



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, 3 December 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.

1 December 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, 3 DECEMBER 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 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, 5 November 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, 5 November 2009, as circulated, and that they be taken as read and now be confirmed.



5 DRAFT NEW LYNN URBAN PLAN

GLOSSARY

Auckland Regional Policy Statement	(ARPS)
Draft New Lynn Urban Plan	(draft Urban Plan)
Growth Management Strategy	(GMS)
Local Government (Auckland) Amendment Act 2004	(LGAAA)
New Lynn Town Centre	(Town Centre)
New Lynn Urban Regeneration Framework	(Framework)
Policy and Strategy Committee	(the Committee)
Transit Oriented Development	(TOD)

EXECUTIVE SUMMARY

The purpose of this report is to present to the Policy and Strategy Committee (the Committee) a draft New Lynn Urban Plan (draft Urban Plan). This report also considers a number of matters related to the successful regeneration of New Lynn, which is the ultimate outcome for the implementation of the draft Urban Plan. The draft Urban Plan will be circulated to the Committee prior to the meeting and will be considered with this agenda report at the meeting.

The report considers the growth targets that have been set for New Lynn, and how these will be applied to a future development model. The report identifies a number of issues that will need to be considered as part of the implementation of the draft Urban Plan and will include a range of stakeholders who will carry the New Lynn vision forward to the Auckland Council and a wider audience.

This report presents the draft Urban Plan to the Committee as an update on work that has been undertaken to date on the draft Urban Plan, and seeks the Committee's approval to continue developing the 'key moves' being proposed to enable the implementation of the vision for New Lynn. Further development will include discussions with internal and external stakeholders, and Council officers will seek feedback from the Town Centres Subcommittee at a workshop in early 2010. Following these discussions the document will be finalised and presented back to the Committee for adoption in May 2010.

RECOMMENDATIONS

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

1. **Receive** the draft New Lynn Urban Plan report.
2. **Agree** to support the vision, strategic objectives, and targets discussed within the draft New Lynn Urban Plan for consultation, which include improvements to Great North Road, related transportation projects, and the provision of open space.
3. **Direct** the Chief Executive Office to provide a further report to the Town Centres Subcommittee in early 2010 to provide further input for inclusion in the final New Lynn Urban Plan.
4. **Direct** the Chief Executive Officer to report back to the Policy and Strategy Committee by May 2010 with a further report presenting the final Urban Plan to the Committee for approval.
5. **Note** that the Waitakere Growth Management Strategy population projections for New Lynn have been revised using the "Final Draft New Lynn Yield Model 08", and these revised targets have been used for the draft New Lynn Urban Plan, as received by the Policy and Strategy Committee on 15 September 2008.

- A1
6. **Agree** that the revised population targets identified in the “Final Draft New Lynn Yield Model 08”, as attached at page A1 of the agenda, be used to guide planning, infrastructure provision, and design for New Lynn.
 7. **Note** that the final New Lynn Urban Plan being taken to the Policy and Strategy Committee in May 2010 will include an analysis of options for the possible location of a Chinatown precinct within the New Lynn Town Centre.
 8. **Note** that the final New Lynn Urban Plan will include an implementation plan that will detail future projects and future funding to implement the New Lynn Urban Plan, which can be provided to the future Auckland Council for Auckland’s Long Term Council Community Plan 2012 - 2022

BACKGROUND

The New Lynn Regeneration Framework

1. The New Lynn Regeneration Framework (Framework) was adopted by Council on 29 October 2008. The Framework was developed by Council to present a vision for the regeneration of the central part of New Lynn defined by the Council’s Plan Change 17 area. The Framework captured this vision using illustrations and urban design principles to guide redevelopment. The Framework focused this vision around the area that was subject to Plan Change 17, and on the work that was already underway to transform New Lynn’s railway line and bus centre into an integrated transport interchange.
2. Plan Change 17 was developed before the Framework. This was because Plan Change 17 was part of a suite of plan changes developed in response to the adoption of the Local Government (Auckland) Amendment Act 2004 (LGAAA 2004). These plan changes allowed for limited expansion of the City’s urban limits, whilst providing a statutory framework that enabled more intensive development around town centres. In regional terms, New Lynn was recognised as providing one of the best opportunities to develop a mixed use transit oriented town centre, as required by the Auckland Regional Growth Strategy, LGAAA and the Auckland Regional Policy Statement (ARPS). The Framework encapsulated Council’s strategic thinking behind Plan Change 17 in its vision for New Lynn Town Centre’s future.
3. The Framework was developed to support the New Lynn Transit Oriented Development (TOD) project. The origins of the TOD project began with the New Lynn charette in 1995, which was a significant public design exercise in planning for the change in New Lynn from a post industrial hub to a vibrant urban centre. The charette’s themes were based around new urbanist philosophies that defined an urban TOD as a mixed-use residential and / or commercial area, designed to maximise access to public transport, in a town centre of relatively high-density development in neighbourhoods with progressively lower-density development spreading outwards from the town centre.
4. At this time, it was recognised that the railway line, and its intersection with busy Clark Street and Totara Avenue, had effectively bisected the New Lynn Town Centre (Town Centre) into two parts. This had meant that the land to the south of the Town Centre had been disconnected from its heart. As a result, development in the Town Centre had stalled because of its separation from its surrounding areas by arterial roads and rail.

5. By December 2006, central Government announced the allocation of \$120 million for the trenching of the part of the railway line that runs through the centre of New Lynn. This was followed by ongoing work between Council, ONTRACK, and the Auckland Regional Transport Authority, to develop the design and form of the transport interchange. The Framework provided a vision for New Lynn that would be freed from the barrier through the centre, and developed a series of changes that would occur in support of the TOD.
6. The Framework pulled the regulatory work stream together with the programme of capital works planned for New Lynn by presenting one clear vision. It also identified seven precincts, comprising of a number of strategic sites of change, which when redeveloped would collectively deliver on the vision for the redevelopment of the Town Centre.

The draft New Lynn Urban Plan

A2-A42

7. The draft Urban Plan builds on the Framework by expanding the original study area, and the area referred to as New Lynn in the draft Urban Plan is shown in the Study Area Plan attached at pages A2 to A42. In doing this it investigates the role of additional areas in New Lynn and Avondale, and considers how these areas could change as New Lynn redevelops into an urban TOD. It also considers independent work streams, such as the Parks and Open Space Strategic Plan (2009) and the Social Infrastructure Planning Framework (May 2007), which have not formed part of one comprehensive plan for the future of New Lynn.
8. The draft Urban Plan has been under development since June 2009. This work was initiated following Committee discussions led by Councillor Battersby about the future of New Lynn. It was recognised that in order to support the regeneration of the Town Centre, analysis was needed to consider the influence of a wider study area than the land subject to Plan Change 17. It was also identified that the regeneration of New Lynn would require more than the completion of a successful transport interchange.
9. The draft Urban Plan allows for the alignment of the various endeavours happening across the wider Town Centre including planning for open spaces, social infrastructure, and the movement of people, public transport and vehicles, while considering the character and heritage values that should be maintained throughout a process of change. The draft Urban Plan identifies opportunities and gaps in current planning and investment, and outlines strategic objectives and actions to be achieved, in its endeavour to achieve a coordinated and shared vision for the future of New Lynn.
10. The draft Urban Plan presents a bolder vision for New Lynn than what has previously been put forward in the Framework, which seeks to achieve inspirational outcomes. The vision of the draft Urban Plan is:

“By 2030, to create a unique sustainable urban place that, centred on a world class transit interchange, is capable of attracting and maintaining a population of 20,000 residents and 14,000 workers. It is a vibrant and cosmopolitan place reflective of the rich diversity of the community and the special characteristics and pride that come from being “out west”. It is a place that, though true to its roots and in tune with its stunning wider natural setting, has been redefined to fully reflect the opportunities of 21st Century urban living. It is a place of exceptional quality”.

