



Waitakere City Council
Te Taiao o Waitakere

NOTICE OF MEETING

POLICY AND STRATEGY COMMITTEE

I hereby give notice that a meeting of the Policy and Strategy Committee will be held on:-

DATE: Thursday, 6 August 2009 **TIME:** 9.30 am

MEETING ROOM: Council Chamber

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.

31 July 2009

Judith Moore
COMMITTEE SECRETARY

Telephone (09) 836 8000 extn 8950

MEMBERSHIP:

Deputy Mayor	PA	Hulse (Chairman)
Councillors	LA	Cooper, JP (Deputy Chairman)
	DQ	Battersby, QSM, JP
	BA	Brady, JP
	MFP	Chan, JP
	JM	Clews, QSO, JP
	RI	Clow
	AK	Corban, OBE, JP
	RP	Dallow, QPM, JP
	WW	Flaunty, QSM, JP
	MM	Jolley
	JP	Lawley, JP
	PG	Mitchell
	VS	Neeson, JP
Mr	W	Paki, JP (Chairman, Te Taumata Runanga)

Mayor RA Harvey, QSO, JP (ex officio)

(Quorum 5 members)

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(Meeting Room could be subject to change)

(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 POLICY AND STRATEGY COMMITTEE TO BE HELD IN
THE COUNCIL CHAMBER AT WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD,
HENDERSON, WAITAKERE, ON THURSDAY, 6 AUGUST 2009,
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 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.



4 CONFIRMATION OF MINUTES

Meeting Minutes – Thursday, 2 July 2009.

RECOMMENDATION

It is recommended that the Policy and Strategy Committee resolve to:

Receive the minutes of the meeting of the Policy and Strategy Committee held on Thursday, 2 July 2009, as circulated, and that they be taken as read and now be confirmed.



5 ORATIA AND WAIATARUA LOCAL AREA PLANS

GLOSSARY

Local Area Plans	(LAPs)
Local Government Act 2002	(LGA)
Long Term Council Community Plan	(LTCCP)
Policy and Strategy Committee	(the Committee)
Resource Management Act 1991	(RMA)
Waitakere Ranges Heritage Area Act 2008	(the Act)

EXECUTIVE SUMMARY

The purpose of this report is to seek the adoption by the Policy and Strategy Committee (the Committee) of the proposed Oratia And Waiatarua Local Area Plans for the purpose of public consultation. The content of the proposed Oratia And Waiatarua Local Area Plans was presented to the Committee at a workshop on the 2 July 2009. The Oratia And Waiatarua Local Area Plans include existing and future character and amenity statements and objectives, policies and actions to achieve that desired future in the Oratia and Waiatarua areas.

Consultation is proposed to be undertaken on the proposed Oratia And Waiatarua Local Area Plans in accordance with the Waitakere Ranges Heritage Area Act 2008 (the Act), the principles of consultation in section 82 of the Local Government Act 2002 (LGA), and as pre-consultation in advance of a District Plan change in accordance with the first schedule of the Resource Management Act 1991 (RMA). The consultation provides an opportunity for the community to comment on the proposed Oratia And Waiatarua Local Area Plans and the boundaries.

The intention is to report back to the Committee, after the close of submissions, on the submissions received, proposed amendments to the Oratia And Waiatarua Local Area Plans and at that time seek approval of a proposed plan change to include in the District Plan those parts of the Oratia And Waiatarua Local Area Plans relating to a resource management purpose. This is in accordance with the methodology and statutory requirements of the Act.

The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009.

RECOMMENDATIONS

It is recommended that the Policy and Strategy Committee resolve to:

1. **Receive** the Oratia And Waiatarua Local Area Plans report.
2. **Approve** the proposed Oratia And Waiatarua Local Area Plans for the purposes of public consultation in accordance with the Waitakere Ranges Heritage Area Act 2008, the Local Government Act 2002, and the Resource Management Act 1991.
3. **Agree** to delegate to the Chairman of the Policy and Strategy Committee final approval of any minor amendments to the proposed Oratia And Waiatarua Local Area Plans made prior to public consultation.
4. **Direct** the Chief Executive Officer to report back to the Policy and Strategy Committee on the submissions received through the consultation process in accordance with the statutory guidelines outlined in the Waitakere Ranges Heritage Area Act 2008, the Local Government Act 2002, and the Resource Management Act 1991. and any proposed amendments to the Oratia And Waiatarua Local Area Plans.

5. **Direct** the Chief Executive Officer to prepare an Oratia And Waitarua Local Area Plans plan change to the Waitakere District Plan in accordance with sections 11 and 27 of the Waitakere Ranges Heritage Area Act 2008, and that the proposed plan change be reported back to the Policy and Strategy Committee in accordance with the statutory guidelines outlined in the Waitakere Ranges Heritage Area Act 2008, the Local Government Act 2002, and the Resource Management Act 1991.
6. **Agree** to recommend to the Planning and Regulatory Committee that the Oratia And Waitarua Local Area Plans plan change to the Waitakere District Plan is a priority, and request that it be notified in late 2009.
7. **Note** that the statutory process for the Oratia And Waitarua Local Area Plans may be affected by signalled changes to Auckland governance and potentially to the Resource Management Act 1991.

BACKGROUND

Previous Council Resolutions

1. The Committee has previously provided direction on the location and process for the development of the Oratia And Waitarua Local Area Plans. On 7 August 2008 the Committee resolved as follows:

“The Policy and Strategy Committee resolved to:

3. *Agree to adopt the Local Area Plans under the Waitakere Ranges Heritage Area Act 2008 report for the purpose of engaging with communities on the purpose of Local Area Plans and the process of developing Local Area Plans.*
4. *Agree that the priority area for an initial Local Area Plan under the Waitakere Ranges Heritage Area Act 2008 be the Foothills area as outlined in option 3 of the report and that a report regarding the process and priorities for this be reported back to the Policy and Strategy Committee meeting scheduled to be held on Thursday, 4 September 2008.”*

1300/2008

2. On 4 September 2008 the Committee further resolved to:

“The Policy and Strategy Committee resolved to:

2. *Agree that the first Local Area Plan should be prepared for the Oratia Local Area, because this is a distinct local area where the Local Area Plan process will reveal many issues that are common to the wider “Foothills” area.*
3. *Agree that the process for undertaking the preparation of the Local Area Plan should include:*
 - *preliminary research on the characteristics and issues of the area that includes economic analysis;*
 - *definition of the local area, in consultation with the local and wider community; and*
 - *an informed but open and participative “enquiry by design” process, similar to the process that has been used to develop plans for New Lynn and Westgate.”*

1522/2008

Oratia And Waiatarua Local Area Plans

3. The requirements for Local Area Plans (LAPs) are outlined in section 25 of the Act. In summary a LAP needs to identify the local area to which it applies and the extent and nature of the heritage features existing in that area. It needs to outline how the objectives of the Act will be promoted in the local area and identify the distinctive natural, cultural, and physical qualities and characteristics that contribute to its long-term amenity. As a guide, long-term is taken to be beyond a period of 50 years; the LAP seeks to establish the elements and outcomes that should be expected in that future.
4. A LAP provides certainty to the community by providing objectives and policies to inform decision making in relation to the amenity, character, and the environment of the local area. A LAP defines the future that is expected so that decisions can be made as to whether activities and proposals assist or detract from the achievement of that desired future. This provides a goal oriented approach to managing adverse effects and particularly cumulative effects. A LAP may also identify issues relating to the provision of future services in the local area. The proposed Oratia And Waiatarua LAPs will be circulated prior to the meeting.
5. Council officers provided the Committee with an overview of the proposed Oratia And Waiatarua LAPs and the outcomes of the consultation process at a workshop on 2 July 2009. Consultation with the community and stakeholders has included: the November 2008 community meeting, the February 2009 Waiatarua community meeting, the March 2009 community enquiry workshops, the May 2009 presentations to the Oratia Residents and Ratepayers and Waiatarua Residents, and Ratepayers Associations, the May 2009 Hui at Hoani Waititi Marae and the numerous meetings undertaken with individuals, Tangata Whenua and stakeholders since October 2008. Information has also been distributed using newsletters, letters and the website. The key matters raised by the community and stakeholders are summarised in the consultation reports accompanying the Oratia And Waiatarua LAPs.
6. Section 26 of the Act provides for the process of developing a LAP to be tailored to the unique issues and communities it focuses upon. The Committee adopted an approach of community engagement in the development of the Oratia And Waiatarua LAPs through a community enquiry workshop process, which included meetings with individuals and stakeholders. This process encouraged interested residents, stakeholders and Tangata Whenua to participate in and contribute to the Oratia And Waiatarua LAPs. Key aspects of the engagement with the community included:
 - Identification of the local area and its boundaries;
 - Identifying heritage features valued by the community;
 - Identification of local amenity and potential opportunities and threats to those heritage features and that amenity;
 - Imagining a vision of the future amenity of the local area; and
 - Identification of methods to achieve that future vision.
7. The meetings and workshops provided a chance for Council officers to listen to the community about the kind of future character and amenity they wanted for Oratia and Waiatarua. Discussions were framed around four key questions:
 - What do you like about the area?
 - What do you dislike about the area?
 - What would you like to see change?
 - What would you like the area to look and feel like in 50 years?

8. Early in the process, residents of Waiatarua sought specific recognition of Waiatarua as a distinct community as opposed to being part of Oratia. The proposed Waiatarua LAP and consultation process was tailored to reflect this desire.
9. The Oratia and Waiatarua LAPs boundaries are based on a range of matters and the consultation undertaken. The proposed boundary maps are included in the Oratia and Waiatarua LAPs and the rationale for the location of the boundary is stated in the Boundary Report which accompanies the Oratia and Waiatarua LAPs. Factors that contributed to the proposed location of the boundaries are:
 - Extent of the local issues and heritage features that would benefit from a LAP;
 - Existing natural patterns e.g. topography, ecology, landscape, vegetation, streams, and water catchments;
 - Existing physical patterns e.g. access (roads), residential development;
 - Distinctive communities; and
 - Administrative boundaries e.g. resident and ratepayers associations, school zones, District Plan zones, structure plan areas, Waitakere Ranges Heritage Area.
10. Background research has been undertaken to identify characteristics and heritage features of the local areas. The Background Report accompanies the LAPs and will be circulated prior to the meeting.
11. As outlined at Committee workshop on the 2 July 2009, the key outcome of a LAP is the definition of the existing and future character and amenity of the local area. The 'amenity statements' included in the Oratia and Waiatarua LAPs identify attributes that contribute to the pleasantness, harmony, coherence and character of an area, and therefore should be retained as part of the long-term future of the area. The definition of future character and amenity provides a goal of what the area should look and feel like in 50 or 100 years time. The objectives, policies and actions listed in the Oratia and Waiatarua LAPs provide a methodology to protect, restore and enhance the heritage features and elements of the existing amenity valued by the community and provide directions to achieve the vision of the future character and amenity of the area.

DECISION MAKING

Issues

Adoption of the Local Area Plans for consultation

12. The project has completed the first phase of engagement with the community and the preparation of the proposed Oratia and Waiatarua LAPs. The next phase of the project focuses on formal consultation on the proposed Oratia and Waiatarua LAPs. Council officers seek the adoption of the proposed Oratia and Waiatarua LAPs by the Committee for the purposes of consultation in accordance with the Act.

Consultation methodology

13. The intention of the Act is that a LAP would be prepared in consultation with the community. The Committee adopted an initial process of community engagement. Further consultation would be required to implement a LAP through the RMA processes (section 27 of the Act) and LGA processes such as a future Annual Plan or Long Term Council Community Plan (LTCCP). This creates a layering of consultation with many different opportunities for the community to contribute to the content of a LAP or its implementation.

