



Waitakere City Council
Te Taiao o Waitakere

NOTICE OF MEETING

NORSGA URBAN DEVELOPMENT COMMITTEE

I hereby give notice that a meeting of the NorSGA Urban Development Committee will be held on:-

DATE: **Monday, 18 August 2008** **TIME:** **9.30 am**

VENUE: **Waitakere Central, 6 Henderson Valley Road, Henderson, Waitakere**

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

13 August 2008

Desiree Tukutama
COMMITTEE SECRETARY

Telephone (09) 836 8000 extn 8815

MEMBERSHIP:

Councillors	LA	Cooper, JP (Chairman)	
	PA	Hulse (Deputy Chairman)	
	DQ	Battersby, JP	
	MFP	Chan, JP	
	RP	Dallow, QPM, JP	
	WW	Flaunty, QSM, JP	
	VS	Neeson, JP	
Councillor	P	Walbran	Auckland Regional Council
	Mr A	McGregor	NZRPG Management Limited
	Mr S	Bignell	Hobsonville Land Company Limited
	Mr M	Spearman	North West Waitakere Networking Group
	(TBA)		New Zealand Transport Agency
			(formerly Transit New Zealand)
Observer	Mr P	Clark	Auckland Regional Transport Authority

Mr I Midgley (alternate)
Mr W McDonald (alternate)

Mayor RA Harvey, QSO, JP (ex officio)

(Quorum 5 members)

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

**AGENDA FOR A MEETING OF THE NORSGA URBAN DEVELOPMENT COMMITTEE
TO BE HELD AT WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD,
HENDERSON, WAITAKERE, ON MONDAY, 18 AUGUST 2008,
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 REGISTER OF INTEREST

As reported at 18 August 2008

	Name	Organisational Position	Other – Eg: Land Holdings (Physical Address)
1.	Cr Linda Cooper	Trustee - WLT	Not Applicable
2.	Cr Derek Battersby	Trustee-PLT Director WATS Board	Not Applicable
3.	Cr Peter Chan	Not Applicable	Not Applicable
4.	Cr Ross Dallow	Not Applicable	Not Applicable
5.	Cr Warren Flaunty	President - WLT Elected Member - WDHB Director: Westgate Pharmacy Limited	Not Applicable

	Name	Organisational Position	Other – Eg: Land Holdings (Physical Address)
6.	Cr Vanessa Neeson	Chairman: TLA Electoral College President: Village Green Quilters Director: BK&VS Neeson Limited	26 Wiseley Road, Hobsonville 5B Westergrove Road, West Harbour
7.	Cr Paul Walbran	Chairman Strategy and Planning Committee, ARC Director: Auckland Regional Holdings Director: Sea+City Projects Limited	Not Applicable
8.	Alan McGregor	Project Director New Zealand Retail Property Group Limited	Not Applicable
9.	Sean Bignell	Chief Executive Hobsonville Land Company Limited	Not Applicable
10.	Murray Spearman	CEO Waitakere Licensing Trust West Auckland Trust Services	3 Cellar Court, Westgate 118 Hobsonville Road, Hobsonville
11.	Ian Midgley	Not Applicable	Precinct C Massey North Precinct A Massey North (part of) 19-21-35 State Highway 16 575 Don Buck Rd, Massey
12.	Wayne McDonald	Not Available	Not Available



4 **CONFLICTS OF INTEREST**

The Council has acknowledged in its Code of Conduct that Elected Members need to be vigilant to stand aside from decision making when a conflict arises between their role as a member of the Council and any private or other external interest they might have. This note is provided as a reminder to members to check that no such conflicts arise in relation to any items on this agenda.



5 CONFIRMATION OF MINUTES

Meeting Minutes - Monday, 16 June 2008

RECOMMENDATION

It is recommended that the NorSGA Urban Development Committee resolve to:

Receive the minutes of the meeting of the NorSGA Urban Development Committee held on Monday, 16 June 2008, as circulated, and that they be taken as read and now be confirmed.



6 PRESENTATIONS

A. PROJECT OVERVIEW

Director: Strategic Planning will provide a presentation update on the Project Overview to the NorSGA Urban Development Committee.

B. NEW ZEALAND TRANSPORT AGENCY (Formerly Transit New Zealand)

A1-A2

Provision has been made for the New Zealand Transport Agency to provide a presentation update to the NorSGA Urban Development Committee. A summary update is attached at pages A1 to A2.

C. AUCKLAND REGIONAL COUNCIL

Provision has been made for Auckland Regional Council to provide a presentation update to the NorSGA Urban Development Committee.

D. AUCKLAND REGIONAL TRANSPORT AUTHORITY

Provision has been made for the Auckland Regional Transport Authority to provide a presentation update to the NorSGA Urban Development Committee.

E. NEW ZEALAND RETAIL PROPERTY GROUP MANAGEMENT LIMITED

Project Director, NZRPG Limited will provide a presentation update on the progress towards the submission of a Comprehensive Development Plan for the Westgate Town Centre and Hobsonville Village projects, to the NorSGA Urban Development Committee.

F. MEMBERS REPORTS

A3-A4

Provision has been made to enable Committee members from the Hobsonville Land Company and the North West Waitakere Networking Group to provide an informal update on matters related to the planning and development of the Northern Strategic Growth Area.

A summary update from the Hobsonville Land Company is attached at pages A3 to A4.

G. SUSTAINABLE DESIGN

Sustainability Manager, Katja Lietz from the Hobsonville Land Company will provide a presentation on the Sustainable Development Framework developed for the Hobsonville project. The presentation will cover the approach taken at Hobsonville, the use of indicators to measure progress and will provide an update on sustainability initiatives at Hobsonville.

H. BUSINESS INVESTMENT MARKETING STRATEGY

A5-A6

Advisor: Investment Opportunities and Business Liaison, Strategic Projects, will present a business investment multi-media DVD which forms part of the BIMS (Business Investment Marketing Strategy) Marketing Plan, to the NorSGA Urban Development Committee. A summary of the presentation is attached at pages A5 to A6.