11. Key “outcomes” of the draft Urban Plan’s vision for New Lynn will be as follows:
 - Great North Road will no longer be a barrier for pedestrians moving into the heart of the Town Centre;
 - The Town Centre core will be transformed as a high density employment hub including the vibrant mixed-used Merchant Quarter;
 - Ten open spaces (five ‘hard’ and five ‘soft’) will have been created or improved within a five minute (500 metre) walk of the transit interchange providing an urban amenity like no other in Auckland. New Lynn Park at Crown Lynn will be prized part of this network;
 - A new connection will have been created between New Lynn and Avondale across the Whau River via a redeveloped Avondale Racecourse, inextricably linking the two areas as a single place;
 - Sites at the edge of the Town Centre will be redeveloped at a medium density to assist in the transition from urban to suburban with outlying suburbs beyond preserved as stable communities;
 - The Whau River and the Rewarewa Steam will be treasured assets, linear parks enjoyed by the whole community; and
 - Clark Street extension and Veronica Street will relieve the Town Centre core of through traffic enabling a pedestrian focused environment in which Totara Avenue West and Great North Road are vital elements in a coherent public realm network.

12. These key “outcomes” will require approval of funding to implement projects by the Auckland Council. A detailed implementation plan will be developed as a companion document to the final Urban Plan. This implementation plan will be presented to the Committee with the final Urban Plan in May 2010. The Committee will then recommend to the Auckland Council to consider the projects and required funding for inclusion in the draft Auckland Council Long Term Council Community Plan 2012-2022.

13. The “outcome” proposing a new connection between New Lynn and Avondale has been subject to initial discussions with officers from the Property Division of Auckland City Council. Achieving this outcome will require agreement between a number of external agencies. Council’s current role will be to advocate for this outcome, and to undertake technical work to understand the costs and benefits of this long term proposal.

14. The draft Urban Plan represents an important next step in New Lynn’s transformation. It has been developed as a goal driven document, which intends to deliver a holistic, coordinated and place based approach to planning for change in New Lynn over the next 20 years. It also recommends solutions to a number of challenges that New Lynn has faced since the 1995 charette, such as decreasing levels of employment and poor quality development. It does this by asking people to live differently to what they do now, and proposes a New Lynn of the future that will be:
 - A place where quality development occurs;
 - A place of choice where people who can live anywhere choose to live here;
 - A place that is able to overcome its reliance on the private automobile, and where having access to a transport interchange is an integrated part of living and working in New Lynn; and
 - A place where the people who currently live there want to stay.

15. The draft Urban Plan is arranged in four parts. The first part provides the context to planning in New Lynn, the second part identifies the strategic objectives to align planning for various layers such as movement and open space, the third part outlines the urban design framework for shaping the future form of the town centre and applies the strategic objectives to ten study areas (or precincts) in New Lynn, and the final part is the plan to implement the vision. The document proposes a plan for the implementation of these objectives by identifying 'key moves', which will form the basis for a set of recommended actions. These actions will form the next programme of work in New Lynn that will follow on from the transport interchange project.
16. A presentation on the draft Urban Plan's purpose and format was taken to the 17 August 2009 Town Centres Subcommittee meeting for initial consideration of the concept. The Town Centres Subcommittee provided verbal support for the project and received the New Lynn Urban Plan Presentation (Minute number 1397/2009).
17. Following on from this presentation, Council officers have been engaged in ongoing consultation with Councils' specialists in transport, infrastructure, open space, social infrastructure, economic development, and Community Wellbeing, as part of the process of developing the draft Urban Plan.
18. Once the draft Urban Plan is approved, further work will progress the completion of this document and a final version of the draft Urban Plan will be brought to the Committee in May 2010.

New Lynn Growth Targets

19. The Council's Growth Management Strategy (GMS), adopted on 4 June 2009, identified some targets for future households, population and employment for New Lynn. The GMS states that currently in New Lynn the numbers sit at 1,600 for households, 4,500 for population and 7,500 for employment. These numbers are based on the New Lynn mesh block area, which is wider than the Plan Change 17 area. By 2031 the strategy predicted that the numbers would increase to 4,000 for households, 10,000 for population and 12,000 for employment.
20. Whilst these targets are consistent with the ARPS and targets set by the Northern and Western Sectors Agreements, the targets do not deliver sufficient yields for residential and employment activities to fit with current international practice for creating a successful TOD. Research by Peter Calthorpe, an internationally renowned specialist in urban revitalisation, suburban growth, and regional planning, suggests that a minimum of 20,000 people are needed to live within a ten minute walk of the transit centre and that a minimum of 13,500 employees are required to provide the minimum number of people to keep the place economically viable.
21. In order to understand how this shortfall in growth targets could be addressed, a review of the growth targets for New Lynn was undertaken. A bolstered model (New Lynn Population Yield), was developed, which seeks to achieve the population requirements to support a TOD, and to model a form of urban development that would deliver the population and employment yields. They considered the potential to increase the height and bulk of future buildings in areas like the Rewarewa Precinct, the Industrial North Precinct, Ambrico Place and Crown Lynn. The growth targets identified in the Final Draft New Lynn Population Yield Model 08 are identified in Table B: New Lynn Population Yield Model below.

Target Activities	Current Numbers in 2006 (based on the Plan Change 17 area)	Original Growth Targets (contained in the GMS)	New Targets for 2057
Households	1,221	4,000	7,581
Population	3,412	10,000	18,953
Employees	7,137	12,000	11,850

Table B: New Lynn Population Yield Model

22. The analysis contained in the draft Urban Plan builds on these figures and uses a similar exercise to consider the potential development yields beyond the Plan Change 17 area. When the final Urban Plan is presented to the Committee, the Final Draft New Lynn Population Yield Model 08 will be appended to this report.

New Lynn's Chinatown

23. A report previously received by the Committee on 4 December 2008, proposed that a part of the Town Centre be redeveloped as a Chinatown precinct. The report identified three different locations for this development. At the 4 December 2008 Policy and Strategy Committee meeting, it was resolved:

“The Policy and Strategy Committee resolved to:

1. *Agree to a detailed investigation of a Chinatown precinct as part of the overall New Lynn precinct development planning currently underway.*
2. *Direct the Chief Executive Officer to report back to the Policy and Strategy Committee on:*
(c) The preliminary design, and further design briefs, and any cultural considerations to be taken into account”

2092/2008

24. The draft Urban Plan development will include an investigation of the Chinatown precinct.

DECISION MAKING

Issues

Growth Targets and Lifting the Vision

25. New Lynn is the first town centre regeneration project in the Auckland Region. The regional and national scale of investment in New Lynn means that it will be a 'working example' of how to achieve regional growth targets by consolidation of development around transport nodes, as opposed to urban sprawl. Its location, and its road and rail infrastructure, means that it will be a leading place where the Council will be able to demonstrate that regeneration can succeed.
26. Council, along with a number of other government agencies, are making a significant investment in infrastructure for New Lynn. However, in creating a successful TOD, the number of people living and working in the Town Centre needs to be high enough to support a sustainable economic future. This density will require a built form to accommodate these people and workers, which will be a significant step change from what already exists in New Lynn. There is a significant risk that the required density may not be delivered if Council does not have clear 'stretch targets' for achieving this level of density in New Lynn.