14. Section 26 of the Act empowers Council to determine for itself the process of preparing a LAP, however it must:
 - Encourage interested or affected persons to participate and contribute;
 - Comply with the principles of consultation in section 82 of the LGA;
 - Have regard to the current management plan for the Waitakere Ranges Regional Park where it includes park land or adjoins the park; and
 - Consult with Tangata Whenua.
15. The proposal is that public submissions be sought on the proposed Oratia and Waiatarua LAPs during August and September 2009. The submission period is proposed to be 20 working days and affected persons will be informed in writing of the opportunity to comment on the proposed Oratia and Waiatarua LAPs. A newsletter explaining the Oratia and Waiatarua LAPs will also be sent to all households in the local areas.
16. The submissions would be evaluated by Council officers in October 2009, reported to the Committee and the proposed Oratia and Waiatarua LAPs updated. A proposed plan change to the Waitakere District Plan would also be prepared based on the Oratia and Waiatarua LAPs and the submissions received, and officers will seek approval of this by the Committee and Planning and Regulatory Committee in November or December 2009. Public notification of a plan change would occur after this. The notification of the plan change creates further opportunities for consultation and a hearing on the resource management elements of the LAPs in accordance with the first schedule of the RMA.

STRATEGIC CONTEXT

17. The protection of the Waitakere Ranges and foothills is a central objective of the LTCCP 2009-2019. The restriction of growth and consequent protection of this area is a key principle of the Growth Management Strategy, the District Plan and the Auckland Regional Policy Statement, and the corollary to the urban intensification objectives of the Council and the Auckland Regional Council. As the urban part of the City intensifies, the strategic importance of the unspoiled coast, the protected ranges and the rural foothills will grow. The Act seeks to avoid unplanned creeping urban expansion, beyond the Metropolitan Urban Limits, that would destroy the rural and natural character of the Waitakere Ranges and foothills. At the same time, the continued existence and sustainable development of the diverse local communities within the Heritage Area is also an objective of the Act.

CONSULTATION

18. Internal consultation with the Council's Parks, Transport Assets, Strategy and Resource Management Policy units has been undertaken as part of the preparation of the Oratia and Waiatarua LAPs.

RESOURCES

19. The Annual Plan 2009/2010 provides for ongoing work associated with the Oratia and Waiatarua LAPs and the implementation of the Act.

IMPLEMENTATION ISSUES

20. The methodology for consultation on the Oratia and Waiatarua LAPs needs to comply with the requirements under sections 26 and 27 of the Act.

AUCKLAND COUNCIL TRANSITION ISSUES

21. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.
22. Any proposed plan change to the Waitakere District Plan may need approval of the Auckland Transition Agency as the RMA processes may extend beyond the current Council term.

Report prepared by: Mark Tollemache, Strategic Advisor: Waitakere Ranges.



6 REVIEW AND REALIGNMENT OF THE WESTERN METROPOLITAN URBAN LIMIT

GLOSSARY

Auckland Regional Council	(ARC)
Auckland Regional Policy Statement	(ARPS)
Growth Management Strategy for Waitakere 2009	(GMS)
Long Term Council Community Plan	(LTCCP)
Metropolitan Urban Limit	(MUL)
Policy and Strategy Committee	(the Committee)
Resource Management Act 1991	(RMA)
Waitakere District Plan	(District Plan)
Waitakere Ranges Heritage Area Act 2008	(WRHHA)
Waitakere Ranges Heritage Area	(Heritage Area)

The purpose of this report is to obtain the approval of the Policy and Strategy Committee (the Committee) to further investigate, consult and advocate for, changes to the location of the Metropolitan Urban Limit (MUL) and the Waitakere District Plan (District Plan) between Titirangi/Laingholm in the south and Don Buck Road in the north. This requires the preparation of a request to the Auckland Regional Council (ARC) for a change to the Auckland Regional Policy Statement (ARPS) in relation to the realignment of the MUL; and to prepare a companion plan change to the District Plan to align related land use zonings and subdivision provisions with the revised location of the MUL.

A number of inconsistencies and anomalies exist along this western MUL boundary, resulting in inefficiencies and contradictions within and between regional and district planning processes. This is considered to undermine public confidence in the administration of the District Plan and the ARPS including through generating complex and nuanced planning advice and practices.

The outcome of the proposed changes is expected to result in a net reduction in the urban area encompassed by the MUL of some 140 hectares, mainly as a result of large changes in the Birdwood area, though there are a number of small extensions and reductions scattered along the length of the western MUL boundary.

The proposed realignment is considered to be a relatively minor issue when considered at the regional level, and this may enable it to be resolved prior to November 2010. However, if this does not prove to be the case, the work will have been done, or considerably advanced and packaged, enabling it to inform a future regional Spatial Plan or integrated land use plan, and feed into any subsequent decisions of the new Auckland Council.

RECOMMENDATIONS

It is recommended that the Policy and Strategy Committee resolve to:

1. **Receive** the Review And Realignment Of The Western Metropolitan Urban Limit report.
2. **Direct** the Chief Executive Officer to prepare a plan change (Realignment of the Western Metropolitan Urban Limit Waitakere District plan change) and an application to change the Auckland Regional Policy Statement with a view to improving the alignment of the Metropolitan Urban Limit to:
 - (a) Address a number of obvious minor errors and inconsistencies in the present alignment of the Metropolitan Urban Limit;
 - (b) Have regard to the boundary of the Waitakere Ranges Heritage Area;
 - (c) Have regard to areas identified for future urban expansion and where urban activities are not appropriate (particularly in relation to the Birdwood Structure Plan and the Birdwood Urban Concept Plan, and potentially Penihana);
 - (d) Rezone sites to best reflect their final location within or outside the Metropolitan Urban Limit; and
 - (e) Make provision for the subdivision of sites with resulting 'split' rural/urban zonings to be subdivided along the zone/Metropolitan Urban Limit boundary to facilitate urban development of the urban portion, and protect rural character.
3. **Agree** that Council officers undertake discussions with the Auckland Regional Council in relation to ensuring the statutory and political processes are aligned with a view to undertaking joint notification and hearing of the Auckland Regional Policy Statement Metropolitan Urban Limit change with the associated Waitakere District Plan change and report back on a proposed programme of action and a timetable.
4. **Agree** that Council officers undertake consultation with directly affected landowners to clarify requirements and intentions, and test any proposed changes to the Waitakere District Plan.
5. **Agree** that consultation be undertaken with the community in accordance with the first schedule of the Resource Management Act 1991 and the relevant provisions of the Waitakere Ranges Heritage Area Act 2008.
6. **Agree** to recommend to the Planning and Regulatory Committee that Realignment of the Western Metropolitan Urban Limit is a priority and request that it be notified during 2009/2010.
7. **Direct** the Chief Executive Officer to keep both the Policy and Strategy Committee and the Planning and Regulatory Committee updated with progress on the preparation of the Realignment of the Western Metropolitan Urban Limit Waitakere District Plan change and any associated Auckland Regional Policy Statement Metropolitan Urban Limit change.

8. **Note** that the statutory procedures for a District Plan change and Regional Policy Statement change may be affected by signalled changes to Auckland governance and potentially to the Resource Management Act 1991.

BACKGROUND

Metropolitan Urban Limit and the Auckland Regional Policy Statement

1. The MUL is a policy tool used in the ARPS to delineate the limits of the urban area, and is detailed on maps as an appendix to the ARPS, and supported by objectives, policies and methods within the ARPS text. Outside of the MUL, “urban activities” are not permitted. District Plans must “give effect” to the ARPS.
2. The MUL has been a feature of the Auckland planning landscape since the ARPS was developed in the early 1990’s, and has been confirmed as a valid planning tool through case law, which confirmed the principle that a policy may have the effect of a rule through specificity.
3. In accordance with section 60 of the Resource Management Act 1991, a local authority may request a change to a Regional Policy Statement. The regional council may then accept the proposed change (or not) and the change is subsequently notified and considered in accordance with the general plan change provisions of Schedule 1 of the Resource Management Act 1991 (RMA).
4. The ARC and the Council have jointly undertaken analysis of the appropriateness of the western portion of the MUL over a number of years, and the issue has been recognised as one that requires resolution. These jointly commissioned reports will form the backbone of the evidential basis both for the application to the ARC to move the MUL and the related District Plan change.
5. The MUL change request will be assessed by the ARC against the existing (and proposed) policies within the ARPS in relation to movement and location of the MUL. The ARPS also contains a number of policies and methods outlining the informational requirements required to accompany a request for a change to the MUL.
- A1 6. In this instance, the request will be to realign the MUL between Titirangi/Laingholm and Don Buck Road at Westgate, generally in the vicinity of the locations highlighted in the map attached at page A1, which requires a change to the ARPS Maps Appendix which shows the location of the MUL.
7. It is currently estimated that the realignment will result in a net reduction in the ‘urban’ area of Waitakere, of approximately 140 hectares, mainly due to realignment of the MUL in the Birdwood area eastwards to the western edge of the Birdwood Urban Concept Plan, (removing the rural Birdwood Structure Plan from the MUL) as the Birdwood Structure Plan and Urban Concept Plans are now operative. There are also a number of smaller extensions and contractions identified along the length of the MUL.
8. Movement of the MUL to encompass identified Future Urban Areas along this boundary (such as Penihana, Crows Road Urban Concept Plan Area or Redhills) are not expected to be part of this proposal, as they should be subject to their own, discrete processes in accordance with the schedule outlined in the ARPS, District Plan and Growth Management Strategy for Waitakere 2009 (GMS).
9. No changes to existing or proposed ARPS policies are considered necessary to better facilitate the desired realignment, and the existing and proposed policies provide a suitable framework to assess, guide and clarify the appropriate final location of the MUL.

10. The 10 yearly ARPS review was due to be notified in November 2009, and a pre-notification request for comment was sent out for public submission in March 2009. However, it is considered unlikely that the ARC will notify a wholly new ARPS (or that the Auckland Transition Authority will permit such an action) with the impending changes to Auckland governance. These restrictions may also impact on the ARC's ability or willingness to undertake or commit to what is essentially a relatively minor change to the ARPS.
11. However, as noted above, it is considered important to have the package of work completed, including consultation, in a timely manner. This will allow the issue to be considered by the new Auckland Council when the development of a new suite of integrated land use and spatial plans is being considered and drafted in due course, if not resolved prior.

Waitakere District Plan

12. Associated with the request for a change to the ARPS is a companion change to the District Plan which could rezone certain sites to better reflect their final location within or outside the MUL.
13. It is expected that only a very small proportion of the land identified will need to be rezoned, as in most cases the MUL is proposed to shift to reflect the existing District Plan zoning. Those sites that would be considered for rezoning are those portions of existing rural sites, mainly located in the Oratia/Parrs Cross Road area, where the MUL and Waitakere Ranges Heritage Area (Heritage Area) boundary do not align.
14. Some amendments and changes to the subdivision rules and policy of the District Plan may also be required to enable the future subdivision of certain properties along urban/rural boundaries where the present rules would not otherwise allow it. This change would enable the subdivision of the now 'urban' zoned portion of a site from its 'rural' parent lot which may be smaller than the minimum site size permitted under the rural rules currently applying (as where an application covers multiple zones, the most restrictive rules apply). This may then permit subsequent urban development of the urban zoned portion, along with retention of the rural portion.
15. Details of any proposed plan changes are not yet available. This report highlights the strategic basis of the proposal, and seeks approval to begin the process of developing a District Plan change and MUL change application. This will require consultation with directly affected landowners and the ARC as well as the wider public, should the process be advanced sufficiently.
16. The Planning and Regulatory Committee has the appropriate delegation to consider the detail and to approve the notification of a plan change once it is developed.