7 ONE PLAN FOR AUCKLAND – OVERVIEW AND PROGRESS REPORT

GLOSSARY

Regional Sustainable Development Forum (RSDF)
Auckland Sustainability Framework (ASF)

EXECUTIVE SUMMARY

The purpose of this report is to inform the NorSGA Urban Development Committee on content of, and the approach taken to develop, the first version of One Plan for Auckland. This first version has been built on the existing regional strategies and action plans. One Plan will communicate the region's strategic direction and priority actions in a more compelling, coherent way. The first version will also scope and identify a long term pathway for moving towards the region's long term goals for sustainable development.

The scope and approach to the development of One Plan (Version 1) outlined in this report delivered a draft version of One Plan to the Regional Sustainable Development Forum (RSDF) for consideration in June 2008. The RSDF now seek comments from key stakeholders and implementation partners by September 2008.

This report outlines the approach taken in the development of One Plan thus far, and the advice received on a consultation process.

RECOMMENDATIONS

It is recommended that the NorSGA Urban Development Committee resolve to:

1. **Receive** the One Plan for Auckland - Overview and Progress report.
2. **Agree** to provide comments and feedback to the Policy and Strategy Committee regarding Council's endorsement of One Plan (Version1).

BACKGROUND

1. On 6 September 2007 the City Development Committee agreed to the establishment of a committee known as the RSDF in terms of section 37 SE-SH of the Local Government Act 1974 and that the City Development Committee would also be the Regional Growth Forum.

2. The City Development Committee also agreed that the RSDF would have:
 - The same functions as the existing Regional Growth Forum (set out in sections 37SG of the Local Government Act 1974);
 - Responsibility to develop a One Plan for the Auckland Region, which is then recommended to the Auckland Regional Council for adoption; and
 - Responsibility for ongoing stewardship of the Auckland Sustainability Framework (ASF) and the Regional Growth Strategy.
3. One Plan, as a concept, had its origins in the work of the Sustainable Development Programme of Action and the Metro Project (action 2.1.1 to plan all infrastructure within the wider context of a single vision for the Auckland-city Region) and the Strengthening Auckland's Regional Governance project which stated that *"The One Plan for Auckland will promote social, economic, cultural and environmental wellbeing through prioritised action plans"*.
4. In June 2007, all councils in the region confirmed their support for the Strengthening Auckland's Regional Governance Final Report. Central to the package of proposals put forward was the establishment of a RSDF involving all councils and participation by Central Government and Mana Whenua/Tangata Whenua. A key outcome of the new RSDF was to deliver a co-ordinated, aligned, prioritised and funded 'One Plan' dealing with regionally significant decisions and linking Central Government strategies and funding with binding funding agreements. These agreements were to be negotiated and facilitated by a strengthened regional council, which would ensure implementation of projects/programmes and advance specific and already identified issues.
5. The RSDF was subsequently established in February 2008 to be the steward of the ASF and support the sustainable development of the Auckland region. The RSDF will act as a vehicle to improve the collective decision-making, prioritisation, funding and implementation of regionally significant infrastructure and services. The main task for the RSDF over 2008 is to develop the first version of One Plan, intended to be progressed over time, and through subsequent versions, as a single strategic framework and action plan for the region.
6. The combination of this drive for sustainable development, and the pressure for strengthened regional governance (leadership, decision making and implementation), has formed the background for the One Plan for Auckland concept.
7. Through these experiences there is growing awareness that, whilst there is generally adequate strategy in the region, this has not been fully integrated or aligned into an overall direction and set of actions and funding that reflect the region's priorities. It is anticipated that One Plan will meet this challenge as well as provide stronger regional decision making and implementation by:
 - increasing the certainty and speed of action;
 - implementing selected significant projects and programmes;
 - aligning, integrating and prioritising between strategic decisions;
 - instilling a sustainability focus to decision making; and
 - developing existing central government strategy focussed on Auckland.

8. One Plan (Version 1) is intended to focus on a few regionally important issues by pulling together the policies and action plans of a range of strategies and implementation agencies. It will add value by leveraging off existing investment and create opportunities to increase efficiencies, value for money and funding certainty. It will be a new way of working and will integrate actions to meet social, economic, environmental and cultural objectives. It will link up previous independent actions and projects into more comprehensive packages. It is anticipated there will be significant flow-on benefits from transferring the outcomes of this linked up approach to other areas.
9. At the RSDf meeting of 28 March 2008, endorsement was given to continue progress on the One Plan content, being:
 - An infrastructure plan, which will begin with an inventory of current infrastructure priorities and a scope of work and timetable for the development of a regional infrastructure plan.
 - Development of a series of priority policy directions for future versions of One Plan in regard to:
 - Social development;
 - Energy and climate change;
 - Growing smarter;
 - Maori aspirations; and
 - Three waters.
 - Completion of further work on the following set of One Plan programmes of action:
 - Improving Public Transport (signature project - the rail electrification plan);
 - Completing the roading network (signature project - the Western Ring Route);
 - Digital Auckland region (signature project - the further development of broadband initiatives, including a proposed fibre roll-out);
 - Destination Auckland region (the 2011 Rugby World Cup as signature project);
 - CBD/Waterfront (the current waterfront projects to continue as a signature project);
 - Building communities (signature projects under discussion include the renewal of Housing New Zealand stock in Tamaki and the Auckland Manukau Eastern Transport Initiative); and
 - Regional skills (central government is still working on initiatives that may be included as a signature project).
10. Officers from all councils and Central Government continued to work collaboratively on the One Plan content. This information was presented to the RSDf workshop on 9 May 2008 where members had an opportunity to express their views and preferences on the One Plan content, which was further developed for the final draft. Overall, the RSDf agreed at that workshop that the seven programmes of action should be included in One Plan (Version 1), with some refinement of goal statements and context statements to make the information more specific, where possible.
11. Ministers Hodgson and Tizard attended the May workshop and advised that Central Government was committed to the One Plan for Auckland and the RSDf. The RSDf was encouraged by the Ministers to be explicit about the detail of the projects included and the commitments being made by parties in the One Plan document.