27. Achieving density will also mean that Council will need to have an understanding of how these targets will need to be delivered incrementally, sometimes on a site by site basis. The first step to doing this will be to propose changes to the District Plan, which will clearly set out Council's objectives for development. These changes will provide Council with a benchmark to consider development proposals in the context of whether they will achieve the standards required by the District Plan, which would result in a more intensive and high quality outcome for New Lynn.
28. This report acknowledges the higher targets for growth in New Lynn's employment, and a more intensive level of population living in the Town Centre.

Achieving Quality Standards

29. Achieving quality development will be a key determinant in transforming of New Lynn from a suburban node, to a sub-regional urban town centre that is based on TOD principles. In recent years New Lynn's residential development has not been of a high standard and there has been a slow uptake of commercial or office development. This can be attributed to a flexible and enabling district plan, limited Council power to acquire, amalgamate, and develop land for commercial purposes, and an unwilling market.
30. Plan Change 17 provided for more intensive development in New Lynn. It used a concept plan to signal Council's intention to secure pedestrian and vehicular linkages to facilitate this development, and to acquire land for a new town centre park. Plan Change 18: Citywide Urban Design Rules, worked alongside Plan Change 17 to introduce new urban design controls for selected streets, and imposed design standards for apartment development. As the original 1995 Waitakere District Plan was largely developed as a suburban planning tool, these plan changes were a significant step in planning for an urban town centre.
31. These standards alone will not be sufficient to deliver quality urban development, particularly where "quality" has not been clearly defined or understood in statutory plans. As a consequence, there is a risk that the level of quality provided by the private developers may not be commensurate with the level of public investment being spent in New Lynn. The draft Urban Plan will seek to define quality development. Although it will not have statutory power to mandate these standards it will recommend changes to the District Plan that will provide this mandate. It will also inform other actions that Council could take to achieve quality development outcomes, which could include strategic land acquisition and future development agreements.
32. In looking outside of a New Zealand context, it is clear that the combination of design codes in statutory plans, public private partnerships, and advocacy, will give Council a greater opportunity to ensure that quality urban development occurs. The development of a new spatial plan for Auckland, coupled with proposed changes to the Resource Management Act 1991 to consider matters of urban importance, will provide a significant opportunity to deliver quality development in future. The draft Urban Plan will clearly identify quality as a significant objective, and propose design standards for New Lynn for inclusion in the combined District Plan for the Auckland Council.

Shifting from a Transport Project to a Revitalisation Project

33. The Council, government agencies, and the Auckland Transition Agency, have confirmed expenditure in New Lynn to support the transport project. This work has required the alignment of transport agencies and funding, and has been a significant focus for Council. As Council reaches a stage where actions are underway to complete the transport interchange and associated roading works, it will need to refocus its efforts on ensuring that the wider regeneration project be delivered with the highest level of quality possible.
34. The key matters to consider in planning for phase two of the New Lynn TOD project are:
 - The alignment of a range of Council workstreams, (including work with social agencies, open space planning, and transport planning);
 - Promoting the vision for New Lynn to underpin future investment decisions, development agreements, Council's six strategies, resource consent applications and future planning policy;
 - Identifying a mechanism to secure wider 'buy in' to the vision, and having a team of long term stakeholders working to maintain the momentum for a regeneration project, beyond the completion of the current infrastructure projects; and
 - Clear relationship and stakeholder management.
35. For a long term regeneration project such as New Lynn, there is a challenge in maintaining focus. It is necessary to break down the overall vision into smaller more manageable interventions that can be part of a clear programme of work. It is also necessary to maintain a constant level of information and communication between landowners, businesses, land developers, community groups, government agencies, and New Lynn's community.
36. The implementation of the vision for New Lynn will be a learning process, both for those directly involved as well as serving as a national showcase for TOD development. Investment and experimentation will be required. However, at times the current status quo approach, where Council is focused solely on capital investment in high quality public works programmes, will be necessary.
37. A truly coordinated effort that is maintained over many years will be the only way the regeneration of New Lynn will be successful. The creation of the Town Centres Subcommittee was the first step in taking town centre planning beyond Council, and including external stakeholders in future planning. The implementation of the Urban Plan will require a new approach for working with stakeholders, alongside the current and future Council to deliver the vision for New Lynn.
38. The establishment of the Auckland Council and the proposed new Local Board for the area will introduce a new way of working together, and will provide an opportunity to explore opportunities for future development partnerships. The final Urban Plan will provide the implementation plan to support the delivery of the vision.

New Lynn's Chinatown

39. The Council recognises that the development of a Chinatown precinct could be an important opportunity for New Lynn. The precinct planning being undertaken as part of the draft Urban Plan considers the possible location of a Chinatown Precinct within the Town Centre. The final New Lynn Urban Plan will identify critical success factors to delivering an authentic and successful precinct, and assess different locations against these criteria. The final Urban Plan will include an analysis of options for the possible location of a Chinatown precinct within the Town Centre.

STRATEGIC CONTEXT

40. The Town Centre is considered a high priority redevelopment area within the Auckland Regional Growth Strategy as a key growth node and transport centre. Facilitating an integrated transport and land use development plan that will assist a shift from current low-density development towards suitable intensification and mixed use will attract quality amenity, businesses and employment to the centre. This will place the Town Centre in the right position to capitalise on future western line transport and technology improvements for further growth.
41. Within Waitakere, the Town Centre regeneration project will benefit all of the City's Community Outcomes and the six new strategies. The draft Urban Plan contributes to achieving the following community outcomes:
- a) *Green Network* – He tuituitanga kariki – improvement of the green network to and from the town centre to surrounding open spaces and enhancement of the natural environment within the study area;
 - b) *Strong Communities* – He iwi kaha – creation of more attractive and active streets in the Town Centre improving connections between essential community infrastructure and opportunities for social engagement and overall wellbeing of the community;
 - c) *Strong Economy* – He Tupuranga Kaha Ihi wana – stimulation of business growth and job creation through employment area planning and transport planning and advocacy;
 - d) *Sustainable integrated transport* – Kauneke tauwhiro taiao – integration of a transport and land-use initiatives and promotion of a walkable Town Centre;
 - e) *Sustainable Environment* – Kuaneke Tauwhiro Taiao – promotion of sustainable urban development with efficient use of land, environmentally sustainable building standards, walkable neighbourhoods and the use of local produce and services; and
 - f) *Urban and Rural Villages* – Nga Kainga Taone Tuawhenua – framework for future urban development that is sufficiently dense and close to the public transport interchange and amenities and services to create a self sustaining and vibrant Town Centre.
42. The draft Urban Plan contributes to achieving the following Council strategies:

Social:

- Creating a great place to live at all ages in the life cycle;
- Guide the delivery of a built environment that is accessible, sustainable and promotes the health and wellbeing of all people and the development of affordable, sustainable and healthy housing; and
- Coordinate planning to help deliver community infrastructure.

Economic Wellbeing:

- Provision of a sustainable supply of business land and enabling infrastructure;
- Ensuring that economic objectives are included in urban development planning and promotes associated infrastructure investment; and
- Creation of new jobs and the establishment of a process to manage the shift from manufacturing to commercial whilst still maintaining a level of manufacturing in the area which is still vital to the success of New Lynn now and in the future.

Environment:

- Promote the maintenance, protection and enhancement of New Lynn's natural environment; and
- Enhance and improve upon the existing a green network to further link these important spaces.

Cultural wellbeing:

- Promote a more vibrant celebrating community;
- Promote a vibrant sustainable environment of arts and cultural activity;
- Heritage is identified, protected and promoted; and
- Promote the provision of artistic, cultural, leisure and learning activities and infrastructure (venues and sites).

Governance:

- People from all walks of life are well represented and are actively participating in the decision making process of the City with the introduction of a new approach to working with external stakeholders; and
- Recognise the need to shift with the impending change to all councils in the Auckland region and embrace the upcoming shift to a single Auckland Council, and that all work will need to be accepted by a larger audience.