DECISION MAKING

Issues

Present Location of the Metropolitan Urban Limit

17. The purpose of the MUL is set out in detail in the ARPS, but may be summarised as:
 - to control ad hoc and incremental peripheral urban expansion (that can lead to urban sprawl);
 - Manage costly infrastructure and ensure efficient service provision; and

- Prevent the loss of rural values.

18. The MUL defines the extent of the urban area, and marks the interface between urban and rural landscapes. Land within the MUL is suitable for “urban activities” – land outside the MUL is not.
19. The present location of the MUL recognises historical zoning intentions, past infrastructural provision, existing development potential and future growth options. However, in some cases, the MUL does not follow definitive physical features, or where it follows historic development patterns it is difficult to lock the MUL in place or defend its position, particularly in areas where there is pressure for development, or there have been errors or inconsistencies in its definition and placement.
20. There are a number of locations along the western flank of the MUL where it may be argued that these inconsistencies exist, and indeed have been identified in a number of reports commissioned both jointly and separately by ARC and the Council.
21. There are also a number of areas where the District Plan zonings have since been confirmed through resolution of appeals or plan changes, and the historic location of the MUL no longer reflects the new long term urban-rural interface (such as in the Birdwood area).
22. Further areas of potential MUL change exist in relation to Future Urban Growth Areas identified in the District Plan, the ARPS and the GMS. Those along the western flank include Penihana, the Crows Road Urban Concept Plan (part of the Birdwood Special Area), and Redhills. The future realignment of the MUL in relation to these areas will be subject to discrete MUL shift and District Plan change applications generally in accordance with the scheduled timing of the release of these areas in accordance with the ARPS, District Plan (PC16: Managing City Growth) and GMS.
- A1 23. The locations of areas identified for further investigation through this process are highlighted in the map attached at page A1.

Waitakere Ranges Heritage Area Act 2008

24. The Waitakere Ranges Heritage Area Act 2008 (WRHAA) applies in the Heritage Area. The Heritage Area boundary was established after extensive and detailed public consultation processes, and the application of detailed expert consideration of a wide range of matters, particularly; landscape, ecology, and future planned urban expansion.
25. The determination of the location of the Heritage Area boundary was undertaken jointly with ARC and is now included at Appendix I to the ARPS, and referenced by various policies within the ARPS. The WRHAA also binds the ARC, the Council (and any future Auckland Council) in relation to undertaking actions, performing duties or exercising powers to do so to in a manner that best achieves the purpose of the WRHAA, particularly when undertaking RMA related functions (refer for example, sections 3(2), 10 and 11).
26. For the most part, the Heritage Area boundary follows the MUL. There are a number of locations where this is not the case. This includes the Titirangi/Laingholm area, which is inside the MUL and in the Heritage Area; and the Countryside and Foothills Environment zoned areas generally to the north of Swanson Village, where the rural area is not considered to be part of the Heritage Area.

27. Between these two broad areas there are a number of properties that have current zonings that do not reflect their present location in respect of the MUL. There are also a smaller number of deliberate differences between the alignment of the Heritage Area boundary and the MUL. These differences highlight locations where the MUL might be realigned to permit “urban activities” on small portions of those otherwise rural sites that were not considered to be part of the Heritage Area.

Timing

28. Given that the issues are generally well acknowledged and understood, Council officers believe a joint plan change and MUL shift application could be prepared and notified by the end of 2009 or early 2010.
29. Factors that may influence the timing of the plan change include transitional arrangements associated with Auckland governance and the outcomes of the Parliamentary processes on the various Resource Management Amendment Bills, which may affect appeal rights on plan changes. A further round (Phase II) of signalled changes to the RMA has also suggested the investigation of the removal of the ability to use the MUL as a regional land use and urban containment planning tool.
30. The outcomes of landowner consultation may also impact on timing.

Consideration of Community Views

31. The development of a plan change would need to fulfil the consultation requirements of the First Schedule of the RMA.
32. Consultation has identified a desire, from at least some members of that community, for the MUL to be realigned to follow the Heritage Area boundary.

STRATEGIC CONTEXT

33. The protection of the Waitakere Ranges and foothills is a central objective of the Long Term Council Community Plan (LTCCP) 2009-2019. The restriction of growth and consequent protection of this area is a key principle of the GMS, the District Plan and the ARPS, and the corollary to the urban intensification objectives of the Council and the ARC under those same documents. As the urban part of the City intensifies, the strategic importance of the unspoiled coast, the protected ranges and the rural foothills will grow.
34. The Waitakere Ranges and Foothills Protection Project (of which the District Plan change and MUL shift are part) complements the GMS, the Auckland Regional Growth Strategy, and policies and objectives of the ARPS. The WRHAA seeks to avoid unplanned creeping urban expansion, beyond the MUL, that would destroy the rural and natural character of the Waitakere Ranges and foothills. At the same time, the continued existence and sustainable development of the diverse local communities within the Heritage Area is also an objective of the WRHAA.
35. The present location of the boundary, in some instances, conflicts with these aims, and is a matter that now can be and should be, resolved.

CONSULTATION

36. Internal consultation with the Group Manager: Planning and Community Services has been undertaken in the stages leading up to this report, and a cross-Council working group of officers has met to discuss preliminary matters, including the history of many of these anomalies.

RESOURCES

37. The LTCCP 2009-2019 has budgeted for the implementation of the WRHHA including District Plan changes and regional advocacy.

IMPLEMENTATION ISSUES

38. The methodology for developing a District Plan change must comply, as a minimum, with the requirements of the First Schedule of the RMA.
39. The application to the ARC for a change to the MUL must satisfy the policies and methods outlined in the ARPS for such applications, and the ARPS change must also comply with the requirements of the First Schedule of the RMA.
40. Ideally, statutory consultation and hearing processes for both plan changes will proceed in an integrated manner.

AUCKLAND COUNCIL TRANSITION ISSUES

41. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.
42. However, as noted above, the impending transition may have a material effect on the timing of the statutory process for a number of reasons.

Report prepared by: Kyle Balderston, Strategic Advisor: Sustainable Management.



7 BEACON PATHWAY LIMITED BEYOND 2010

GLOSSARY

Beacon Pathway Limited	(Beacon)
High Standard of Sustainability	(HSS®)
Foundation for Science, Research and Technology	(FRST)

EXECUTIVE SUMMARY

The purpose of this report is to outline the proposal for Beacon Pathway Limited (Beacon) to continue a programme of research, leadership and uptake of the research learnings in the residential home environment beyond June 2010. The shareholders of Beacon have also been requested to consider whether they would like to continue to be shareholders of Beacon beyond the current shareholder agreement which concludes in June 2010.

This report outlines a proposal for Beacon beyond 2010 that has been developed by the Beacon Board to identify the future scope for Beacon and to seek the comments of the shareholders to the future proposal.

RECOMMENDATIONS

It is recommended that the Policy and Strategy Committee:

1. **Receive** the Beacon Pathway Limited Beyond 2010 report.
2. **Agree** to advise the Beacon Board that the Council supports the Beacon Beyond 2010 proposal.
3. **Agree** to recommend to the Auckland Transition Agency that the Beacon Beyond 2010 proposal be a matter presented to the future Auckland Council for their consideration and determination in terms of future shareholding and Beacon Board membership.

BACKGROUND

1. Beacon is a consortium initially formed in 2004 by four shareholders: Waitakere City Council, Fletcher Building Limited, SCION Research Limited and Building Research New Zealand Limited. In 2007, New Zealand Steel also joined as a shareholder. All current shareholders made a commitment until 2010 to fund Beacon which is matched by funding from the Foundation for Science, Research and Technology (FRST).
2. The purpose of Beacon is “building homes that don’t cost the earth”, that is to work towards a high quality of sustainability in the residential environment. The aspirational goal is that 90% of New Zealand homes will achieve a high standard of sustainability by 2012.
3. While Beacon has undertaken a significant amount of research since 2004, there is still work to be done to achieve the purpose of Beacon and the aspirational goal. Due to the impact of the economic recession, Beacon has not been able to achieve its objectives in the new home market. Further, in assessing the research achievements to date, it is the Beacon Board’s view that uptake of the research results into the residential market has been slow.
4. The Beacon Board undertook to assess the options for Beacon Beyond 2010 and developed a potential goal for the next phase. *“By 2015, all new homes are built to the HSS High Standard of Sustainability[®] and at least 75% of existing homes reach the HSS High Standard of Sustainability[®].”* The Beacon Board considers that this goal will support New Zealand becoming a world leader in sustainable homes.
5. The Beacon Board decided to develop a future model built around channel uptake (or audiences), leadership and research. In particular, channel uptake was seen as a key mechanism to move towards achievement of the new potential goal. The channel uptake was also a means to address the barriers to achieving a High Standard of Sustainability[®] (HSS). Channel uptake was seen as a key means to continue to partner with key stakeholders in highly visible demonstration projects and to further develop models to support innovation and change.
6. Leadership was also seen as a key area for Beacon to broker, advocate, and partner stakeholders in the public and private sectors to transform New Zealand’s residential sector. This ongoing role would enable Beacon to continue to act as a facilitator to bring together industry and government towards an agreed vision and to find those solutions to act as a catalyst to speed up and effect change.

7. Research is still proposed to be a strong future role for Beacon. The research emphasis would however focus more particularly on the uptake of the research learnings that would progressively move residential homes towards the HSS[®] goal. The research phase would also continue the robust monitoring and evaluation aspects of the overall programme and if aligned with channel uptake would provide key results on the performance improvements of a HSS[®] and the wider economic and social benefits that can be achieved.
8. The HSS[®] remains central to the Beacon research agenda and provides the basis and a set of benchmarks against which New Zealand homes can be tested.
9. Building of Beacon's experience to date sits at the centre of the Beyond 2010, agenda. If supported, the research area will seek to promote high profile programmes that link firmly to the three Beacon channels: government, industry, infrastructure and consumers. The channel elements of partners are also key in achieving market transformation to support changes to government policy and regulation.

DECISION MAKING

10. In developing the approach for Beacon to continue Beyond 2010, the current shareholders of Beacon are being asked to consider whether they want to be a part of the future proposal. The Beacon Board will consider the responses of the shareholders at its August Board meeting. For Beacon Beyond 2010 to get underway it may be necessary to attract new stakeholders. At the very least Beacon should be seeking a number of shareholders across government (both local and central government), industry, infrastructure and consumers. It is not clear at this point in time whether the current stakeholders will continue to be a part of Beacon Beyond 2010.
11. In Council's case, the decision for local government involvement in Auckland will need to be a decision of the future Auckland Council. In bringing this report to Council now a decision of support from Waitakere is sought to enable Beacon to further develop its proposal for Beyond 2010 and seek the support of other shareholders.
12. Council could make a commitment to Beacon for a further year from July 2010 to June 2011 with a proviso that any further commitment beyond June 2011 will need to be a decision of the future Auckland Council. Funding was allocated in the Long Term Council Community Plan 2009-2019. Depending on the number of shareholders attracted to be a part of Beacon Beyond 2010 the actual annual cost cannot be confirmed, however it is likely to be of a similar funding commitment as currently (\$200,000 annually).

STRATEGIC CONTEXT

13. The Council originally joined the Beacon consortium because its objectives were consistent with Council's key strategic objectives. The support and participation of Beacon is consistent with the Council goal to advocate for and demonstrate best practice urban development and to develop ways that research and planning processes can support innovative, healthy and affordable housing.

CONSULTATION

14. No consultation has been undertaken at this stage however if the Council confirms its support for the Beacon proposal Beyond 2010, then the Beacon Board will undertake consultation with its current and potential shareholders to develop the proposal further.