DECISION MAKING

Issues

- A7-A48
12. The final draft of One Plan (Version 1) was circulated to the members of the RSDF prior to the 27 June 2008 meeting as attached at pages A7 to A48, and was endorsed for key stakeholder and implementation partner consultation and communication.
13. Three audiences have been identified with whom consultation on One Plan will need to occur, these are:
- One Plan key partners - central and local government and Mana Whenua;
 - One Plan key stakeholders - implementation partners; and
 - The general public.
- A49-A53
14. Representatives from the Establishment Group of the Regional Mana Whenua Forum have provided an update to the Regional Policy Steering Group on its agreed directions, as attached at pages A49 to A53. It was acknowledged that further work would be progressed by the Establishment Group across the three-stage process outlined. Facilitated by the Establishment Group, Mana Whenua, iwi and hapu are developing their preferred representation model for the RSDF and other regional fora.
15. The Policy and Strategy Committee will provide comments and feedback on behalf of Council after their meeting scheduled for 4 September 2008.

Consideration of Community Views

16. At its inaugural meeting on 22 February 2008, the RSDF determined: "That the forum supports full public consultation on One Plan (Version 1) in March - April 2009, using where possible existing Long Term Council Community Plan processes". However, on 28 March 2008 the RSDF passed the following resolution: "That officials report back to the forum on issues and options in relation to public consultation on the One Plan".
17. Officers investigated an appropriate approach for consultation in light of the RSDF's request. Officers considered that progress made on the development of One Plan since February 2008 did not necessitate making significant changes to the original resolution on public consultation for version 1. This was because in version 1, a significant proportion of the actions to be included have already been subject to some form of community engagement and consultation. Furthermore, One Plan (Version 1) is intended to build on existing regional strategies which have also been subject to required consultation processes. However, it should be noted that to date, officer reports to the RSDF on consultation have been focussed on version 1 only, and that these reports have indicated that longer term and for subsequent versions, a special One Plan consultation process could be developed
- A54-A58
18. Further elements of the draft consultation are outlined in the attachment at pages A54 to A58.

STRATEGIC CONTEXT

19. One Plan demonstrates ongoing progress towards a sustainable Auckland Region and as such contributes significantly to Council's Sustainable Development priority. Through its links to the ASF, One Plan will take a longer term view of the development of the region, considering social, economic, cultural and environmental wellbeing.

20. It is anticipated that subsequent versions of One Plan will need to be developed as new challenges emerge and the region continues to make decisions about its priorities and aspirations. Completion of the first regional infrastructure plan is scheduled for August 2009, allowing it to be incorporated into the next version of One Plan.
21. Of particular interest to the NorSGA Urban Development Committee is the inclusion of the Western Ring Route and Broadband as signature projects within the programmes of action. This signals the importance of these two projects to deliver on local regional and central government goals.
22. Central government agencies, particularly the Ministry of Transport, now understand the ways that territorial authorities seek to leverage opportunities from the completion of the Western Ring Route both now and in the future. New opportunities exist to advocate and plan for future business land (post 2021) in the Northern Strategic Growth Area to address the ongoing shortage of local employment opportunities for residents in the North-West of the region.
23. A single Auckland region application to the central government Broadband Investment Fund is being developed under the auspices of One Plan and the more 'hands-on' governance structures operating under the RSDF. The benefit of this approach is more clearly articulated goals and sequencing of open-access broadband infrastructure investment both for the private sector and for residents across the whole region.
24. There may be ongoing opportunities for the NorSGA Urban Development Committee to provide advice on the implementation of the 'Completing the Network' programme of which the Western Ring Route is a part. Updates on the implementation of One Plan could be provided at regular intervals to the NorSGA Committee if required.

CONSULTATION

25. Two meetings were held with representatives from Ngati Whatua and Te Kawerau a Maki to discuss the ASF and One Plan. Whilst there was acknowledgement of ASF participation and general acceptance that Maori had opportunity to participate through its development, issues surrounding the development of One Plan have been raised. As has been previously mentioned, an Establishment Group for a Regional Mana Whenua Forum have been set up and are developing their responses to One Plan.
26. An overview of the development of One Plan was taken to Te Taumata Rununga's July 2008 meeting and a further workshop and meeting will be held to facilitate the development and inclusion of their views into Councils response at 4.00 pm today, 18 August 2008.

RESOURCES

27. There are no resource implications other than officers' time, which has been budgeted for.

IMPLEMENTATION ISSUES

28. Council should continue to be involved in the leadership of the process and contribute to the broad regional view to One Plan, ensuring that in seeking to advance nationally and regionally significant projects Waitakere's objectives are also advanced.

Report prepared by: Rose Leonard, Senior Advisor: Strategic Governance.



8 PLANNING FOR NEW AND EXISTING COMMUNITIES IN NORSGA: UPDATE ON MASSEY MATTERS AND SOCIAL INFRASTRUCTURE PLANNING PROJECTS

GLOSSARY

Northern Strategic Growth Area	(NorSGA)
Auckland Regional Transport Authority	(ARTA)
New Zealand Retail Property Group	(NZRPG)
Hobsonville Land Company	(HLC)
Transit New Zealand	(TNZ)

EXECUTIVE SUMMARY

The purpose of this report is to outline key Northern Strategic Growth Area (NorSGA) linkages with both the Massey Matters Project and Council's own social infrastructure planning framework and proposed investment plan for the NorSGA area.

RECOMMENDATION

It is recommended that the NorSGA Urban Development Committee resolve to:

Receive the Planning for New and Existing Communities in NorSGA: Update on Massey Matters and Social Infrastructure Planning Projects.

BACKGROUND

1. The Massey community/population can generally be said to be young, culturally diverse and family based. Maori and Pasifika peoples make up 40% of Massey's population of 25,000 people. Around 35% of Massey is aged under 20, with comparatively more family based households in Massey than elsewhere in Waitakere.
2. Massey Matters began in 2006 and is a ten year project to improve quality of life in Massey. It is about local residents, community groups and businesses joining together with Waitakere City Council, government agencies and other partners to make Massey an even better place to live.
3. Massey Matters is about making a long term difference within a community that has historically been underprovided for in terms of community services and infrastructure. Divided in the 1960's by the North Western motorway, Massey can be characterised by steep topography, inadequate infrastructure for a community of its size, poor urban layout and street design, sprawling boundaries, an increasingly transient population, and relatively few community networks and local employment opportunities.