Growth Management:

- Promote quality compact, connected communities and urban environments;
- Protect, restore and enhance highly valued and sensitive natural areas and landscapes;
- Foster economic development of the right type, at the right place and at the right time. The draft Urban Plan identifies opportunities for employment area growth; and
- Plan with key infrastructure providers and stakeholders to provide local access to core services. The draft Urban Plan identifies opportunities for further social infrastructure provision required as a consequence of future growth.

Transport:

- Integrated land-use/transport planning and increased local employment. The draft Urban Plan focuses future growth on the New Lynn Town Centre, integrating people, business and transport;
- Better passenger transport infrastructure and services. The draft Urban Plan promotes further investment in New Lynn's rail/bus interchange; and
- Improve access for pedestrians and cyclists. The draft Urban Plan increases New Lynn's walking and cycling network and improves conditions through traffic management, urban design, safety and maintenance.

CONSULTATION

43. Since August 2009, consultation has been undertaken with the key Council departments including Parks and Open Space, Ecowater, Transport Strategy, Transport Assets, Economic Development, Heritage, the Development Investment Group, and the Community Wellbeing Directorate. These teams were provided with the opportunity to comment on the draft Urban Plan, and to discuss the implication of the draft Urban Plan on their future work programmes. Council officers have engaged with key stakeholders within Council to provide an opportunity for feedback on the draft Urban Plan. To date, the responses have been in support of the concept, and have formed the basis for ongoing discussions.
44. On 14 June 2009, Council officers organised a workshop with a number of representatives from the Auckland City Council, the Auckland Regional Council, and the Auckland Regional Transport Authority, and other central government agencies including representatives from the Ministries of Health, Education, and Social Development. This meeting was intended to inform work being undertaken by the (former) central government Inter-Agency Urban Development Unit to consider the potential role of an Urban Development Authority in New Lynn and Avondale, and to inform, thinking behind the development of the draft Urban Plan. The attendees agreed that this forum should continue, and that meetings would be arranged by Council representatives in future. It is intended that the next meeting of these organisations will take place in early 2010.
45. Whilst no specific consultation has taken place with Te Taumata Runanga, consultant representatives for Ngati Whatua and Te Kawerau A Maki have been briefed about work being undertaken to develop the draft Urban Plan. These consultants have been advised that Council intend to formally engage them to undertake work, which will be an input to the development of the draft Urban Plan.

RESOURCES

46. Staff resources from the Urban Planning and Design Team have been allocated to this development of the draft Urban Plan.
47. Budget for specialist input to this document, including provision for the technical work to develop the implementation plan, has been allocated in the Long Term Council Community Plan 2009 – 2019.

IMPLEMENTATION ISSUES

48. The planning for the next phase of the New Lynn regeneration project needs to commence in early 2010. This will enable an agreed and robust plan for the implementation of these projects to be ready for handover to the Auckland Council.
49. There are a number of New Lynn development projects that have been endorsed by the Council and are likely to be implemented in advance of the wider regeneration programme. The Merchants Quarter project is anticipated to progress to a detailed planning over the next 12 months, due to its proximity to the transit interchange and joint venture opportunities. The concept development and master-planning of the Crown Lynn Residential Quarter is also expected to progress to the resource consent application stage over the next 12 months, as the planning for this precinct is partly implicated in the short term by the LGAAA appeal resolution process. The key issue will be the alignment of work programmes to ensure that they are all working toward the same vision for New Lynn.

50. When the implementation section of the draft Urban Plan is approved and begins to form part of a wider programme plan for phase two of the New Lynn regeneration project, additional reports will need to be brought to the Committee. These reports will seek approval for the programme of work, stakeholder engagement, and external consultation.

AUCKLAND COUNCIL TRANSITION ISSUES

51. 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.
52. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as the planning work programme and the existing budget to undertake this planning has been approved by the Auckland Transition Agency.
53. However, a further report will be taken to the Committee seeking the adoption of the final Urban Plan, and approval to undertake a detailed work programme, some of which will occur beyond the transition period identified in the Act. This programme will inform the future Auckland Council and the Long Term Council Community Plan 2012 – 2022.

Report prepared by: Robert Lipka, Team Leader: Urban Planning and Design and Rochelle Sewell, Senior Strategic Advisor: Urban Planning and Design.



6 GLEN EDEN TOWN CENTRE URBAN DESIGN FRAMEWORK

GLOSSARY

Transit Oriented Development	(TOD)
Glen Eden Town Centre Urban Design Framework	(UDF)
Returned Services Association	(RSA)
Business Investment District	(BID)

EXECUTIVE SUMMARY

A43-A184

The Glen Eden Town Centre Urban Design Framework (UDF) has been developed to provide an agreed strategic vision for future growth and is attached at pages A43 to A184. The UDF also addresses how identified town centre improvements can be implemented with a focus on improving how people move around the town centre.

The UDF proposes a 'placemaking' approach for Glen Eden made up of a four point strategy that delivers an incremental but also transformational vision to guide the future development of this town centre. The approval of the Policy and Strategy Committee is sought to adopt the UDF as a draft document for discussion and to form the basis for community consultation.

Further, with current proposals for the consolidation of the Glen Eden Bowling Club and Returned Services Association (RSA) facilities into one development, there is an opportunity for the Council to help drive redevelopment in the Western Precinct of the town centre. Approval is sought to begin investigations and discussions with landowners over the Western Precinct's potential to become a cultural and community entertainment quarter.

RECOMMENDATIONS

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

1. **Receive** the Glen Eden Town Centre Urban Design Framework report.
2. **Approve** the Glen Eden Town Centre Urban Design Framework as a draft document for discussion and consultation with the community.
3. **Direct** the Chief Executive Officer to engage with landowners in the Western Precinct with regards to future development opportunities and report back to the Policy and Strategy Committee early in 2010 on the outcome.

BACKGROUND

1. Glen Eden is an important town centre providing a range of retail, service and community facilities for the wider community and catchment. Glen Eden is well served by public transport and current levels of service will continue to increase in frequency in the immediate future. Recent investment in the western rail line has seen significant increases in rail and public transport patronage. Glen Eden station is now ranked number 10 of all the stations in the Auckland network with approximately 1500 boardings and alightments each day.
2. The role of Glen Eden in accommodating business and residential growth has been recognised for some time (1990 City Growth Strategy, 1999 Auckland Regional Growth Strategy). This has been confirmed by the Council's Growth Management Study (2009) which acknowledges Glen Eden's role as a town centre and anticipates that Glen Eden will see population increases of up to 75% or 2,200 people (existing population 6,690) and an additional 1,200 jobs (existing jobs 3,000) over the next decade.
3. The Glen Eden town centre has strong anchor points for the community through the provision of social infrastructure and small scale retail. It has services and amenities which support residents and workers, providing elements of a good urban structure and placemaking. However, there are a number of characteristics of the Glen Eden town centre, notably the role of West Coast Road as a through road and the at-grade rail crossing at Glenview Road, which affect the function of the town centre and its amenity for pedestrians.
4. Despite having a strong basic structure to support residential intensification with a critical mass of retail, services and community infrastructure associated with public transport, there has been slow uptake of residential intensification opportunities. An overarching future vision for Glen Eden is required to further promote development opportunities and ensure that development can occur in an integrated manner along with the continued maintenance and improvement of public infrastructure.
5. In June 2008, Common Ground Urban Design Consultants were engaged to establish a strategic vision and associated UDF. The consultants were asked to provide urban design solutions for a number of specific areas identified within Glen Eden town centre to give shape and direction for a strong and sustainable urban revitalisation strategy. It is intended that the UDF be used by Council and the future Auckland Council to develop an integrated and long-term programme for the investment of resources and wise planning of the town centre.