RESOURCES

15. Resources for this proposal are in terms of staff time and in Council's participation as a current shareholder and the Deputy Director, Strategic Planning attendance and participation at the Beacon Board.

IMPLEMENTATION ISSUES

16. The Beacon Board will be considering the responses of its shareholders at its August meeting and will determine the necessary implementation steps and keep its shareholders advised on progress.

AUCKLAND COUNCIL TRANSITION ISSUES

17. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.
18. If the Beacon Board does confirm a proposal for Beyond 2010 the matter would be reported to the Auckland Transition Agency. Any decision beyond June 2011 would need to be determined by the future Auckland Council.

Report prepared by: Lesley Jenkins, Deputy Director, Strategic Planning.



8 HOUSING RETROFIT BUSINESS PLAN

GLOSSARY

Beacon Pathway Limited	(Beacon)
Energy Efficiency and Conservation Authority	(EECA)
Housing Retrofit Project	(the Project)
Long Term Council Community Plan 2009-2019	(LTCCP)

EXECUTIVE SUMMARY

The purpose of this report is to advise the Policy and Strategy Committee of a business plan and work programme for the Housing Retrofit Project (the Project) that can be handed on to the Auckland Council for their consideration and anticipated implementation.

There are some preliminary tasks that can continue over the next few months and further consultation with key partners and Government to consolidate a programme can be undertaken.

RECOMMENDATIONS

It is recommended that the Policy and Strategy Committee resolve to:

- A2-A8
1. **Receive** the Housing Retrofit Business Plan report.
 2. **Approve** the Housing Retrofit Business Plan as attached at pages A2 to A8 as a basis for further discussion with government agencies and research organisations.
 3. **Agree** that in the interim progress be made towards collating an inventory of the housing retrofits carried out to date in Waitakere and facilitate uptake of the Government's retrofit package by offering top-up loans to be paid back through targeted rates.
 4. **Note** that implementation of a regional Housing Retrofit will be a future consideration of Auckland Council post - October 2010.

BACKGROUND

1. At its meeting of 2 April 2009, the Policy and Strategy Committee resolved as follows:

"The Policy and Strategy Committee resolved to:

1. **Direct** the Chief Executive Officer to report back to the Policy and Strategy Committee by June 2009 with a detailed Business Plan for the Housing Retrofit Project".

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2. The Energy Efficiency and Conservation Authority (EECA) submitted to the draft Long Term Council Community Plan 2009-2019 (LTCCP) in support of the Council's concept for housing retrofits and also encouraged the Council to consider a targeted rate as a means of offering loans to homeowners in the community.
3. The Government announced its Home Insulation Package in the May 2009 Budget, offering subsidies for home insulation delivered through EECA. These subsidies for insulation and heat pumps are not means-tested and are available to all home owners. The Government is also encouraging banks, power retailers and local authorities to consider providing top-up loans to assist home owners.

DECISION MAKING

Issues

- A2-A8
4. A draft business plan has been developed in discussion with Beacon Pathway Limited (Beacon) and EECA, and is attached at pages A2 to A8.
 5. It is clear from the work, discussions and investigations to date that the Project can be delivered on a regional or national basis. The long term funding and coordination is still to be confirmed but the merits in economic terms is compelling. The business case for the Project shows that more than 150 full time equivalents in jobs are generated for every 1,000 homes retrofitted. The New Zealand Herald reported on 20 July 2009 that as a result of the Government's Home Insulation Package three insulation companies spoken to had hired a total of 165 people.

6. It should be noted that the Government's package is for insulation and heating, but the Project objectives are to address further sustainability measures including water, waste and travel. Further consultation and negotiation with Central Government agencies is needed to secure support and funding for these additional sustainability measures.

Consideration of Community Views

7. Both the concept of the Project and rates postponement were canvassed during the LTCCP consultation process, with the majority of submissions on the topic received supporting the Project and a 50/50 split for and against rates postponement to fund retrofitting homes.

STRATEGIC CONTEXT

8. The applicable Community Outcomes providing the mandate for the Project include:
 - (a) Strong Economy – through providing local jobs and training opportunities;
 - (b) Sustainable Environment – through being a leader in sustainable housing and building practices; and
 - (c) Healthy lifestyles – by improving household energy efficiency and indoor environmental quality.
9. The proposed Project would facilitate the Government's Home Insulation Package delivered through the EECA by raising householder awareness and offering loans.
10. A regional retrofit programme would contribute to the Auckland Sustainability Framework goal for a unique outstanding environment by addressing the region's ecological footprint and building a carbon neutral future through improved energy and water efficiency and reducing waste.
11. The Project would contribute to the strategic priority of Sustainable Development, by providing 'green jobs,' training and employment opportunities, and improved economic certainty for businesses that support the programme.
12. Retrofitting the housing stock would contribute towards meeting the targets for greenhouse gas emissions, water use and waste in the Environment Strategy 2008.
13. The goals of the Waitakere Action Plan on Climate Change and Energy are to reduce the City's greenhouse gas emissions, compared to 2001 levels, by 15% per person by 2010; and by 40% per person by 2021. Beacon research shows that an environmentally sustainable housing retrofit programme would be an effective action towards these goals.

CONSULTATION

14. Consultation with staff of Ecowater, Community Wellbeing and Strategic Planning has assisted in the co-ordination of council projects that contribute to the Project outcomes and to assist in the development of the Business Plan.
15. Consultation has been undertaken with Beacon, EECA, Unitec and the Waitemata District Health Board all of whom are fully supportive.

RESOURCES

- A8 16. The work programme attached at page A8 largely involves Council officers time. The loan facility and contribution to Beacon funding has already been provided for in the LTCCP.

IMPLEMENTATION ISSUES

- A8 17. The work programme attached at page A8 sets out the initial tasks that can be implemented in preparation for the full Project to be implemented.

AUCKLAND COUNCIL TRANSITION ISSUES

18. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Carol Bergquist, Manager Environment Strategy.



9 WAITAKERE COASTAL RESERVES AND HAURAKI GULF MARINE PARK

GLOSSARY

Hauraki Gulf Forum	(the Forum)
Hauraki Gulf Marine Park Act 2000	(HGMPA)
Hauraki Gulf Marine Park	(the Park)
Waitemata Harbour Foreshore Reserves Management Plan 2007	(the Plan)

EXECUTIVE SUMMARY

The purpose of this report is to identify and recommend reserves in Waitakere with coastal links to the Waitemata Harbour to be included in the Hauraki Gulf Marine Park (the Park).

RECOMMENDATIONS

It is recommended that the Policy and Strategy Committee resolve to:

1. **Receive** the Waitakere Coastal Reserves And Hauraki Gulf Marine Park Report.
2. **Agree** that all the reserves identified in the Waitemata Harbour Reserves Management Plan and the Citywide reserves that border the Waitemata Harbour, Moire Park, Brains Park, McLeod Park, Harbourview – Orangihina, and Luckens Reserve, be included in the Hauraki Gulf Marine Park and that the Hauraki Gulf Forum be advised, in writing, accordingly.

BACKGROUND

1. The Hauraki Gulf Forum (the Forum) was established under the Hauraki Gulf Marine Park Act 2000 (HGMPA). The Forum has representatives from a range of government agencies, territorial authorities and tangata whenua stakeholders including: the Ministries of Conservation, Fisheries and Maori Affairs; Auckland Regional Council; Environment Waikato; ten territorial authorities of the catchment of the Hauraki Gulf; and six tangata whenua representatives.
2. The purposes of the Forum are specified in section 15 of the HGMPA as follows:
 - “a To integrate the management and, where appropriate, to promote the conservation and management in a sustainable manner, of the natural, historic, and physical resources of the Hauraki Gulf, its islands, and catchments, for the benefit and enjoyment of the people and communities of the Gulf and New Zealand;*
 - b. To facilitate communication, co-operation, and co-ordination on matters relating to the statutory functions of the constituent parties in relation to the Hauraki Gulf, its islands, and catchments, and the Forum; and*
 - c. To recognise the historic, traditional, cultural, and spiritual relationship of tangata whenua with the Hauraki Gulf, its islands, and, where appropriate, its catchments.”*
3. The HGMPA also established the Park. The purposes of the Park are specific in section 32 of the HGMPA, as follows:
 - “a. To recognise and protect in perpetuity the international and national significance of the land and the natural and historic resources within the Park;*
 - b. To protect in perpetuity and for the benefit, use, and enjoyment of the people and communities of the Gulf and New Zealand, the natural and historic resources of the Park including scenery, ecological systems, or natural features that are so beautiful, unique, or scientifically important to be of national significance, for their intrinsic worth;*
 - c. To recognise and have particular regard to the historic, traditional, cultural, and spiritual relationship of tangata whenua with the Hauraki Gulf, its islands and coastal areas, and the natural and historic resources of the Park; and*
 - d. To sustain the life-supporting capacity of the soil, air, water, and ecosystems of the Gulf in the Park.”*
4. However, even though the Park was established eight years ago, it remains largely unrealised and has a very low profile due to a lack of branding and promotion. The Park remains largely as was designated at the time of the HGMPA's introduction (the marine areas, Crown-owned foreshore and seabed and conservation areas within the Hauraki Gulf).
5. At the March 2009 meeting of the Forum it was recommended:
 - “a. That the Forum seeks the views of their agencies regarding the creation of a distinct identify for the Hauraki Gulf Marine Park based on shared interests; and*

- b. *That constituent parties report back to the Hauraki Gulf Forum meeting of May 4 to enable a joint position and strategy to be considered ahead of the park's 10th anniversary in February 2010. "*

6. At a meeting of the Policy and Strategy Committee held on 7 May 2009 it was resolved as follows:

"The Policy and Strategy Committee resolved to:

1. **Receive** the Hauraki Gulf Forum Recommendations report.
2. **Agree** that the guide 'Governing the Gulf: Implementing the Hauraki Gulf Marine Park Act through Policies and Plans' be adopted for use in the preparation of the Council's policies, plans and in consideration of any Resource Management Act 1991 consents in the catchment of the Hauraki Gulf.
3. **Agree** that the Council supports the proposal to develop a distinct identity for the Hauraki Gulf Marine Park based on shared interests.
4. **Agree** in principle to having the identified Waitakere parks and reserves with coastal links to the Hauraki Gulf included in the Hauraki Gulf Marine Park.
5. **Agree** that a report be brought back to the August 2009 meeting of the Policy and Strategy Committee recommending which Waitakere reserves and parks are included in the Hauraki Gulf Marine Park.
6. **Agree** that the Council representative to the Hauraki Gulf Forum convey the Council's decisions to the Hauraki Gulf Forum."

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7. The parks and reserves in Waitakere with coastal links to the Hauraki Gulf, via the Waitemata Harbour, have been identified and are now put forward for inclusion in the Park.

DECISION MAKING

- A9 8. The Waitemata Harbour Foreshore Reserves Management Plan 2007, (the Plan), identifies all the reserves in Waitakere that border the Waitemata Harbour. The Plan is intended as a guide for the future protection, use and development of these reserves and considers the reserves and their values in combination, as part of an integrated natural system that acknowledges the inter connectivity between land and harbour environments. There are 62 local reserves that are covered by the Plan. A map of the reserves included is attached at page A9.
9. The Plan excludes reserves that are classified as Citywide, although they too lie adjacent to the Waitemata Harbour. These reserves are Moire Park, Brains Park, McLeod Park, Harbourview – Orangihina, and Luckens Reserve.
10. The above reserves, except for McLeod Park, have current Reserve Management Plans. It is anticipated that the McLeod Park Reserve Management Plan will be completed in early 2011.
11. Despite the fact that Citywide reserves have individual Reserve Management Plans, these reserves and their values are considered in conjunction with the values of the local reserves included in the Plan. This is to ensure a holistic approach to management is undertaken across the length of the Waitemata Harbour Foreshore.