- A59
4. As noted above, Massey Matters was formally initiated by the Council in March 2006 with Council seeking to work alongside the local community and other partners to develop a programme for long term, community driven, sustainable neighbourhood renewal and development in the Massey area. A diagram of the project boundaries is attached at page A59.
 5. There are two key platforms within the project:
 - Building and strengthening community activity, networks and sense of local identity and pride;
 - Improving the way Massey looks and feels and functions - e.g. public transport, walking and cycling connections, shops, community services and facilities, parks and recreation opportunities, the natural environment, more local jobs, etc.
 6. In 2006, Council initiated a Massey Community Inquiry, asking local leaders to identify positive changes that could be expected in five years time if a community led project was successful. Key areas of visible changes indicated include:
 - Lots of local festivals and concerts;
 - Stories of positive changes in Massey;
 - More working and talking together;
 - Positive vibes compared to five years ago
 - More people staying in Massey for work and play;
 - More club membership and participation;
 - Migrants have meeting places of their own;
 - Improved public transport and connectivity within Massey;
 - A strong Massey identity;
 - A strong community “hub”; and
 - A place known for its unique art and design.
- A60-A61
7. Sitting alongside the Massey Matters vision, these medium term ‘change’ indicators have become key platforms in the development of the Massey Matters Project framework. In effect, Massey Matters has become an umbrella ‘brand’ for a range of community building projects happening across Massey at different levels and places (e.g. within neighbourhoods, schools, communities of interest, marae, etc). Massey Matters is not an entity that ‘does’ or controls things. Rather, the role of the project is to promote, network, broker, catalyse and assist Massey focused discussions and projects. A short summary of project highlights to date is attached at pages A60 to A61.

8. In terms of practical action, the diagram below outlines the key areas for investment and collective effort in 2008/2009.



A62

9. To guide and support the ongoing development of Massey Matters, a community advisory group has recently been brought together. A list of the initial membership is attached at page A62. The community advisory group can be seen as a transition group, with formal project governance structures likely to be developed in early 2009.
10. Massey Matters is ambitious and innovative and providing a much needed way for those who live, work and care about Massey to come together and plan and initiate collaborative action and positive change.

DECISION MAKING

11. Given the proximity of the existing Massey urban area to the NorSGA area, it is important that future planning, community engagement, involvement and investment processes for the development of both areas are mutually supporting. There is high interest from the existing Massey community as to what is being planned and the impacts, both positive and negative, this will have on existing communities.
12. In May 2007, the Hobsonville Land Company (HLC) presented its development plans at a Massey Matters Community Forum. At the Massey Matters November 2007 Community Forum, Council staff gave an overview of growth planning in the North West and in particular, Plan Change 15. Key community questions noted at the latter meeting included:
- How will affordable housing be achieved around the new town centre?
 - How can we be assured that green space won't be compromised i.e. what is planned is actually built?
 - How do we make sure the new area doesn't get all the new things and the existing Massey community continues to miss out?

Issues

A63-A64

13. Key areas for consideration in relation to the NorSGA Urban Development Committee include:

- Sustainable transport planning and connectivity between Massey West and East; including improved pedestrian access to Westgate from West Harbour, implementation of a new Neighbourhood Accessibility Plan for Massey East (to be confirmed by Auckland Regional Transport Authority (ARTA) in September 2008) and well coordinated communications and pedestrian safety measures ahead of the upcoming three and a half year construction period for the new State Highway 16/18 interchange.
- Connectivity between new Massey North town centre, Hobsonville growth corridor stage two and the existing Massey urban area.
- Linking of existing neighbourhood centres in Massey (e.g. Triangle Road shops, Royal Heights Shopping Centre) with the new Massey town centre.
- Ensuring that outstanding social infrastructural deficits (a discussion list attached at pages A63 to A64) noted for existing Massey are addressed as part of ongoing planning investment programmes by Council and other partners.
- Strengthening key assets within the existing Massey area e.g. Moire Park.
- Undertaking a local skills and employment analysis to ensure that communities adjoining the NorSGA area are equipped and prepared to take advantage of new local employment opportunities.
- Utilising established Massey Matters communication vehicles to update and communicate with local residents on growth planning across the corridor.
- Utilising established Massey Matters communication vehicles and community development approaches to actively engage and involve existing local communities where possible in initiatives that will assist in integrating both 'old' and 'new' communities as they form. e.g. intentional place-making projects that acknowledge and build up from community history, innovative community arts projects and events, community tree plantings, signage, way finding and community mapping across the wider North West area, etc.

14. In terms of the issues and opportunities raised above, two areas are discussed in more detail below:

Pedestrian Connectivity and Access South of Westgate

15. Pedestrian connectivity, access and safety issues have been key local concerns for many years. With the death of a young West Harbour boy who illegally crossed the motorway in 2004, Council and Transit New Zealand (TNZ) have worked together to consider a number of infrastructural options for making the area safer and more connected. Following a report by TNZ on options and potential costs for various pedestrian bridge, road bridge, cycle way and fencing options, a community consultation process was undertaken in the middle of 2007.

A65-A66

16. Council received 353 responses to a questionnaire seeking feedback on the various options as attached at pages A65 to A66. Most respondents indicated preferences for a combination of options. For example, many respondents supported a combination of fencing the motorway as well as a pedestrian bridge.

In summary:

- 53% supported a pedestrian bridge;
- 35% of respondents supported fencing State Highway 16;
- 27% supported a road bridge from Oriel Ave to Westgate Drive;
- 27% supported a cycleway from Hobsonville Road to St Catherine Crescent;
- 7% of respondents thought that nothing should be done.