6. Key to the UDF was the need to address the upgrade to the railway interchange with options developed and evaluated from the perspective of the contributions to safety, connectivity, support for multi-modal transport and offering choices of walking, cycling or connections to bus services. The urban form impacts of future grade separation of the railway line and the Glenview Road crossing was considered. Though not currently identified as a project by Council it was important to begin considering this issue given the potential significant impact on the town centre and how it operates now and in the future.
7. This assessment of the interchange options informed the strategic vision for a number of precincts identified. Each precinct has its own particular role to play in delivering the vision for Glen Eden by addressing elements of the local character (such as heritage features), the quality of the built form and public realm, identifying elements to be maintained and those to be improved or redeveloped in future planning and design assessments.
8. The UDF establishes strategic goals and proposals for Glen Eden;
 - Enhance pedestrian amenity;
 - Reduce the impact of the car on the town centre environment;
 - Increase lifestyle choice;
 - Enhance identity and appearance;
 - Increase visitor spending;
 - Enhance retail and commercial diversity;
 - Promote the Glen Eden railway station as the gateway to the town centre; and
 - Enhance the role of Glen Eden as a mixed use market town that services the needs of locals and visitors and maximises its role as a gateway to the West Coast.

DECISION MAKING

Placemaking Strategy

9. The UDF proposes a 'placemaking' approach for Glen Eden and suggests a four point strategy where Council can drive urban interventions that will help improve amenity in Glen Eden and transform the image of the town centre. These strategic moves are capable of delivering a transformational vision to guide the future development of this town centre. Table 1 summarises these steps. The sequence with which these occur will form a key component of consultation on the UDF.

Strategic Move 1	Development of the Main Street- West Coast Road	Opportunity to develop West Coast Road as the 'shop front' of Glen Eden by developing a double-sided main street with active frontages, widening footpaths and retaining on-street car parking. In addition, upgrading the status of the Transit Precinct as the gateway to the town centre.
Strategic Move 2	Better connections between Glenmall and West Coast Road.	Opportunity to open up a new pedestrian lane connecting west coast road through to Glenmall. Activating frontages to the lane to ensure safety and vitality. Create a landmark building on the existing Council property at 39 Glen Mall Place to draw people into Glenmall.

Strategic Move 3	Upgrade Glenmall	Opportunity to resolve the pedestrian and vehicular conflicts in Glenmall by enhancing pedestrian amenity and connections with speed tables and replacing existing planted barrier with a planted median pathway.
Strategic Move 4	Consolidate the cultural and Entertainment Precinct.	Opportunity to take advantage of the RSA and Bowling Club merger to address the activities in the Western Precinct to complement existing land uses and ensure connectivity is maximised between the precinct and the wider town centre.

Table 1. Strategic Actions and Areas of Change

10. The UDF then applies the placemaking strategy and vision to eight key areas or precincts of change in Glen Eden:
 1. Transit Interchange Precinct;
 2. Town Centre Precinct;
 3. Western Precinct;
 4. Eastern Precinct;
 5. Work Precinct;
 6. Open Space Network;
 7. Residential Area North; and
 8. Residential Area South.

11. Within each precinct, goals and actions have been developed to realise the vision and placemaking strategy for the town centre.

Transit Interchange

12. Central Government investment in the Glen Eden railway station and increases in the frequency of passenger services provides the opportunity to integrate the rail and bus services into a safe and efficient transit centre connected to the town centre. A need to remedy the existing conflicting environment for pedestrians within the transit precinct has been addressed through a recommended reconfiguration of this precinct with a greater emphasis being placed on pedestrian safety and amenity, better links to the town centre from the interchange and to capitalise on the historic landmark of the station building as the 'front door' or gateway of the town centre.

13. Identifying and establishing safe pedestrian and cycle routes that connect the transit precinct to the surrounding residential, retail and employment areas will encourage increased patronage of public transport but also assist in repositioning the Glen Eden town centre as a liveable and walkable urban village.

14. The role of park and ride has been identified as a key success to Glen Eden's ongoing development as a transit oriented town centre. The UDF highlights the need to ensure that the development of Park and Ride at safe and accessible locations in the town centre is a key consideration for future planning. Park and Ride locations need to be well connected to the Transit Precinct and have good access to the surrounding road network. It is proposed that there be more than one location for Park and Ride and that opportunities for shared facilities be examined in detail as a future discrete piece of work.

Town Centre Precinct

15. The town centre provides the core retail and commercial amenity for the area. It is important that this is protected and enhanced as a retail and services focal point. It is imperative that Glen Eden be designed to incorporate the spirit of the main street along West Coast Road. West Coast Road, through the core of the town centre, must be identified as the primary corridor through its concentration of retail activities and streetscape treatment and should stand out as a richly designed component of the town centre system. Enhancing the physical form of the town centre by developing both sides of the main street, good articulation of facades, and a focus on corner and gateway buildings would contribute to Glen Eden being seen as an identifiable town centre. This will provide a sense of containment and in turn provide a balance to the existing traffic function of this street. The application of the Waitakere City Council City Wide urban design rules in Glen Eden is recommended to ensure future development meets requirements to positively address the main street.
16. Enhancing economic activity in the town centre first through the development of a retail strategy to enhance the mix of retail and services and build a night time economy would aid in strengthening the commercial identity of the town centre and reinforce the link between economic vitality and community well being. Glen Eden is at an advantage to most other town centres in the City as it has already established a Business Investment District (BID). The BID will enable Council to work alongside the business association to enhance the physical environment, promote business creation and development, and increase employment and local business investment in this town centre. The BID is also likely to be an important forum for Council to enter into discussions with landowners about future planning for the town centre. Some of the economic revitalisation aspects of the UDF will be able to be implemented by the BID including an economic regeneration strategy, marketing approaches and improving the mix and quality of retailers in the town centre.

Western Precinct

17. The Western Precinct features a mix of community facilities, cultural attractions and character buildings. This provides an opportunity to encourage the future development of this precinct with an entertainment and community services focus that is vibrant, complementary, safe and well connected to the rest of the town centre. There is an existing critical mass of similar activities within this precinct that coupled with Council's landholding provides a unique opportunity to develop this precinct with a focus on community culture.
18. The recent announcement of the consolidation of the Glen Eden RSA and the Glen Eden Bowling Club into one community sports and entertainment facility provides an opportunity for the Council to guide and contribute to the development of this precinct and maintain and achieve legibility and key access through the precinct to support the proposed development. There is also the ability for the Council to play a key role in its success in integrating effectively into the wider vision for the town centre. This project is still in the explorative stages but provides an immediate opportunity to drive change in this area of the town centre.

Eastern Precinct

19. The Eastern Precinct is an existing commercially zoned area on the fringe of the Glen Eden town centre. This area has the potential to extend its commercial/retail activity to be integrated with residential mixed-use development. There is a need to ensure that the potential of this precinct with its large land-holdings does not over extend itself thereby undermining the core of the town centre. Critical in the redevelopment of this precinct is to ensure active frontages to West Coast Road to support the main street and the creation of a strong gateway through the development of corner buildings that improve pedestrian amenity and contribute

positively to the physical form of the town centre. Medium to high-density development that maximises this area's elevated position in the town centre would have a dramatic impact on the intensity of the town centre and its development as a mixed-use centre.

Working Precinct

20. The Working Precinct on the edge of the town centre is considered to be essential in achieving the Council's employment targets. However, this area has been under threat from ad-hoc car based retail development. A Business Development Strategy needs to be developed to encourage new and existing businesses to become more sustainable and provide local jobs. In addition, a review of current District Plan rules is recommended to preserve this industrial land for services and businesses which contribute to the local economy in Glen Eden.

