Report prepared by: Caisey Marter, Strategic Planner and Yvonne Rust, Chief Advisor: Town Centre Development.



REPORTS FROM THE SUBCOMMITTEES

16 CULTURE, ARTS AND EVENTS SPECIAL COMMITTEE

THE SPECIAL COMMITTEE SUBMITS THE FOLLOWING REPORT OF ITS MEETING HELD ON WEDNESDAY, 9 MAY 2007

MATTERS CONSIDERED

A92-A94

The Special 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 A92 to A94.

The Special Committee Recommends:

That the Meeting report of the Culture, Arts and Events Special Committee held on Wednesday, 9 May 2007 be received.

JP Lawley
CHAIRMAN



17 PROJECTS SPECIAL COMMITTEE

THE SPECIAL COMMITTEE SUBMITS THE FOLLOWING REPORT OF ITS MEETING HELD ON WEDNESDAY, 2 MAY 2007

MATTERS CONSIDERED

A95-A96

The Special 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 A95 to A96.

The Special Committee Recommends:

That the Meeting report of the Projects Special Committee held on Wednesday, 2 May 2007 be received.

RP Dallow, QPM, JP
CHAIRMAN



PUBLIC EXCLUDED MATTER

18 STRATEGIC LAND ACQUISITION - STRATEGIC FRAMEWORK AND FUNDING

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, Strategic Land Acquisition - Strategic Framework and Funding.

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"> Strategic Land Acquisition - Strategic Framework and Funding 	<p>The withholding of information is necessary in order to:</p> <ul style="list-style-type: none"> Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations). 	<p>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.</p>

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 could affect Council's negotiations.*