17. A report on the results of the consultation process was made to the Council's City Development Committee in September 2007, where it was resolved:

- 2. That Transit New Zealand be requested to ensure that the culvert is effectively blocked off and that a high security palisade fence be erected on both sides of the motorway at the crossing point.*
- 3. Approval be given to implement the following short term measures:*
 - *Education to provide information on safe routes following the installation of fencing;*
 - *Minor works to provide a safer route from Oriel Avenue to Westgate;*
 - *Preparation of a neighbourhood accessibility plan.*
- 4. That the following options be approved in principle, subject to further analysis as follows:*
 - *Option 4 - Pedestrian Bridge, which cyclists could also use;*
 - *Option 6 - Road Bridge linking Oriel Avenue to Westgate Drive.*
- 5. That it be recommended to the Long Term Council Community Plan and Annual Plan Special Committee that consideration be given to providing funding in the draft 2008/2009 Annual Plan for concept design of Options and the Quadruple Bottom Line analysis, by bringing forward funding in the Long Term Council Community Plan 2006-2016.*
- 6. That Council officers approach IMF New Zealand to provide a shorter footpath route from Westgate to Hobsonville Road and investigate a walking track near Oriel Avenue.*
- 7. That if any bridge is to be built, there needs to be support for a Road Bridge and Pedestrian Bridge dependent on the timing of development.*
- 8. That Transit New Zealand be approached to establish how pedestrian safety will be managed during construction of the State Highway 16, Hobsonville interchange and to fund the Pedestrian Bridge to mitigate the increased danger to pedestrian/cyclist safety during the anticipated long period of construction.*

3434/2007

18. As noted above, TNZ have completed high security fencing on both sides of the motorway and closed off the storm water culvert. However, recent CCTV footage from May has shown that large numbers of people continue to illegally cross State Highway 16. Council and TNZ have recently resumed discussions on the most appropriate way for the issue to be addressed. Discussions have also been initiated with TNZ and State Highway 16/18 roading contractors as to creative ways to progress recommendation No. 7 of resolution No. 3434/2007. A verbal update will be made at the NORSGA Urban Development Committee meeting.

Social Infrastructure Planning for Massey and the wider Northern Growth Corridor

19. In 2006, the Council agreed to the establishment of a social infrastructure planning project. The Council recognised that as the region grew, Council would need to find ways to make the city's town centres and adjoining suburbs better places for people to live, work and play in. There was recognition that this would require the effective integration of social infrastructure considerations throughout all the planning stages, from visioning new growth areas through to resource consents. A Citywide draft Social Infrastructure Planning Framework was subsequently developed and a Social Infrastructure Planner position was created and an appointment was made in January 2007.
20. The draft Social Infrastructure Planning Framework was applied to the Northern Growth area at an interagency workshop for government and community agencies and Council staff held 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 that might be delivered on the ground. As a result of the learning gained from the workshop, the original draft Social Infrastructure Planning Framework was subsequently revised in May 2007.
21. Overall there has been a positive response to the leadership role the Council has taken to encourage co-ordinated social infrastructure planning within the City and considerable progress has been made internally to embrace the concept of social infrastructure planning.
22. Since the workshop in October 2006, more detailed work and planning has been undertaken in relation to the NorSGA area (and other growth centres within the City), primarily using the outcomes of the workshop, and processes outlined in the Social Infrastructure Planning Framework. To date, the main focus for the NorSGA area has focused largely on planning for Council provided facilities and schools. Key actions have included :
 - Developing a Massey North Social Infrastructure Plan. This initial Massey North Social Infrastructure Plan identified key "land hungry" Council provided community facilities, (including a library, community centre, community house, recreational and green spaces and an aquatic centre), and a new school. Combined, they will significantly contribute to enhanced social infrastructure provision in the sub regional northern Waitakere area, which includes the existing Massey urban area. The first stage of implementing this Massey North Social Infrastructure Plan, has been the progression of the development of the library, community centre, town square and quality park within the first stage of the Massey North Town Centre Special Area, Precinct A development. There have been positive discussions between Council staff and New Zealand Retail Property Group (NZRPG) as to preferred locations which are expected to be concluded shortly. Co-location opportunities for other sub-regional social infrastructure with the library and community centre have been identified (e.g. community arts centre, youth facility, community organisation resource centre/hub, café and early childhood facility). Combined, these will provide both a strong civic presence within the new town centre and enable provision of essential facilities identified by the community. The building of a new library in the new Massey town centre, and the subsequent transfer of the existing library, will enable the existing Massey Leisure Centre to expand and meet some additional demands for recreation space as a result of new growth. The Ministry of Education have also approved, in principle, the building of a new Year 1 - 8 primary school in Massey North. This may present further opportunities to co-locate other community facilities.

- In the wider NorSGA area the Ministry of Education has agreed, in principle, to build two new schools and two early childhood facilities at the former Hobsonville Airbase. The HLC has also made provision of land for a further two early childhood facilities and a community facility using an existing former airbase building. The Council has identified provision within the new Hobsonville town centre development for a future civic facility, which at this time has been identified as a library. There have been discussions with and information provided to HLC on indicative levels of core social infrastructure for a new development of 3,000 homes. Considerations of hard and soft (i.e. provision of a community development role) social infrastructure are now being incorporated into the development of a Community Formation Framework by HLC. A new community facility for the Massey East area will be included in the draft Long Term Council Community Plan 2009-2019.
- Using a process of community profiling based on the 2006 Census and existing community needs identified through the Massey Matters project, combined with the spatial mapping of all the current social infrastructure provision in Waitakere, has helped provide a picture about some of the existing and likely future needs for the next levels of social infrastructure. This can be broken down into infrastructure which helps shape a community and that which follows when a new community is established, such as primary health services and early childhood provision. We have also begun to consider what could be done to connect the existing communities with the future communities.
- Whilst Council provides some social infrastructure, it also has an important and significant role as a planner, advocate and partner for assisting a range of other agencies and organisations who are key in providing a comprehensive range of social infrastructure within the City. Other key partners here include, the Ministry of Education, health providers, emergency services and community organisations. Links have been formed with a number of these agencies in a number of ways from providing information on growth and needs, through to establishing memorandums of understanding such as that being developed between the Ministry of Education, HLC and the Council to guide the establishment of new schools in the Hobsonville area.
- Council will continue to work internally and with other potential providers of social infrastructure to determine what can be affordably provided and by who, to ensure that the social infrastructure needs of future communities in the NORSGA area are planned for and met.