Open Space Network

21. Glen Eden's public realm and open space network requires considerable enhancement to support the growth of the town centre and improve amenity and sense of place. There is a good supply of open space in the town centre however the identity, legibility and visual connections to these spaces needs to be addressed. It is recommended that the Waikumete Cemetery is celebrated once again as a natural and historic feature of the Glen Eden town centre by ensuring sight lines between the cemetery and the town centre notably the transport interchange are identified and protected to ensure that the close proximity and historical relationship are maximised upon.
22. In addition, opportunities to enhance and create new linkages to other open spaces including the gully systems and nearby streams need to be examined with a focus on preservation and the unique benefits these have in contributing to sense of place as a town centre grows and intensifies. The promotion of a network of open spaces in Glen Eden that is linked into the wider movement network, adds to the attractiveness of Glen Eden as a place to live, work, and play.

Residential Areas North and South

23. Glen Eden has been identified as an ideal location for residential intensification because of its strategic location and ability to integrate land use and transport. It is recognised that while this will change the community over time, this needs to be balanced with the positive outcome of locating more residents within close proximity to the town centre and transport interchange. It is recommended that Council encourage and provide for future residential growth in Glen Eden by ensuring that the surrounding residential areas are well connected to the town centre and transport precinct, and through the development of guidelines which outline the expectations including quality standards for future residential development. The introduction of controls in the District Plan to ensure that future development is appropriate for its context and meets design guidelines for apartments and medium-density development is crucial to ensure good quality intensification takes place. It is also recommended that a review of the existing building stock is undertaken to identify building typologies and character features that are to be protected.

STRATEGIC CONTEXT

24. The Glen Eden Town Centre UDF contributes to achieving the following community outcomes:
- a) **Green Network – He tuituitanga kariki** – creation and improvement of the **green network** from the town centre to surrounding open space including the Cemetery; retention and enhancement of the natural environment within the area subject to **town centre growth management planning; and lwi engagement and consultation;**
 - b) **Strong Communities – He iwi kaha** – creation of more attractive and active streets in the Town Centre improving connections between essential community infrastructure and opportunities for social engagement and overall wellbeing of the community. Progressing **Glen Eden recreation facilities development;**
 - c) **Strong Economy – He Tupuranga Kaha Ihi wana** – stimulation of business growth and job creation through **employment area planning and transport planning and advocacy;**
 - d) **Sustainable integrated transport – Kauneke tauwhiro taiao** – integration of a transport and land-use initiatives and promotion of a walkable town centre with pedestrian crossing and general public realm improvement projects;
 - e) **Sustainable Environment – Kuaneke Tauwhiro Taiao** – promotion of sustainable urban development with efficient use of land, environmental building practices, walkable neighbourhoods and the use of local produce and services; and
 - f) **Urban and Rural Villages – Nga Kainga Taone Tuawhenua** – framework for future urban development that is sufficiently dense and close to the public transport interchange and amenities and services to create a self sustaining and vibrant Glen Eden Town Centre.
25. The Glen Eden Town Centre UDF contributes to achieving the following Council strategies:
- a) **Social – creating a great living place.** The UDF will guide the delivery of a built environment that is accessible, sustainable and promotes the health and wellbeing of all people and the development of affordable, sustainable and healthy housing;
 - b) **Economic Wellbeing – provision of a sustainable supply of business land and enabling infrastructure.** The UDF ensures that economic objectives are included in urban development planning and promotes associated infrastructure investment;
 - c) **Environment – green network.** The UDF promotes the maintenance, protection and enhancement of Glen Eden's natural environment, specifically the Cemetery;
 - d) **Cultural wellbeing – vibrant celebrating community; vibrant sustainable environment of arts and cultural activity; and heritage is identified, protected and promoted.** The UDF promotes the provision of artistic, cultural, leisure and learning activities and infrastructure (venues and sites) in the Western Precinct of Glen Eden; and
 - e) **Governance – people from all walks of life are well represented and are actively participating in the decision making process of the City.** Community consultation on the UDF will present opportunities for all residents of Glen Eden to engage with Council. Council will use the UDF as a means of displaying visionary leadership.

f) **Growth Management:**

- **coordinate urban expansion and intensification with growth needs.** The UDF is the vehicle for integrated Glen Eden town centre planning with local communities, landowners and stakeholders and will ensure development is aligned to the Waitakere District Plan;
- **promote quality compact and connected communities and urban environments.** The UDF establishes design guidelines and may lead to a Waitakere District Plan change that encourages high quality building;
- **protect, restore and enhance highly valued and sensitive natural areas and landscapes.** The UDF seeks to maintain, protect and enhance the green network;
- **Foster economic development of the right type, at the right place and at the right time.** The UDF identifies opportunities for employment area growth; and
- **Plan with key infrastructure providers and stakeholders to provide local access to core services.** The UDF identifies opportunities for further social infrastructure provision in Glen Eden required as a consequence of growth plans.

g) **Transport**

- **integrated land-use/transport planning and increased local employment.** The UDF focuses future growth on Glen Eden town centre, integrating people, business and transport;
- **Better passenger transport infrastructure and services.** The UDF promotes further investment in Glen Eden's rail/bus interchange and its park and rise facility; and
- **Improve access for pedestrians and cyclists.** The UDF increases Glen Eden's walking and cycling network and improves conditions through traffic management, urban design, safety and maintenance.

CONSULTATION

26. Ongoing consultation has taken place with Council officers, including a facilitated internal workshop in August 2008 and in reviewing the UDF as it has developed. This has ensured that the UDF captured the town centre issues across all technical areas including transport, infrastructure, social infrastructure, parks, crime prevention through environmental design, and urban design.
27. To date there has been no formal consultation with the wider community on the UDF. It was considered that Council should undertake some design work before consulting with local businesses and the community to provide focus to future consultation. It is proposed to workshop the UDF with the Business Association and key landowners.

RESOURCES

28. A budget of \$609,000.00 over the next two financial years was allocated in the Long Term Council Community Plan 2009-2019 for improvements to the Glen Eden town centre. Contained within the UDF are several proposals that could be implemented with this budget. However, it is considered that a recommendation on this needs to be made following public consultation on the UDF.

IMPLEMENTATION ISSUES

Next Steps

29. The UDF has proposed a potential implementation strategy to give effect to the vision for Glen Eden. An agreed way forward will be developed once consultation has taken place and a preferred programme of capital works will be bought to Council for consideration and approval. The decision of the Council will then need to be confirmed by the Auckland Transition Agency.

AUCKLAND COUNCIL TRANSITION ISSUES

30. 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: Caisey Marter: Strategic Advisor: Urban Planning and Design.



7 INCLUSION OF WAITEMATA HARBOUR FORESHORE RESERVES INTO THE HAURAKI GULF MARINE PARK

GLOSSARY

Hauraki Gulf Marine Park Act 2000	(the Act)
Hauraki Gulf Marine Park	(the Park)

EXECUTIVE SUMMARY

The purpose of this report is to seek the endorsement of the Policy and Strategy Committee in requesting approval from the Minister of Conservation to include the Waitemata Harbour Foreshore Reserves in the Hauraki Gulf Marine Park (the Park).

The New Lynn, Massey and Henderson Community Boards have all supported the proposal to include foreshore reserves in their respective wards in the Park. Te Kawerau a Maki also support the proposal.

RECOMMENDATIONS

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

1. **Receive** the Inclusion of Waitemata Harbour Foreshore Reserves into the Hauraki Gulf Marine Park report.
2. **Agree** to apply to the Minister of Conservation to include the list of Waitemata Harbour Foreshore Reserves attached at pages A185 to A187 and shown on the map attached at page A188, be included in the Hauraki Gulf Marine Park.
3. **Note** that no change to the management of the Waitemata Harbour Foreshore Reserves or to leases and licences will result from their inclusion into the Hauraki Gulf Marine Park.