12. The Plan and the Reserve Management Plans for Citywide reserves that lie adjacent to the Waitemata Harbour attempt to recognise the interaction between the terrestrial and harbour environments which the HGMPA promotes.
- A10-A18 13. It is recommended that all the reserves in Waitakere that border the Waitemata Harbour, including the Citywide reserves be included in the Park. Attached at pages A10 to A18 is a list of the reserves and their legal description recommended to be included in the Park.
14. By adding land to the Park, the Council is acknowledging that its management is consistent with the purpose of the Park. These obligations are consistent with the purpose of Reserve Management Plans which are, "to provide for the enjoyment of the ecological, social and recreational opportunities for the community, while taking into consideration the unique character of the Waitemata Harbour environment". These obligations are also not significantly different to the general obligations of all land owners in the catchment of the Park.
15. The Forum has identified potential benefits that would come from developing a higher profile expanded Park including:
- Management and interpretative messages could be developed more easily and naturally between places and agencies in the Hauraki Gulf;
 - Enhancement of public understanding and appreciation for the Hauraki Gulf and thereby reinforce the need for an integrated policy and planning framework approach; and
 - Long term, encouraging new investments, acquisitions and joint management approaches.

STRATEGIC CONTEXT

16. The Forum has a role under the HGMPA to integrate the management of resources of the Hauraki Gulf, its islands and catchments and to facilitate co-ordination on matters relating to the statutory functions of the constituent parties of the Forum in relation to the Hauraki Gulf. Waitakere City Council is one of the constituent parties of the Forum as the local authority with statutory powers for part of the catchment of the Hauraki Gulf.
17. The work of the Forum aligns with the Council's Environment Strategy for protection and stewardship of the Green Network.
18. The applicable Community Outcomes that support the work of the Forum are:
- a. Sustainable environment – Kauneke Tauwhiro Taia; and
 - b. Waiora – Environmental Protection.

CONSULTATION

19. Consultation has been undertaken with Strategic Planning, Parks Planning and Parks Assets regarding the inclusion of suitable Waitakere reserves in the Park.
20. Consultation has been undertaken with Te Kawerau a Maki and Ngati Whatua regarding the reserves identified to be included within the Park. Te Kawerau a Maki are supportive of the identified reserves being included in the Park. Ngati Whatu have not had the time to give this matter full consideration. In the first instance they are ambivalent as they consider that branding of the Waitemata coastal reserves would take away from the distinct identity of the Upper Waitemata Harbour.

21. The Waitemata Foreshore Reserves are of great significance to Te Kawerau a Maki and they request that the Park and the Council find ways to acknowledge and promote their cultural and historical values of the reserves.

RESOURCES

22. There are no resource implications arising from this report. The cost of including the identified Waitakere reserves in the Park is cost neutral. There will be cost implications for signage and information but it has not yet been determined how these will be funded. The reserves could be scheduled within planned signage replacements or the Forum could initiate a jointly funded project within its powers and functions, or seek Central Government funding. There is some funding available for Waitakere's contribution towards Forum projects in the Long Term Council Community Plan 2009-2019.

IMPLEMENTATION ISSUES

23. The Director: Strategic Planning and Council's technical officer to the Forum will work with the Managers of Parks Planning and Parks Assets, the Forum's technical officers group and the Council's Forum representative, to implement the inclusion of the identified reserves in Waitakere into the Park.

AUCKLAND COUNCIL TRANSITION ISSUES

24. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Jenny Chilcott, Technical Officer, Hauraki Gulf Forum and Renee Davies, Manager Parks Planning.



10 PARKS AND OPEN SPACE STRATEGIC PLAN

GLOSSARY

Parks and Open Space Strategic Plan (Strategic Plan)
Long Term Council Community Plan 2009 -2019 (LTCCP)

EXECUTIVE SUMMARY

The purpose of this report is to seek adoption of the Parks and Open Space Strategic Plan (Strategic Plan).

A draft strategy has been in place since 2005. This has been reviewed and aligned with Council's new strategic framework. Parallel work undertaken throughout the Long Term Council Community Plan 2009-2019 (LTCCP) and Activity Plan process has also been incorporated into the Strategic Plan.

The Strategic Plan strengthens Council planning for parks and open spaces and is a key document that supports wider policies, particularly financial policies in regards to developer contributions.

The Strategic Plan will record Waitakere's approach to parks and open space and will be an important legacy document for Waitakere, and a reference document for the Auckland Council in the future.

RECOMMENDATIONS

It is recommended that the Policy and Strategy Committee resolve to:

1. **Receive** the Parks And Open Space Strategic Plan report.
2. **Approve** the adoption of the Parks and Open Space Strategic Plan, incorporating the amendments as identified by the Policy and Strategy Committee.

BACKGROUND

1. A draft Parks and Open Space Strategy was prepared in 2005. This was an update of the 1999 Parks Strategy.
2. The Strategic Plan builds on the draft Parks and Open Space Strategy (2005). A focus of the Strategic Plan is to ensure alignment of Council's strategic framework (the seven new Council Strategies that replace the Council's Strategic Platforms), to capture the various roles Council plays in the provision of parks and open space (including private open space), and to provide a robust planning framework.
3. A significant amount of work occurred through the LTCCP and Activity Plan process. This included assessing levels of service, testing affordability, planning to meet statutory requirements, and ensuring that a robust planning framework supported changes to the Development Contributions and Financial Contribution Policy 2009.
4. Finalisation of the LTCCP and adoption of the levels of service through the Parks and Open Space Activity Plan completed the last phase of the development of the Strategic Plan.
5. Copies of the Strategic Plan have been circulated separately to this report.

DECISION MAKING

Issues

Activity Planning and LTCCP

6. The Strategic Plan underpins the Parks and Open Space Activity Plan and the LTCCP. The Parks Activity Plan was audited by external consultants and was judged to meet all of the requirements of core asset management planning as defined by Audit New Zealand, and also achieved advanced asset management for areas that were supported by the Strategic Plan including demand analysis and levels of service. The Parks Activity Plan was also audited by Audit New Zealand and met all of their tests.

Robust Planning and Developer Contributions

7. The Strategic Plan provides a robust framework for planning for parks and open spaces. This improves decision making for Council and provides a structured approach to justify wider Council policies, in particular the Development Contributions and Financial Contribution Policy 2009.

Auckland Council

8. While it is recognised that the Strategic Plan will have a limited life due to changes in the governance of the Auckland region, the Strategic Plan is still required to support Council's policies and planning before the Auckland Council comes into effect. Furthermore, it will record Waitakere's policies for parks and open spaces, including a number of innovative and unique programmes, particularly around the environment and community interaction e.g. the Green Network Environmental Incentives Programme.

Objectives and guiding principles

9. The following are the six objectives and associated guiding principles that have been established for the Strategic Plan. These were developed through the analysis of legislation, community outcomes, Council's strategic direction, and relevant strategies at a regional and local level. These objectives capture the wide range of activities that Council undertakes in parks and open spaces.

Environment Objective	<p>1. To Protect and Enhance a Resilient Waitakere Ecosystem</p> <p>Guiding Principles</p> <ul style="list-style-type: none"> ▪ Biodiversity - protection and enhancement; ▪ Resilience - to human activity and climate change; ▪ Ecosystem services - functioning and self-sustaining ecosystems; ▪ Stewardship and appreciation – fostering, promotion, information; ▪ Accessibility – access to nature and bringing nature to every day lives; and ▪ Protection of landscape and environmental values – coastal environments, urban form interweaving natural and built environments.
Recreation and Urban Form Objectives	<p>2. Ensure Equitable Access and Diversity of Recreational Opportunities and Experiences</p> <p>3. Shape Urban Form Through Community Character and Interweaving Natural and Built Environments</p> <p>Guiding Principles</p> <ul style="list-style-type: none"> ▪ Recreational opportunities and experiences – healthy lifestyles, variety of open spaces, recognition of community diversity; ▪ Urban form and design – shape city form, places for people, protect landscape values and integrity, community character; and ▪ Accessible communities – communities that are safe, easy and enjoyable to get move around, equitable access to open space and facilities.

Culture and the Community Objectives	<p>4. Empower Communities with Stewardship and Sense of Identity</p> <p>5. Celebrate and Protect Culture and Heritage</p> <p>Guiding Principles</p> <ul style="list-style-type: none"> ▪ Heritage protection and celebration – Understanding and bring forth heritage and ancestral links, protection and management of historical and cultural heritage, bring history and heritage to every day life; ▪ Cultural wellbeing – Cultural identity and awareness, celebrating being Maori and cultural diversity, honour cultural practices and traditions; ▪ Community identity – Sense of place and community, cultural and community identity, cohesive communities; ▪ Empowered communities – Community stewardship, community and individual action, information and education, lifelong learning, awareness, informed and involved community; and ▪ Arts and events – Celebrating arts culture and heritage and bringing them into every day life, local participation, community interaction.
Economic and Management Objective	<p>6. Continually Improve Planning and Management of Open Spaces and Seek Safe, Sustainable, and Healthy Environments.</p> <p>Guiding Principles</p> <ul style="list-style-type: none"> ▪ Meeting legislative requirements; ▪ Sustainability – Sustainable design and management, efficiency, innovations and green technologies, life cycle planning, resilience; ▪ Safe environments – Safe communities and environments, actual and perceived safety, Crime Prevention through Environmental Design; and ▪ Robust planning and affordability – Forward planning; appropriate design principles, policies, criteria and guidelines; informed decision making; growing and changing demands.

Key Issues Identified for Parks and Open Spaces

10. The Strategic Plan identifies a number of key high level issues as discussed below.
11. **Resilience and sustainability:** Growing resilience for Waitakere's ecosystem and creating a sustainable City will need ongoing management from Council and the community.
12. Climate change will add additional pressure on the ecosystems (e.g. weed infestation and changing habitats), and will also increase demand for healthy functioning ecosystems (eg. to counteract climate change and provide ecosystem services such as flood mitigation, erosion control and carbon sinks).
13. Ongoing shifts towards sustainable development methods will also increase demand and add new functions for open space. For example Low Impact Design methods will create new assets for parks and open spaces (e.g. rain gardens) which will require more intensive maintenance by Council.

14. **Growth and Intensification:** A number of key growth areas identified within Waitakere will require provision and maintenance of additional parks and open space land and infrastructure. These growth areas are starting to be developed now and the intensity of development over the coming five to 10 years will put a great deal of pressure on the activity as a whole.
15. The type of development in Waitakere has been diversifying for a number of years. There are more medium density and apartment developments occurring which require different responses for the provision of parks and open spaces, particular in regards to community use, function, urban design and low impact design.
16. Open space will be a crucial component of creating a high quality public realm in town centres and villages.
17. **Affordability and Equity:** Council must ensure that parks and open spaces are affordable for the community. This includes the purchase of land, its development, maintenance, and renewal costs. Council needs to regularly review key assets provision to ensure that they are within long term affordability criteria for Council and the community.
18. Changes in planning techniques and changes in what the community seeks in open spaces has altered the types of parks, open spaces, and facilities that have been provided over time. This has created different open space provision between older and newer suburbs.
19. Both of these issues can create different provision across the City. Unless equity considerations are made throughout the planning and decision processes inequity of provision will continue to occur.