Consideration of Community Views

23. Massey Matters and Tatou West Harbour (the sustainable neighbourhood project within the wider Massey Matters umbrella) are strongly linked into their local communities, with discussion on direction setting and implementation planning ongoing. These community and interagency links will be important to build on as the ongoing planning and implementation plans for the NorSGA area unfold. It is critical that local communities are informed of and involved in the development of new adjoining neighbourhoods, town centres and social infrastructure where possible.

STRATEGIC CONTEXT

24. Both Massey Matters and Waitakere's Social Infrastructure Planning framework are key flagship sustainable development projects for the Council. They are providing major new opportunities for leading edge, community based, sustainable suburban development planning and implementation. Both projects can be clearly linked to all community outcomes and impacts on all nine of Council's strategic platforms. There have been three platforms where alignment has initially been strongest:
- Strong Communities: supporting the health and wellbeing of the City's residents, building community pride and local identity;
 - Active Democracy: people feeling that they can make a difference, resulting in high levels of community participation and respect for each other;
 - Urban and Rural Villages: ensuring people have choices in housing, transport, employment and recreation in their neighbourhoods and in the City's town centres.
25. As noted earlier, Massey Matters is committed to supporting and enhancing the ability of the various communities in Massey to create their own pathways to sustainable development. This is reflective of Agenda 21 which promotes community participation, involvement and ownership in both local issues and solutions. It is also consistent with the intent of the new Local Government Act (2002) which actively seeks to enhance local community participation in decision making.

CONSULTATION

26. Massey Matters and Tatou West Harbour involve a wide range of residents and stakeholders who live in, or work in or care about Massey and its future development. Massey Matters is based on the principles of collaboration, partnership and community empowerment, with stakeholder views and discussion forming the basis for the ongoing strategic development of the project.
27. Consultation meetings with both Te Kawerau a Maki and Ngati Whatua were held earlier in 2008 with both iwi supportive of the general Massey Matters' direction.

RESOURCES

28. Council has signalled a significant commitment to Massey Matters with ten year funding included in the Long Term Council Community Plan 2006-2016. A total of \$146,000 is committed in the Annual Plan 2008/2009.
29. Council's long term funding commitment has been essential in attracting other external resources into Massey.
30. In terms of social infrastructure, a permanent Social Infrastructure Planner position is funded by Council. A further provision of \$20,000 for social infrastructure planning has been made in the 2008/2009 Annual Plan. Any additional funding for social infrastructure and facilities in the NorSGA area will come from specific project budgets and development contributions, with the allocation of overall costs yet to be finalised.

IMPLEMENTATION ISSUES

31. Ongoing dialogue and coordinated planning between Massey Matters, the Council, local residents, community and government agencies and other NORSGA stakeholders will be key to implementing the vision for both Massey Matters and Waitakere's Social Infrastructure Planning Framework.

Report prepared by: Andrew Wood, Social Infrastructure Planner and Megan Courtney, Massey Matters: Project Leader.



9 CITYWIDE PROPERTY REVALUATIONS 2007 AND ANALYSIS OF IMPACT ON RATES

GLOSSARY

Department of Internal Affairs	(DIA)
Land Value	(LV)
Capital Value	(CV)
Quotable Value New Zealand	(QV)
Uniform Annual Charge	(UAC)
Metropolitan Urban Limit	(MUL)

EXECUTIVE SUMMARY

The purpose of the report is to explain the results of the Citywide revision of property values as at 1 September 2007 and to provide information on the subsequent impacts on the rates. This report is largely the same as one presented to the Finance and Operational Performance Committee in December 2007.

The new values from the 2007 revaluation show a wide range of changes to both capital value and land value. While all properties experienced increases in their values some experienced significant increases above the average while others experienced increases well below the average.

The subsequent impacts of the 2007 revaluation on the rates are mitigated by Council's existing Rating Policy by having a relatively high level of rates requirement from fixed rates. This is particularly evident in the residential sector. However, properties that experience significant increases above average or increases well below the average will still continue to see significant changes in their rates.

RECOMMENDATION

It is recommended that NorSGA Urban Development Committee resolve to:

Receive the Citywide Property Revaluations 2007 and Analysis of Impact on Rates report.

BACKGROUND

1. Property values on which rates are assessed are revised on a three yearly cycle in accordance with the provisions of the Rating Valuations Act 1998 and with the Rating Valuation Rules set out by the Valuer-General. The valuations are independently carried out by a Valuation Service Provider appointed by the Council, currently Quotable Value New Zealand (QV). The values are subsequently audited for conformance to the legislation and rules by the Office of the Valuer General.

2. Quotable Value New Zealand released the new property valuations in October 2007. These property valuations must be used to share the rate requirement between rateable properties in the City from the 2008/2009 financial year, which commenced on 1 July 2008.

DECISION MAKING

Issues

Changes to Values in the City

Overall

3. The City has seen a period of significant growth in property values over the period of the last three years. The total capital values have increased by 37.46% to \$33.65 billion and the land values have increased by 74.97% to \$18.75 billion.
4. In particular, significant increases have happened to land situated in areas soon to be included within the Metropolitan Urban Limit (MUL) and subsequently rezoned to open them up for development (Hobsonville, Massey North and Westgate). Increases in land value of 200% or more are not uncommon in these areas. Also commercial and industrial land within the MUL has seen similar significant increase in values due to high demand.

Business

5. The commercial and industrial sector has seen significant increases in recent years, a trend which is expected to continue as the demand for commercial and industrial property remains high. Within the business sector capital values have increased by an average of 42.34% and land values by 95.33%.
6. The average capital value of a commercial or industrial property is now at \$1,300,000, with the average land value now at \$492,000. While these figures are the averages across the whole City, there are variations within different areas.
7. West Harbour, Te Atatu Peninsula and Glendene experienced the highest percentage increases in capital value. Conversely, areas such as Massey and Te Atatu South experienced the lowest percentage increases in capital value.
8. Again West Harbour, Te Atatu Peninsula and Glendene also rank the highest percentage increases in land value, while areas such as Massey and Kelston experienced the lowest percentage increases in land value.