BACKGROUND

1. The Park was established eight years ago and as yet has a low profile due to a lack of branding and promotion. The Hauraki Gulf Forum has recommended that to create a focus for the tenth anniversary of the Park and improve the identity and promotion of the Park, reserves of significance with coastal links to the Hauraki Gulf become part of the Park.
2. At its meeting on 6 August 2009, the Policy and Strategy Committee resolved the following:

“The Policy and Strategy Committee resolved to:

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.*
3. *Agree that any new reserves vested with Council adjacent to the Waitemata Harbour be included in the Hauraki Gulf Marine Park.”*

1356/2009

DECISION MAKING

Issues

Provisions of the Hauraki Gulf Marine Park Act 2000

3. The Waitemata Harbour Foreshore Reserves fulfill the purposes of the Hauraki Gulf Marine Park as set out in section 32 of the Hauraki Gulf Marine Park Act 2000 (the Act).
4. The purposes of the Park are:
 - “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.”*

The Consequences of Including the Reserves

5. By adding land to the Park, the Council is acknowledging that management of the reserves is consistent with the purpose for the Park. These obligations are consistent with the purpose of reserve management plans prepared under the Reserves Act 1977, which is “to provide for the enjoyment of the ecological, social and recreation opportunities for the community, while taking into consideration the unique character of the Waitemata Harbour environment.”

6. There will be no change in the management of the reserves and no change to leases or licences on the reserves that are included in the Park.
7. The Hauraki Gulf Forum has identified potential benefits that would come from developing a higher profile, extended 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 of the Hauraki Gulf and thereby reinforcing the need for an integrated policy and planning framework approach; and
 - Long term, encouraging new investments, acquisitions and joint management approaches.
8. Following the agreement of the Policy and Strategy Committee, an application will be sent to the Minister of Conservation for approval. The application will be assessed as to whether it meets the purpose of the Park set out in section 32 of the Act.

Consideration of Community Views

9. Lessees/licensees and community groups with an interest in the reserves have been advised that no changes to the management of the reserve or their lease or licence will result due to the reserves becoming part of the Park.

STRATEGIC CONTEXT

10. Including the Waitemata Harbour Foreshore Reserves in the Park will strengthen the recognition and protection of natural, cultural, historic and spiritual values of these coastal reserves, contributing to the Green Network goals of the Environment Strategy.
11. Including the reserves in the Park meets the Community Outcome of Waiora – Environmental Protection by increasing respect and appreciation for the City's natural taonga.
12. Including the reserves in the Park will also meet the goals of the Act.

CONSULTATION

13. Consultation has been undertaken with Strategic Planning, Parks Planning and Parks Assets regarding the inclusion of Waitemata Harbour Foreshore Reserves in the Park and the proposal is supported.
14. Consultation with relevant external agencies has been undertaken through the Hauraki Gulf Forum.
15. The New Lynn, Massey and Henderson Community Boards have been consulted on their views regarding the reserves within their respective wards being included in the Park, and all resolved to:

“Agree that it be recommended to the Policy and Strategy Committee to apply to the Minister of Conservation to have the Waitemata Harbour Foreshore Reserves included in the Hauraki Gulf Marine Park.”

1759/2009 (New Lynn)

1793/2009 (Massey)

1814/2009 (Henderson)

16. Consultation has being undertaken with Te Kawerau a Maki who are supportive of the reserves being included in the Park and intend to send written confirmation.
17. Consultation is being undertaken with Ngati Whatua.

RESOURCES

18. The Department of Conservation has undertaken to meet the costs of processing the application to include the Waitemata Harbour Foreshore Reserves in the Park and the necessary gazette notices.
19. The principal resource required is staff time. A small budget provision is required for documentation. This is within existing budget approved in the Long Term Council Community Plan 2009-2019.

IMPLEMENTATION ISSUES

20. There are no implementation issues for the Council.

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.

Report prepared by: Tracey Smith, Strategic Advisor - Environment and Gyles Bendall, Service Manager: Parks Planning.



8 DRAFT SUBMISSION ON THE DRAFT REGIONAL PARKS MANAGEMENT PLAN

GLOSSARY

Auckland Regional Council	(ARC)
Draft Regional Parks Management Plan	(draft RPMP)
Waitakere Ranges Heritage Area Act 2008	(the Act)
Waitakere Ranges Regional Park	(the Park)

EXECUTIVE SUMMARY

The Auckland Regional Council (ARC) has notified the draft Regional Parks Management Plan (draft RPMP) and the purpose of this report is to draw together the Council's submission. The key issue in relation to the Waitakere Ranges Regional Park (the Park) is consistency of the draft RPMP with the Waitakere Ranges Heritage Area Act 2008 (the Act) in relation to the Hillary Trail and whether or not concessions will be permitted, and the partnership with tangata whenua.

Submissions close on 23 December 2009 and, given the tight timeframe, authority is sought for the Policy and Strategy Committee to delegate approval of the final wording of the submission to the Chairman of the Policy and Strategy Committee.

RECOMMENDATIONS

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

1. **Receive** the Draft Submission on the Draft Regional Parks Management Plan report.
2. **Either**
 - (a) **Approve** the submission on the draft Regional Parks Management Plan as attached at pages A189 to A192 **Or**
 - (b) **Agree** to delegate to the Chairman of the Policy and Strategy Committee the authority to approve the final submission on the Draft Regional Parks Management Plan.

A189-A192

BACKGROUND

1. The draft RPMP was notified on 22 October 2009 with submissions closing on 23 December 2009. The draft RPMP builds on the strengths of the existing Regional Parks Management Plan, which aimed to protect the natural and cultural features of the parks while providing for public access for recreation and community involvement in the parks.
2. The draft RPMP sets out how the ARC intends to manage the regional parks over the next 10 years. While the draft RPMP focuses on the specific management actions and programmes over the next 10 years, these have been developed with a 20 to 50 year horizon in mind. Accordingly, the draft RPMP aims to identify where recreational activities might grow, and cater for this growth without compromising the values of the regional parks.
3. The draft RPMP covers 23 regional parks: Ambury, Atiu Creek, Awhitu, Duder, Hunua Ranges, Long Bay, Mahurangi, Muriwai, Omana, Scandrett, Shakespear, Tapapakanga, Tawharanui, Tawhitokino and Orere Point, Te Rau Puriri, Waharau, Waitakere Ranges, Wenderholm, Whakanewha, Whakatiwai, and regional park lands at Pakiri, Te Arai and Waitawa which have yet to be formally named and opened. Section 15.19 of the draft RPMP relates to the Park and is the focus of the draft submission.

DECISION MAKING

Issues

- A189-A192
4. Council officers have identified a number of issues which the Council may wish to submit on and these are detailed below. A draft submission based on these issues is attached at page A189 to A192. Any matters raised by the Policy and Strategy Committee at the meeting can be incorporated into this submission.

Economic opportunities

5. The draft RPMP acknowledges that the Park is particularly important to the film industry because of its close proximity to central Auckland and the scenery it contains. In response to demand for filming in the Park, the ARC has proposed guidelines for use of a park or location for filming and a code of conduct to be developed in collaboration with the film industry along the lines of the Film New Zealand and Department of Conservation's Code of Practice: Filming on Public Conservation Lands.

6. Other opportunities not addressed in the draft RPMP include:
- Educational tours, especially by school groups;
 - Tourism, especially for international visitors who may only have an Auckland stopover in New Zealand and who wish to have a “bush experience” while in the City;
 - Recreational visits, especially by Aucklanders who regard the Waitakere Ranges as their particular recreational “backyard”; and
 - Ecotourism where the Waitakere Ranges could be a show-case for best practice.