Priority Areas Identified for Parks and Open Spaces

20. The Strategic Plan identifies the high level priorities for parks and open spaces as discussed below.
21. **Greenfield areas:** Ensure appropriate open spaces are provided in new greenfield development as part of comprehensive planning to avoid any need of retrofitting in the future. This will predominantly be in the Northern Strategic Growth Area where District Plan changes are underway and which will see significant expansion in the north of the City.
22. Through these processes Council must ensure that the environment is protected and improved, and strong communities are created.
23. **Intensification and growth areas:** To support growth strategies (Waitakere and regional growth strategies) Council needs to focus on growth areas and areas of intensification. This will include some land purchases and further development of open spaces, improving urban form, access to facilities, and creating vibrant town centres.
24. **Walkways/cycleways:** Focus on walkways and cycleways to extend and link the walkway and cycleway network through parks and open spaces. Walkways are the most used asset on parks in Waitakere. These provide multiple benefits including recreation, access and transport. Furthermore with an aging population, low impact exercise opportunities, such as provided by walkways/cycleways, will become increasingly important.

Consideration of Community Views

25. Consideration of community views were undertaken through a series of surveys for the Strategic Plan and drawing on a number of established community interaction processes (e.g. parks resident surveys, community outcomes, LTCCP consultation).

STRATEGIC CONTEXT

26. The development of the Strategic Plan considered a range of strategic linkages within the organisation and externally. This included Council's statutory requirements, national and regional strategies, Council's strategic framework, and other internal strategic plans and policies.

CONSULTATION

27. A number of surveys have been undertaken during the development of the Strategic Plan, particularly around community values of open space. The Strategic Plan also draws on a wide range of surveys undertaken by Council such as key performance indicators and other monitoring surveys.
28. The draft Strategy (2005) was open to public submissions. A small number of submissions were received at that time. Issues raised in those submissions have been incorporated into the Strategic Plan where appropriate.
29. Levels of service linked to the Strategic Plan were included as part of the LTCCP consultation process.
30. The Strategic Plan has been circulated to key staff within the organisation. Comments received have been incorporated into the Strategic Plan where appropriate.
31. At the time of writing this report a workshop was scheduled for 27 July 2009 for all elected members. This workshop was intended to provide an opportunity to introduce and debate the Strategic Plan in more depth prior to the Policy and Strategy Committee meeting. Any comments and requested changes made at the workshop will be tabled for consideration.

RESOURCES

32. Work to complete the Strategic Plan is funded from the Parks Planning and Analysis budget which has been allocated in the 2009/2010 financial year.

IMPLEMENTATION ISSUES

33. If approved at this meeting, the Strategic Plan will be fully formatted, including approved amendments, and with the inclusion of maps and appropriate images.
34. While the Strategic Plan provides a framework for decision making and helps to direct funding and priorities the implementation of key actions and levels of services are considered through the LTCCP process.

AUCKLAND COUNCIL TRANSITION ISSUES

35. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Gyles Bendall, Strategic Parks Planner, Parks Planning.



11 BIRDWOOD DEPOT RESERVES ACT 1977 CLASSIFICATION

EXECUTIVE SUMMARY

The purpose of this report is to confirm the classification of Birdwood Depot as a Recreation Reserve under the Reserves Act 1977. Public notification of the proposed classification resulted in no objections, hence the Policy and Strategy Committee is now requested to pass the resolutions required to complete the classification process.

RECOMMENDATIONS

It is recommended that the Policy and Strategy Committee resolve to:

1. **Receive** the Birdwood Depot Reserves Act 1977 Classification report.
2. **Approve** the declaration of Lot 1 Deposited Plan 50606 to be a reserve under section 14 of the Reserves Act 1977 and to be held as a Recreation Reserve as specified in section 17 of the Reserves Act 1977.

BACKGROUND

1. The possibility of Birdwood Depot being classified as a Recreation Reserve and being added to the existing Te Rangi Hiroa Citywide park was first identified in the Te Rangi Hiroa Reserve Management Plan.
2. The options for Birdwood Depot were consulted on and investigated through the development of the Te Rangi Hiroa Reserve Management Plan adopted by the Massey Community Board in October 2002.
3. Further investigation of options relating to Birdwood Depot were considered by the Infrastructure and Works Committee at their meeting held on Wednesday, 6 May 2009. The Infrastructure and Works Committee resolved as follows:

“The Infrastructure and Works Committee resolved to:

2. *Agree that Option 3, retention of the Birdwood Depot for reserve purposes, is the preferred option, as identified in Te Rangi Hiroa Reserve Management Plan.*

3. *Agree that Option B, multiple passive and active users incorporated into Birdwood Depot, is the preferred option for recreational development of the Birdwood Depot and that the development of a comprehensive Recreation and Park Development Plan for Birdwood Depot and Te Rangi Hiroa Reserve, including any new areas about to be acquired by Council through subdivision, be developed in the 2009/2010 year in consultation with the various groups that registered interest.*
4. *Agree that further options for the use and development of the Birdwood Depot site and Te Rangi Hiroa Reserve, including preliminary costing and funding options for any proposed developments and a review of existing leases, as identified in the comprehensive Recreation and Park Development Plan, be brought back to the Infrastructure and Works Committee for consideration.*
5. *Invite the Policy and Strategy Committee to deal with this matter urgently at their next meeting to be held on Thursday, 7 May 2009, to classify the Birdwood Depot site as a recreation reserve under the Reserves Act 1977 due to the strategic importance of the Birdwood Depot site”.*

663/2009

4. At its meeting held on Thursday, 7 May 2009, the Policy and Strategy Committee considered an urgent business request from the Infrastructure and Works Committee recommending that the Birdwood Depot be classified as a Recreation Reserve under the Reserves Act 1977. The Policy and Strategy Committee resolved as follows:

“The Policy and Strategy Committee resolved to:

- “2. *Approve the public notification of the intention to declare under section 14 of the Reserves Act 1977 that Lot 1 Deposited Plan 50606 becomes a recreation reserve as specified in section 17 of the Reserves Act 1977 and that any objections be brought back to the Policy and Strategy Committee for their consideration”.*

668/2009

5. Public notification of the intention to classify Birdwood Depot was advertised in May 2009 for a two month period. At the end of the submission period no objections were received.

DECISION MAKING

6. Classification of land under the Reserves Act 1977 sits within the delegations of the Policy and Strategy Committee.
7. The public notification requirements set out by the Reserves Act 1977 have been followed and under the provisions of section 14 of the Reserves Act 1977, Council has the delegated authority to approve the classification of a reserve and progress with the required gazette notice.

Consideration of Community Views

8. All the requirements of the Local Government Act 2002 in relation to community views were considered through the consultation process associated with the development of the Reserve Management Plan and the subsequent public notification of the intention to classify under the Reserves Act 1977.

STRATEGIC CONTEXT

9. Council's provision of Parks and Open Spaces (including classification as appropriate under the Reserves Act 1977) is made pursuant to within the Environment Strategy identified in the Long Term Council Community Plan 2009-2019.

CONSULTATION

10. Consultation with Leisure Services and Legal Services occurred as part of the decision making associated with this proposal.
11. Consultation with Maori occurred through the development of the Te Rangi Hiroa Reserve Management Plan.

RESOURCES

12. The budget to carry out the gazette notice is provided within the 2009/2010 budget for Reserve Management Plans. There are no other cost implications in undertaking the Reserves Act 1977 classification.

IMPLEMENTATION ISSUES

13. Once approval is granted, the Council will lodge a Gazette Notice to be published in the weekly Gazette. Once this publication has occurred the Birdwood Depot will officially be Recreation Reserve under the Reserves Act 1977.

AUCKLAND COUNCIL TRANSITION ISSUES

14. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Renee Davies, Service Manager Parks Planning.



12 DRAFT WAITAKERE CITY FREIGHT PLAN

GLOSSARY

Auckland Regional Freight Strategy 2006	(ARFS)
Consultation draft of the Waitakere City Freight Plan	(the draft Plan)
Local Area Freight Management Plans	(LAFMPs)
New Zealand Transport Agency	(NZTA)
Over dimension	(OD)
Overweight	(OW)

EXECUTIVE SUMMARY

A19-A51

The purpose of this report is to request the Policy and Strategy Committee to approve the consultation draft of the Waitakere City Freight Plan (the draft Plan) attached at pages A19 to A51, to approve a submission on the proposed Land Transport Rule: Vehicle Dimensions and Mass Amendment [No 2] 2009, which will allow trucks of up to 53 tonnes, and to provide feedback on proposed regional strategic freight routes.

The draft Plan sets out how freight movement will be managed over the next 30 years and provides guidance on key issues such as identification of freight routes and of over dimension (OD) and overweight (OW) routes.

It is proposed that the feedback from the Policy and Strategy Committee be incorporated into the draft Plan together with formatting changes.

The submission on the proposed transport rule allowing trucks up to 53 tonnes raises issues such as the increased damage to pavement and ensuring that these trucks use only approved routes.

The feedback on the proposed Regional Strategic Freight Network for Auckland raises questions about the links between Henderson and the Northwestern Motorway and the possible inclusion of Northside Drive and of the Whau bridge to Rosebank Peninsula as regional strategic freight routes.

RECOMMENDATIONS

It is recommended that the Policy and Strategy Committee resolve to:

1. **Receive** the Draft Waitakere City Freight Plan report.
2. **Approve** the draft Waitakere City Freight Plan to go out for public consultation.
3. **Approve** the process for consulting on the draft Waitakere City Freight Plan as outlined in the draft Waitakere City Freight Plan report.
4. **Agree** that the Chairman of the Policy and Strategy Committee be given authority to approve the final version of the draft Waitakere City Freight Plan.
5. **Approve** the Council officers' submission on the proposed Land Transport Rule: Vehicle Dimensions and Mass Amendment [No 2] 2009 regarding vehicles weighing up to 53 tonnes as outlined in the draft Waitakere City Freight Plan report.
6. **Approve** the comments as set out in the draft Waitakere City Freight Plan report to be provided to the Auckland Regional Council on the proposed Regional Strategic Freight Network for Auckland.

BACKGROUND

1. The Auckland Regional Council prepared the Auckland Regional Freight Strategy 2006 (ARFS) to inform and clarify the freight policies adopted in the Auckland Regional Land Transport Strategy 2005.
2. The ARFS identified that many of the territorial local authorities within the Auckland region had yet to identify freight routes and sufficiently address freight movement issues. The ARFS requires territorial local authorities to consider how they will manage freight within the city centres, and linkages across the region by various modes. To this end the territorial authorities are also required to develop Local Area Freight Management Plans (LAFMPs) where these are required, to resolve conflicts relating to local freight delivery in mixed use retail/commercial centres.

3. To give effect to the ARFS, the Council commissioned Maunsell AECOM to prepare a Waitakere Freight Study which addresses and gives recommendations for the future movement of freight within Waitakere as well as identifying areas requiring the development of LAFMPs. The final report of the Waitakere Freight Study was provided in January 2009. That report has been considered and redrafted ready for public consultation.
- A52-A91 4. The ARFS further requires the identification of a regional strategic freight network for the region. The Auckland Regional Council commissioned Richard Paling Consulting to prepare a report identifying regional strategic freight routes by road, rail, sea and pipelines. The initial draft of this report was presented to the Auckland Regional Land Transport Strategy Technical Advisory Committee in December 2008 and a revised version attached at pages A52 to A91 was tabled at the Regional Land Transport Committee on 22 July 2009. Comments from members of that Committee have been requested in order to include details of the regional strategic freight network in the Draft Regional Land Transport Strategy.
- A92-A97 5. The Ministry of Transport is seeking submissions on the proposed Land Transport Rule: Vehicle Dimensions and Mass Amendment [No 2] 2009 which would increase the maximum weight of vehicles on roads from 44 tonnes to 53 tonnes and make other changes in order to improve the efficiency of freight movement on roads. A discussion of the proposed transport rule is attached at pages A92 to A95. Due to the limited consultation period, a Council officers' submission attached at pages A96 to A97 was provided to the Ministry of Transport, with an acknowledgement that this would need to be approved by the Council.