Residential

9. The residential property market has been buoyant in recent years, but has experienced easing growth in recent months. The average capital value of a single unit residential property is now at \$457,000 (excluding chattels), with the average land value now at \$269,000.
10. Within the residential sector, capital values have increased by an average of 36.89% and land values by 73.57%. Again these figures are the average across the whole City and there are variations within different areas. For example, Piha had increases of 30.20% for CV and 46.40% for LV, and Herald Island had increases of 19.46% for CV and 38.70% for LV. Conversely, the areas such as Te Atatu Peninsula had increases of 36.10% for CV and 106.38% for LV, and Sunnyvale had increases of 43.65% for CV and 76.09% for LV.

NorSGA Area

- A67
11. Not surprisingly, with the rezoning of the NorSGA Area, property values have increased substantially. This has resulted in significant rate increases for many of the properties in this area, as the area's value within the total value of the City has risen disproportional to all other areas. A chart is attached at page A67, showing the detail of changes in property values and rates for the properties in the NorSGA Area.

Objections

12. The objection period for contesting the new property values was open until 5 December 2007. As a result of objections approx 1400 objections were received and some values did change, but there were no significant changes in the overall impact of values.

Modelling of Movements in Rates Between Properties

13. The modelling produced in this report has been based upon the 2007/2008 rate requirement and current Rating Policy.
14. In preparing the rates modelled for analysis in this report, the following assumptions have been made:
 - The same rate requirement as for the 2007/2008 year;
 - A Uniform Annual General Charge of \$628;
 - A Uniform Annual Charge of \$373 for Residential Wastewater;
 - A Uniform Annual Charge of \$154 for Rural Sewerage;
 - A Uniform Annual Charge of \$34 for Environmental Monitoring;
 - The same rate requirement from the Business Sector (20% of the total rate requirement);
 - Some growth in the rating base between 1 July 2007 and the date on which the new values were assessed.
15. It should be noted that a small number of properties have not been able to be modelled due to changes in their property structure.
16. Due to the changes in overall land values, amendments to the stepped differentials have also been necessary. These have been recalculated in the same manner as was used at the previous revaluation. This being the first step for a single residential unit is set at the average value of that group (rounded to the nearest \$10,000). The second step being set at the point at which the rates would double if all other factors were the same but stepped differentials weren't used. The steps for the remainder of the multi-unit differential groups are adjusted accordingly.

17. The following table shows the suggested new steps. The old steps have been included for comparison.

Differential Group	Step	New Step	Old Step
Residential (1 unit)	Step 1	\$1 to \$270,000	\$1 to \$150,000
	Step 2	\$270,000 to \$950,000	\$150,000 to \$380,000
	Step 3	\$950,000 +	\$380,000 +
Residential (2 units)	Step 1	\$1 to \$540,000	\$1 to \$300,000
	Step 2	\$540,000 to \$1,900,000	\$300,000 to \$760,000
	Step 3	\$1,900,000 +	\$760,000 +
Residential (3 units)	Step 1	\$1 to \$810,000	\$1 to \$450,000
	Step 2	\$810,000 to \$2,850,000	\$450,000 to \$1,140,000
	Step 3	\$2,850,000 +	\$1,140,000 +
Residential (4 units)	Step 1	\$1 to \$1,080,000	\$1 to \$600,000
	Step 2	\$1,080,000+	\$600,000+
Residential (5-9 units)	Step 1	\$1 to \$1,350,000	\$1 to \$750,000
	Step 2	\$1,350,000+	\$750,000+
Residential (10-39 units)	Step 1	\$1 to \$3,000,000	\$1 to \$1,750,000
	Step 2	\$3,000,000+	\$1,750,000+
Residential (40+ units)	Step 1	\$1 to \$12,000,000	\$1 to \$7,000,000
	Step 2	\$12,000,000+	\$7,000,000+

18. There is currently no stepped differential on land value for the business differential group.

The Impacts on Rates

Overall

19. There are 38,176 properties that will have a decrease or no change in rates. This equates to approx 59% of the rating base. The average dollar decrease for this group is \$121.64 and an average percentage decrease of 3.41%. The largest decrease is \$84,100.
20. There are a further 26,431 properties that will have an increase in their rates. This equates to approximately 41% of the rating base. The average dollar increase for this group is \$166.95 and an average percentage increase of 4.70%. The largest increase is \$77,234.

Business Sector

21. There are 1,506 properties that will have a decrease or no change in rates. This equates to approximately 55.5% of the business sector. The average dollar decrease is \$1,745.83 and an average percentage decrease of 13.58%. The largest decrease is \$84,100.
22. There are a further 1,207 properties that have an increase. This equates to approximately 44.5% of this group. The average dollar increase is \$2,115.37 and an average percentage increase of 28.37%. The largest increase is \$77,234.

Residential Sector

23. There are 36,539 properties that will have a decrease or no change in rates. This equates to approximately 59.3% of the residential sector. The average dollar decrease is \$54.77 and an average percentage decrease of 2.97%. The largest decrease is \$10,406.
24. There are a further 25,058 properties that have an increase. This equates to approximately 40.7% of this group. The average dollar increase is \$72.94 and an average percentage increase of 3.50%. The largest increase is \$46,713.

Low Income Earners - Rates Rebate Scheme

25. For the purposes of this report, low income earners have been identified as those ratepayers within the residential group that received a Department of Internal Affairs rates rebate in the 2006/2007 year. This group is only representative of those lower income earners who applied for and received a rates rebate. There are close to 4,000 of these, which establish a fairly representative group. However, there may be other low income earners who, for whatever reason, did not apply or did not receive a rebate.
26. Analysis of this group shows there are 2,019 properties that will have a decrease or no change in rates. This equates to approximately 50.8% of this group. The average dollar decrease is \$41.48 and an average percentage decrease of 2.46%. The largest decrease is \$413.54.
27. There are a further 1,954 properties that have an increase. This equates to approximately 49.2% of this group. The average dollar increase is \$47.03 and an average percentage increase of 2.94%. The largest increase is \$554.23.

Analysis of Impacts

Impacts Limited by Rating Policy

28. Under the current rating policy Council receives a relatively high proportion of its rates revenue from rates set from fixed charges. For the 2007/2008 year this is approximately 51% of the total rates revenue. This is possible due to the exclusion of targeted rates that are set solely for water supply or sewage disposal from the 30% limit imposed on the Uniform Annual General Charge. In Waitakere's case these are the Uniform Annual Charge (UAC) for Wastewater on residential properties and the UAC for Rural Sewerage. This has the effect of reducing the magnitude of the impact of revaluations on the rating base because only 49% of Council's rates revenue comes from rates set as a rate in the dollar.
29. Furthermore, the current rating policy has a business sector differential which effectively ring-fences both the business and residential sectors. This has the advantage of constraining any changes to within the respective sectors. This means the overall rate requirement from each sector remains the same and that neither the business nor the residential sectors are impacted on by changes to non-related properties. This year's revaluation has seen significant increases in business sector properties over the residential sector.

Overall

30. In looking at the overall rating base there are a number of properties which receive both decreases and increases due to the revaluations. The results show a slightly larger number of properties with decreases than increases, however, those properties with increases have, on average, slightly larger changes in both dollar and percentage terms. This impact is typical of a smaller number of properties having a significant increase in their values.

31. Overall impacts are largely representative of the changes that have happened in the residential sector. This is due to the sector making up such a significant proportion of the Council's rating base. Due to the effect of the business sector differential, it is prudent to comment on these sectors independently.

Business Sector

32. As stated earlier there have been significant increases in this sector's land values above the average increase for Council as a whole. However, more importantly, there has been a much more varied impact on rates which has seen a more even distribution of changes. These impacts are very consistent with the actual changes to the land values.
33. There are two main reasons for this. Firstly, because of the smaller number of properties in this group, any changes have a much more significant impact. The second reason is that in the sector a significantly higher proportion of rates revenue comes from rates in the dollar (91% compared to 39% for Residential).

Residential Sector

34. Within this sector there have been a relatively small number of properties that have had a substantial increase in land value. Combined with the relatively high level of rates from fixed charges, this results in only 211 out of 61,600 properties having an increase of 30% or more, which is 0.34% of this group. Alternatively there are 357 that would have an increase of \$400 or more, which is 0.58% of this group.
35. At the other end of the scale, there are 24 properties having a decrease of 30% or more, which is 0.04% of this group. Alternatively there are 104 properties that would have a decrease of \$400 or more, which is 0.17% of this group.
36. This means that there is comparatively little impact on the residential sector as a whole due to the revaluations. Those few properties that experience more significant increases are generally in the areas where the MUL boundary is being extended and subsequently opening them up for development.

Low Income Earners – Rates Rebate Scheme

37. Out of this group 82.7% have a decrease or an increase of less than \$50 and 92.9% have a decrease or an increase less than \$100. 17 properties have an increase of more than \$200 and only 6 have an increase greater than \$300. Generally speaking there is less of an impact on these properties than the residential sector as a whole.
38. Any changes in the amount of rates paid by this group may have an impact on the DIA rebate they receive. A decrease in rates could see a subsequent decrease in the DIA rebate, while their overall rates payment is less. The opposite is also true in that increases in rates may mean the ratepayer becomes eligible for an increased rebate, while their overall rate payment is more. Changes in the rebate received would be on a case-by-case basis depending on their individual circumstances.

Mitigation of Impacts

39. Should Council wish to investigate options for mitigating the impacts of the revaluation, the following considerations should be taken into account.

40. The fixed rate charges are already near the maximum allowed under legislation. This means raising them further is not an available option.
41. Changes in the differential structure are a blunt tool and regardless of any changes introduced by Council, there would continue to be properties with significant rates increases and decreases in each sector.
42. There are existing postponement policies in place to deal with impacts on residential and farmland properties affected by rezoning. Rates Postponement Policy 1 has the objective to provide relief to the owners of farmland, where the rateable value of a property that is used for farming purposes is in some significant way attributable to the potential use to which the land may be put. Rates Postponement Policy 2 has the objective to ensure that the owners of residential properties are not penalised because of the increases in the value of property due to the rezoning decisions by Council.
43. Further to this rates postponement policy 3 has the objective to assist ratepayers who are experiencing severe financial circumstances that affect their ability to pay their rates.
44. Council also has a wide variety of methods to accept payment of rates. These range from allowing for lump sum payment by 2nd instalment due date, automatic payments and direct debits over the period of rates due and having the rates split into four instalments. Council also allows for telephone or internet banking, payment at any branch of the ANZ, at the council offices, at the drive through, counter service or at the New Lynn, Massey, Te Atatu Peninsula, Titirangi or Glen Eden Libraries and also via post.

STRATEGIC CONTEXT

45. Rates must be levied in accordance with the provisions of the Local Government (Rating) Act 2002 and any changes to the rating system, whether as a result of the new property values or other changes proposed, must be adopted as part of the Long Term Council Community Plan / Annual Plan process.
46. As the Council currently levies rates based on land values, it is only movements in these values that will impact on rates. Changes in capital values will not affect the Council rates unless Council wishes to implement rating on a capital value basis. The new capital values will, however, be used by the Auckland Regional Council (ARC) for setting its rates from 1 July 2008. A copy of all the new values has been sent to the ARC.
47. The revised land values (subject to resolution of objections) are required to be used in the 2008/2009 year for the distribution of rates between ratepayers of their part of the total rate requirement that is to be levied as a rate in the dollar, and in accordance with the Council's Funding Policy.

CONSULTATION

48. The new values were issued by QV in October 2007 and property owners were able to lodge an objection to their property valuation up until 5 December 2007.
49. The rate requirement for 2008/2009 was consulted upon as part of the special consultative procedure process for the adoption of the Annual Plan 2008/2009.

RESOURCES

50. No extra resources are required to deal with the matters raised in this report.

IMPLEMENTATION ISSUES

51. There are no implementation issues.

Report prepared by: John Mackenzie, Group Manager: Rates.