DECISION MAKING

6. The decisions sought in this report are: approval of the draft Plan for public consultation, approval of a submission on a proposed transport rule allowing trucks up to 53 tonnes, and approval of feedback from Council to the Auckland Regional Council on the proposed regional strategic freight routes.
7. In order that Councillors' comments are incorporated into the text of the draft Plan and for any formatting changes to be made, the Policy and Strategy Committee is requested to delegate to the Chairman of the Policy and Strategy Committee the authority to approve the final version of the draft Plan to be released for public consultation.

Issues

The Draft Plan

Freight Modes

8. The New Zealand Transport Strategy emphasises the need to provide for freight movement by means other than road transport, although it is acknowledged that road transport will remain the principal mode of internal movement of freight. The draft Plan has a large focus on movement of freight on the road network. The draft Plan recognises the through movement of rail freight in Waitakere and recommends investigation of the feasibility of a rail link with the proposed industrial area at Trig Road/Whenuapai to assess the commercial viability of an inter-modal container centre to service the Waitakere and North Shore areas for rail freight. The draft Plan recognises the transportation, by coastal barge, of aggregate from Kopu Bridge in Thames to Te Atatu South. The draft Plan also identifies the potential for the use of Whenuapai Airport for air freight.

Identification of Freight Routes

9. Most local freight movements are in light commercial vehicles and can operate on the road network like ordinary traffic. The draft Plan identifies freight routes for the movement of heavy commercial vehicles (vehicles with a gross vehicle weight in excess of 3.5 tonnes). These freight routes are necessary because of the special road requirements and their noise and pollution effects.
10. The draft Plan identifies four proposed categories of freight route which link significant freight generators and attractors as well as important town centres and corridors of regional and local importance. These categories are:
 - Primary routes facilitate inter-regional and intra-regional movement. These are generally state highways and the rail line and are externally funded;
 - Secondary routes are of regional or local significance and are priorities for investment;
 - Tertiary routes are of local significance and are not priorities for upgrade; and
 - OD and OW routes provide inter regional and intra-regional movement and require roads able to support weights above 44 tonnes and vehicles with loads up to 11 metres wide and 6 metres high.
11. The Auckland Regional Council has proposed that the regional strategic freight network receives the highest priority for investment. It is important that the draft Plan identifies the Council's priorities for investment in freight routes.
12. Existing industrial areas are well served by the proposed freight routes. Over the long term industry located far away from the State Highway network may find it difficult to move goods (because of the distance and travel through intensive centres) and industry will prefer locations closer to State Highways. While no dedicated freight lanes are proposed on local roads, there will be priority access onto the State Highway network. The identification of freight routes means these will be specifically provided for in terms of maintenance, upgrade and District Plan treatment. If heavy vehicles use alternative routes which create noise or safety problems in local streets, then the draft Plan provides for the Council to impose restrictions of heavy vehicle movements on local streets.

Freight Routes Between Henderson and State Highway 16

13. The draft Plan provides for three freight routes connecting Henderson to State Highway 16 via Lincoln Road, Central Park Drive or Te Atatu Road. If the Whau Crossing is built, then a further connection would be provided to State Highway 16. It is proposed that the link from Henderson Valley Road – Alderman Drive – Sel Peacock Drive - Edmonton Road is not a freight route because of adverse effects on the amenity of that part of the Henderson Town Centre. The recommendations from the Waitakere Freight Study and the work on the regional strategic freight network were to identify this as a freight route. This is likely to be a key issue in the consultation. The issues of freight movement between Henderson South and State Highway 16 will be further addressed through a LAFMP.

14. The draft Plan proposes to retain the link from Henderson Valley Road to the motorway via Great North Road and Lincoln Road as a freight route, but proposes that nothing be spent on maintaining freight vehicle movement on this route. Over time the section of Lincoln Road from Great North Road to Universal Drive may become inefficient for freight vehicles depending on decisions made by the Council to promote land use integration between the Henderson Town Centre and the Waitakere Hospital. It is proposed that the Council enhances the freight moving ability of a route to the east of Henderson Town Centre. However, Council will need to assess this route over time to pay careful attention to the needs of other road users and the development of adjacent land uses. The proposed route is:
- From Henderson Valley Road to Corban Avenue, then to Bruce McLaren Road and Rainside Avenue, noting that a more direct link could be made from Henderson Valley Road to Rainside Avenue, for example by connecting Hickory and Dora Streets;
 - Then along View Road to Vitasovich and Edsel Streets. Freight to and from the south of the centre can join / leave here. However, this will require changes to the View Road / Vitasovich intersection to allow 'B-trains' to turn; and
 - From here freight can either travel south on Great North Road or take Alderman Drive to Edmonton Road and move out to the Te Atatu motorway interchange, or use Central Park Drive to get to the motorway at the Lincoln Road interchange.
15. The draft Plan notes the Auckland Regional Council's reservations about identifying Edmonton Road as a regional freight route. The Auckland Regional Council believes this would have too much impact on residents (partly due to the gradient of the road). The draft Plan takes the view that freight vehicles will continue to use Edmonton Road and that noise can be better managed through changes in road surfacing.

Freight Routes through New Lynn

16. The draft Plan identifies freight routes which connect with New Lynn and flow through to other town centres and State Highways. The draft Plan has considered a balance between freight movement and the need for high pedestrian amenity in the New Lynn Town Centre. Freight movement through New Lynn will need to change over time as the New Lynn Town Centre's roading network and built form will be significantly altered in the near future. The draft Plan identifies the following freight routes, which will be further clarified through a LAFMP, to support New Lynn's growth and to facilitate freight movement:
- Great North Road is the secondary route which links New Lynn to Henderson and along Rata Street to Auckland City. It is proposed that the section of Great North Road from Totara Ave to Veronica Street will not be a freight route. The section of Great North Road from Veronica Street eastwards will be a tertiary route that connects with Avondale;
 - Clark Street will become the secondary route which links New Lynn to State Highway 20 once the Clark Street extension is completed. The Clark Street extension will replace Totara Street as the freight route;
 - Portage Road is a secondary freight route between Great North Road and Clark Street and a tertiary freight route between Clark Street and Godley Road; and
 - Further investigation is required of an additional secondary freight route from the intersection of Rata Street and Binsted Road, along Binsted road to Veronica and Ward Streets.

Freight Routes in New Growth Areas

17. Some freight routes in the Northern Strategic Growth Area have been identified, particularly in relation to Massey North and the proposed connections with State Highway 18. However detailed planning is still being developed for the Hobsonville corridor and the proposed Whenuapai and Trig Road area. These details will need to be added to the final Waitakere City Freight Plan, as amendments.

Over Dimension/Overweight Routes

18. There is a reliance on the local road network for OD and over OW and loads. The draft Plan identifies the State Highway network as the preferred route for OD and OW vehicles and loads. This route needs to change in order to better support land use developments. The draft Plan contemplates that some of the existing OD and OW routes may continue for an interim period until agreement is reached with the New Zealand Transport Authority (NZTA) for OD / OW vehicles to operate on the State Highway network.
19. With respect to New Lynn, the existing OD / OW route travels from Henderson along Great North Road to the intersection with Rata Street, the route then takes Rata Street into Auckland City and State Highway 16. The draft Plan identifies this as the proposed interim OD / OW route until the State Highway network can be used. It is proposed that the OW route along Great North Road through the New Lynn Town Centre is discontinued.

Local Area Freight Management Plans

20. The draft Plan requires LAFMPs to provide detailed freight plan for an area. The LAFMP boundaries are based on current and proposed land use clusters.
21. Maunsell AECOM prepared a draft LAFMP for Westgate-Massey North, which has been used as a guide to the development of the road network at Massey North. It is the intention that this LAFMP will remain in draft form until there is more certainty about the comprehensive development plans for the industrial area and Massey North Town Centre and the issue of the Northside Drive interchange has been resolved through negotiations with NZTA. Freight Ramps from Northside Drive would provide additional freight access on or off State Highway 16. It will be important for the Council and land owners to agree a common approach to freight movement in this area.

Proposed Land Transport Rule

22. This proposed Land Transport Rule: Vehicle Dimensions and Mass Amendment [No 2] 2009 would allow vehicles with mass of up to 53 tonnes to operate on permitted freight routes identified by the road controlling authority. The current maximum load without a special permit is 44 tonnes. If the amendment is approved, it will be necessary to identify appropriate routes on which permits may be issued for the increased maximum mass. It will also be important to identify funding, presumably from heavy vehicle road user chargers via NZTA, for upgrading the identified routes to carry the extra axle loading.
23. A Council officers' submission proposed Land Transport Rule: Vehicle Dimensions and Mass Amendment [No 2] 2009 has been made to the Ministry of Transport which identifies the following key issues:
 - This rule change should not be detrimental to the movement of freight by sea and rail;

- There is likely to be greater deterioration of pavement on routes used by the heavier vehicles and road controlling authorities need the ability to recover the cost from operators;
- Operators using the heavier vehicles need to pay a higher road user charge to cover the cost of deterioration of the pavement and this funding needs to go back to the road controlling authorities where the damage occurs; and
- The Council needs the ability to control the issue of permits and to enforce use of permitted routes by the heavy vehicles.

Proposed Regional Strategic Freight Network

24. The proposed regional strategic freight network covers routes by road, rail, sea and pipelines. The network is intended to identify routes linking major areas of freight generation and attraction both within the Auckland region and to and from locations outside the region. This will be achieved mostly by using the State Highway network, with connections between this network and major freight generators and attractors including ports, the airport and major single-mode and multimodal distribution depots. In addition the proposed regional network will include routes between major freight generators and attractors where the State Highway network does not provide adequate accessibility and routes serving other regionally important town centres and corridors. It is anticipated that this regional network will be supported by local freight networks serving more localised functions, as identified in the draft Plan.
25. The key concerns with the proposed regional strategic freight network are:
- The strategic routes on the regional road network are only projected for the next five to 10 years. In order to include the regional strategic freight network in the next Regional Land Transport Strategy and provide for these in District Plans, a longer outlook is required. This would then need to incorporate proposed routes such as the Whau Crossing and links to the proposed Trig-Whenuapai area and a commercial airport at Whenuapai;
 - The Edmonton Road – Central Park Drive regional strategic freight route to State Highway 16 is supported. However, the Edmonton Road - Te Atatu Road route also needs to be included on the regional strategic freight network because it gives the most direct access to the Auckland Central Business District and Port and other areas to the east. This status would enable the issues with mitigation of adverse effects on the adjacent residents to be better managed, such as a change to the road surface to reduce noise;
 - Brigham Creek Road is identified as a possible regional strategic freight route, to be reviewed when development plans are clarified. Brigham Creek Road currently provides for some movements between Rodney District and North Shore City. Brigham Creek Road will become more significant if the proposed Trig-Whenuapai area develops or Whenuapai operates as a commercial airport;
 - Northside Drive needs to be identified as a proposed regional strategic freight route, whether or not there is a motorway interchange at Northside Drive. Northside Drive will provide an important freight link between major areas of freight generation at Massey North and Hobsonville, as well as movements between Rodney District and North Shore City. It is likely that the Auckland Regional Council will wish to select either Brigham Creek Road or Northside Drive as a regional strategic freight route. In terms of priority for investment, the Council would favour Northside Drive as the proposed regional strategic freight route;
 - An investigation is required to determine the feasibility of a rail link with the proposed industrial area at Trig Road/Whenuapai to assess the commercial viability of an inter-modal container centre to service the Waitakere and North Shore City areas for rail freight; and

- The regional strategic freight network should also recognise the regional network of OW and OD routes. The movement of OW vehicles should be directed as much as possible to the state highway network which is designed to accommodate heavier loads. The movement of OD vehicles on local roads is inefficient due to the numerous obstacles and intersections that need to be addressed. The space requirements for OD vehicles restrict tree planting and structures along those routes and conflict with good urban design. Some of these routes, such as along Hobsonville Road, Lincoln Road, and Great North Road are on corridors with town centres and proposed medium density development. As much as possible the movement of OD vehicles should be located on the State Highway network and bridges on the State Highway network should accommodate OD vehicles. The proposed bridges along State Highway 18 will be of sufficient height for OD vehicles. However, the bridges along State Highway 16 would need to be raised to allow for OD vehicles. This is an important issue to be addressed in the State Highway 16 widening project.

Consideration of Community Views

26. Feedback on freight issues and freight routes was received from key stakeholders through internal and external stakeholders workshops conducted during the preparation of the Waitakere Freight Study.

STRATEGIC CONTEXT

27. There are a number of strategies in the Long Term Council Community Plan 2009-2019 that are affected by freight movement, including the following:
- **Transport**
Freight is an integral component of the “sustainable multi modal transport system that is integrated with land use and contributes to Waitakere as an eco city”;
 - **Economic Wellbeing**
Efficient freight movement is a critical factor in the provision of a “catalytic environment for a flourishing and resilient economy”;
 - **Growth Management**
Well managed freight movement will support the growth of industrial areas and town centres and has a key role in the delivery of the vision for thriving, people oriented town centres;
 - **Community Wellbeing**
Well managed freight movement will mitigate the noise impacts on local communities and direct heavy vehicles to suitable routes;
 - **Environment**
Well managed freight movement will mitigate the air pollution effects of freight movement; and
 - **Energy**
Efficient freight movement has an important impact on traffic levels and associated fuel use and emissions.

CONSULTATION

28. Stakeholder and public consultation is proposed to be undertaken during September 2009. The emphasis in the public consultation will be on obtaining stakeholder feedback. Transport associations will be approached to comment on the draft Plan, as will relevant regional and national agencies, such as the Auckland Regional Council, Auckland Regional Transport Authority and the NZTA. It is proposed that hearings are not held and that a summary of submissions be provided to the Policy and Strategy Committee for consideration.

RESOURCES

29. Adequate resources are available to undertake the necessary consultation on the draft Plan. Implementation of the draft Plan is dependant on a combination of funding from the Council and the NZTA for the staged preparation of LAFMPs and for ongoing road maintenance, new roads, road upgrades and improvements, including funding already provided for in the Long Term Council Community Plan 2009-2019.

IMPLEMENTATION ISSUES

30. There are a number of changes required to the Council's Transport Code of Practice in order to give effect to the draft Plan. The Waitakere District Plan will need to be amended to reflect freight routes agreed by the Council. LAFMPs will need to be developed which incorporate corridor management plans and specific road designs. Some of these future actions may require to be confirmed in consultation with the Auckland Transition Agency.

AUCKLAND COUNCIL TRANSITION ISSUES

31. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Charlie Inggs, Strategic Advisor Transport.



13 INTERNATIONAL RELATIONS WORK PROGRAMME 2009/2010

EXECUTIVE SUMMARY

The purpose of this report is to present to the Policy and Strategy Committee the proposed International Relations Work Programme 2009/2010. In concert with the International Relations Framework, as well as previous year's activities, associated activity weighting for 2009/2010 continues with an emphasis on economic objectives. This year the International Relations Work Programme also incorporates the Sister City Programme.

RECOMMENDATIONS

It is recommended that the Policy and Strategy Committee resolve to:

1. **Receive** the International Relations Work Programme 2009/2010 report.
2. **Approve** the International Relations Work Programme 2009/2010.

BACKGROUND

1. The International Relations Framework was endorsed by the Policy and Strategy Committee on 4 September 2008. The International Relations Framework was required in order to provide the parameters from which areas of international activity could be identified, prioritised and/or measured. These criteria have been utilised in the selection of activities included in the International Relations Work Programme 2009/2010.
2. Categories of the International Relations Framework are:
 - Cultural – Waitakere’s community is strengthened through greater awareness, understanding and appreciation of different cultures;
 - Economic – Waitakere is fully engaged with the global economy;
 - Development – Waitakere contributes to international development, environment, democracy and peace initiatives; and
 - Civic – Waitakere is positioned and branded as a thriving, sophisticated and multicultural global City.
3. In addition to the ongoing work associated with the hosting of visiting delegations, representing Waitakere at relevant onshore diplomatic, cultural and business meetings, and advocating for relevant government policy development, the 2008/2009 International Relations Work Programme specifically targeted the following areas of development:
 - **July 2008** – Organised a Waitakere/New Zealand element to be included in the Galway International Film Festival (Fleadh): the film *No 2* was screened, in order to showcase New Zealand film making and to support a New Zealand/Ireland Co-production seminar was also held with New Zealand participants, Toa Fraser (Director), Miriama McDowell (Actress) and Philippa Campbell (Producer). Costs underwritten by Ireland Foundation, and subsequently covered by the Galway International Film Festival;
 - **September 2008** – Ningbo trade delegation including the signing of a civic level Trade and Investment Agreement (Memorandum of Understanding): Signed, with the specific terms covering support for China-based film and tourism activities/events;
 - **September 2008** – Huntington Beach “Taste of New Zealand” Main Street Festival:
 - Festival held on weekend of 20-21 September 2008 with approximately 30,000 attendees. VIP dinner event held in Huntington Beach and travel agents dinner at the Consul General’s residence;
 - Private partners established supply contracts via Happy Vacations (Tourism) and Whole Foods (Food and Beverage); and
 - Raised funds for the Piha Surf Life Saving Club’s visit to Huntington Beach in July 2009.

- **October 2008** – Film delegation to Korea: deferred until 2010, as senior Korean industry personnel visited Waitakere instead;
- **November 2008** – Indian Business Awards: successful event profiling to 240 attendees and establishing Waitakere at the forefront of India/New Zealand business initiatives;
- **December 2008** – Korean Film Festival in New Zealand: organised and managed the third Korean Film Festival in New Zealand with six feature films screening in Auckland and Wellington. A senior film delegation from Korea, including actress Hwa Sun Lee, accompanied the festival. This event positions Waitakere as a partner with the Korean business, government and film communities;
- **December 2008** – Chinese film delegation visit to Waitakere/New Zealand: China Film Co-production Corporation Vice President visited Henderson Valley Studios and held meetings with several producers concerning potential co-production projects;
- **January 2009** – Research strategy for the establishment of strategic civic and business linkages in India: participation in Ministerial delegation to India. Held preliminary meetings with Pune Municipal Corporation, Pune Mayor, Pune University and the Film and TV Institute of India;
- **February 2009** – Research establishment of Waitakere migrant business community linkages: deferred, subject to further discussion with Waitakere Enterprise and other partners about a coordinated approach;
- **March 2009** – Research the potential for strategic civic and business linkages with Abu Dhabi: deferred until 2010, as a result of the Ministerial delegation to India taking precedence;
- **April 2009** – Research the potential for a Pacific Island connection – initial discussions have been with Niue. Discussions have been held with Niue representatives and Niue expressed enthusiasm about such a relationship. However, further discussions are on hold pending the outcome of regional amalgamation;
- **June 2009** – Trade and tourism event in Ningbo: deferred until 2010 in order to coincide with the Shanghai Expo and the New Zealand Film Festival in China;
- **June 2009** – Film delegation to China: deferred until 2010 in order to coincide with the Shanghai Expo and the New Zealand Film Festival in China; and
- **June 2009** – Environmental technology business event in Singapore: deferred, subject to further work towards the development of an environmental technology cluster.

DECISION MAKING

Issues

4. The major focus of the International Relations Work Programme 2009/2010 is the promotion of the film sector in general, and Henderson Valley Studios in particular, as well as the promotion of tourism and educational linkages. In some cases the establishment of civic relationships are included. However, in light of the changes in Auckland governance, the level of connection with civic/municipal organisations is short of any long-term Sister City type arrangement, and will only be a short term mechanism (Memorandum of Understanding) designed to harness civic support behind the specific activities/plans of private sector partners. Subsequent productive relationships will be in the best place to transfer to the new Auckland Council should international relationships be adopted.

5. The underlying motivation for the International Relations Work Programme 2009/2010 is to use the remaining 12-month window to consolidate international opportunities for Waitakere. Consequently, activities in China and Korea are about cementing Henderson Valley Studios into key relationships/networks. Such first-hand relationships will allow them the ability to continue working in those markets without the need for future brokering. In the cases of India and the United Arab Emirates, both markets which are of huge significance to Waitakere/New Zealand, activities are about opening a pathway, especially while Waitakere still exists as an entity that can be leveraged accordingly. This underlying rationale is similar for the tourism, education and investment sector activities.

International Relations Work Programme 2009/2010

6. The consolidated International Relations Work Programme 2009/2010 includes the following projects:
- **July 2009** – Piha Surf Lifesaving Club lifeguards visit to Huntington Beach;
 - **August 2009** – Kakogawa students hosted by Waitakere;
 - **October 2009** – Participation at the Abu Dhabi International Film Festival and the Golden Rooster Film Awards (Nanchang) as an official guest. Meetings with China contacts, particularly Ningbo for the staging of a taste of New Zealand” event in 2010;
 - **October 2009** – Chinese Film Festival in New Zealand;
 - **November 2009** – Second India Trade Awards – held at The Trusts Stadium and expecting 375 attendees;
 - **November 2009** – Kakogawa delegation to present Peace bell as part of Waitakere City Council’s 20th anniversary celebrations;
 - **November 2009** – Participation of Indian Film Festival and consolidation of India contacts with particular emphasis on the signing of an Memorandum Of Understanding with Pune;
 - **December 2009** – Participation at the Dubai International Film Festival and planning for 2010 “Taste of New Zealand” event;
 - **February 2010** – Kakogawa students with disabilities hosted by Waitakere City Council;
 - **April 2010** – Huntington Beach students hosted by Waitakere City Council;
 - **April 2010** – Waitakere students visit to Japan;
 - **April 2010** – Korean Film Festival in New Zealand;
 - **June 2010** – Organisation and project/delegation leadership of the 2010 New Zealand Film Festival in China, the “Taste of New Zealand” events, as well as participation in the Shanghai International Film Festival and Shanghai Expo;
 - **June 2010** – Organisation and project/delegation leadership of the 2010 “Taste of New Zealand” event in Huntington Beach/Los Angeles; and
 - **July 2010** – Waitakere students visit to Huntington Beach.

STRATEGIC CONTEXT

7. The International Relations Work Programme 2009/2010 supports the objectives and criteria of the International Relations Framework.

CONSULTATION

8. Consultation with key staff across Council has, and will continue to take place. Waitakere Enterprise has been involved in ongoing discussions on the development of the International Relations Work Programme 2009/2010.
9. Consultation with external agencies, such as the Ministry of Foreign Affairs and Trade, New Zealand Trade and Enterprise, Government Ministers, key private sector partners and regional counterparts, has occurred in the development of International Relations Work Programme 2009/2010.
10. No direct consultation has recently taken place with Te Taumata Runanga / iwi, although the underlying International Relations Framework has received input from the Maori Relationships team.

RESOURCES

11. No additional resource implications as current activities (including associated travel costs) are provided for within the Annual Plan 2009/2010 and Budget - International Relationships (\$70,000) and Sister Cities (\$56,000).

IMPLEMENTATION ISSUES

12. There are no issues envisaged with implementation of the proposed programme.

AUCKLAND COUNCIL TRANSITION ISSUES

13. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

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