Hillary Trail

7. Objective 8(l) of the Waitakere Ranges Heritage Area Act 2008 (the Act) requires the protection of the resources of the Waitakere Ranges Heritage Area for their intrinsic worth and for the benefit, use and enjoyment of people. These clauses are mutually dependent, and read with objective 8(a) of the Act which seeks to protect, restore and enhance the heritage features. Heritage features are defined in the Act as including:
- “7(g) the opportunities that the area provides for wilderness experiences, recreation, and relaxation in close proximity to metropolitan Auckland.”*
- and:
- “7(m) the Waitakere Ranges Regional Park and its importance as an accessible public place with significant natural, historical, cultural, and recreational resources.”*
8. Section 19 of the Act outlines the requirements for a Parks Management Plan. Of importance is that the Parks Management Plan must “give effect to” the purpose of the Act and its objectives. The section highlights integrated management to ensure that all the objectives of the Act are given effect to, not only those that highlight environmental protection. The “give effect to” test is the highest statutory test, so any limitation on access, use or enjoyment of the park can only be on the basis that the natural heritage features are best served by that restriction (e.g. protection of threatened habitat).
9. The issue of whether the prohibitions on concessions in the Park are “giving effect to” the Act comes down to a matter of comparison with equivalent statutory provisions. There is no case law on the Act, so an appropriate comparison could be made with the duties of the Minister of Conservation in considering whether a concession, for example under the National Parks Act 1980, “would adversely affect those features to be protected in perpetuity for their intrinsic worth,” or “can be granted without permanently affecting the rights of the public in respect of the park.” This is arguably not the case as the public are provided full rights of access to the trails where concessions are prohibited.
10. This comes down to a judgement call on the type and form of concession. A concession for guiding would arguably have insignificant effects on the rights of the public (and as discussed could enhance access), while a built activity could have more significant impacts.
11. Broad generalisations about the “commercialisation” of the Hillary Trail fail to qualify what the potential adverse effects are. Comparisons with national parks show that concessions are actively managed and monitored.

12. The draft RPMP states that no (commercial) concessions will be granted for the Hillary Trail as an entity. Concessions are a prohibited activity in the RPMP although concessions may be granted for activities that utilise part of the track network when these are not linked to the multi-day trail. Essentially, this means that no commercial guided walk operations will be approved by the ARC for the Hillary Trail.
13. The explanation given for this is that “the Hillary Trail has been developed in order to provide an accessible and affordable multi-day tramping experience for Aucklanders, and in particular for families and young people”. No concessions will be granted for the trail “in order to protect the informal and self-discovery ethos of the trail.”
14. In the draft RPMP, prohibited activities are those which are considered to be inappropriate because of their adverse effects on the environment or that are incompatible with the park vision and other approved activities.
15. Prohibiting any concessions related to the Hillary Trail as an entity is inconsistent with various values, management principles, objectives and policies included in the draft RPMP. In particular, the policy forecloses on a number of benefits which can be provided by a guided walk concession for the Hillary Trail.
16. The logic of making concessions which apply to the Hillary Trail a prohibited activity appears flawed. The main reasons against the Prohibited Activity status are outlined below:
 - The informal and self-discovery ethos of the Hillary Trail would still be possible even with a guided walk concession operating on the Hillary Trail. The Hillary Trail is over 50 kilometres long and walkers would be spread far and wide along the Hillary Trail and would not detract from the informal and self-discovery concept;
 - If the effects of visitor numbers are the issue, then limits to the number of people which would be led by professional guides could be set in the concession licence. In contrast, the number of “freedom walkers” attracted by the ARC and other organisations’ promotion of the Hillary Trail cannot be controlled. The reality is the Hillary Trail will be profiled because of its iconic name. The numbers of “freedom walkers” would be far in excess of any professionally guided walkers. The number of guided walkers will be limited by the availability of accommodation at each stopover point (Karekare, Piha and Te Henga) which has been estimated at a maximum of 1200 stopover walkers per annum;
 - A guided walk concession of the Hillary Trail is no different to other similar concessions that have already been approved by the ARC and should be treated in the same manner. There is no empirical monitoring data that shows there is any adverse affects occurring from similar current concession activities. These only account for 2% of the total estimated visitors to the Park; and
 - Even if there are no guided walk concessions allowed by the ARC for the sections of the Hillary Trail which crosses regional parkland, it is likely a commercial operation will start operating anyway. Prohibiting a concession for the whole Hillary Trail will drive operators “underground” and the ARC would have no relationship with the operator. There would be little opportunity to establish a partnership which would see the operator helping to deliver the draft RPMP’s objectives for the ARC.
17. A guided walk concession for the Hillary Trail has the potential to provide a range of benefits with minimal affect on the intrinsic values of the Park. These are outlined below:

- It would provide the opportunity for a wider range of people to experience the trail, especially those without the confidence to walk what is, in some places, a challenging track;
- A concessionaire would become a set of extra “eyes and ears” for the ARC in regard to management issues along the Hillary Trail. In some ways, the concessionaire would become an extension of the ranger service;
- An ARC approved operator would promote responsible behaviour and use of the Park and ensure that the people they are guiding follow the draft Model Park Care Code. This would help increase visitor understanding of the Park’s special values and the need to protect them;
- The ARC would be able to directly monitor and manage any effects caused by a concessionaire through its ongoing contractual relationship;
- There would be some economic benefit to Waitakere by providing employment both directly and indirectly;
- It could provide opportunities for local iwi to be involved, especially in guiding and telling their special stories;
- Revenue from the concession fees could be used to maintain the Hillary Trail;
- The transportation of visitors to the Hillary Trail by the concessionaire would support travel demand management by ensuring group transportation to the Park; and
- It would help deliver on the AucklandPlus regional visitor strategy (*Bringing the World to Auckland*) objective of positioning Auckland as a more visitor-friendly destination where people can experience a range of unique and authentic places and spaces.

Tangata whenua

18. A further matter of interest in the draft RPMP, as it relates to the Park, is a lack of specific recognition of other statutory provisions introduced by the Act. Of particular importance are ‘deeds of acknowledgement’ (sections 29 to 32 of the Act):

“29(1) A deed of acknowledgement will acknowledge the particular historical, traditional, cultural, or spiritual relationship of tangata whenua of the heritage area, namely Ngati Whatua and Te Kawerau A Maki, with any land in the heritage area.”

19. Deeds of acknowledgement apply only to public lands. As there is 17,000 hectares of public land which is within the Park, deeds of acknowledgement will be focussed towards the Park within the next 10 years. The draft RPMP fails to acknowledge these provisions of the Act, or establish a clear policy position on the matter of deeds of acknowledgement and joint management of the resources of the Park, all of which form part of the rohe of Ngati Whatua and Te Kawerau a Maki. Waitakere City Council would expect that these matters would be included in a policy which seeks closer and enduring relationships with tangata whenua.

Consideration of Community Views

20. Public submissions on the draft RPMP close on 23 December 2009.

STRATEGIC CONTEXT

21. The draft RPMP interacts with and delivers on the Green Network objectives of the Environment Strategy 2008, and the Act requires that:

- “19 Management Plan for Waitakere Ranges Regional Park**
- (1) ARC must prepare, adopt, and maintain a management plan for the integrated management of the Waitakere Ranges Regional Park.
 - (2) In acting under subsection (1), ARC must give effect to the purpose of this Act and the objectives.”

CONSULTATION

22. The issues and points of submission have been drafted in consultation with Parks Planning, Sustainable Management and Environment Strategy teams.

RESOURCES

23. There are no resource implications other than staff time.

IMPLEMENTATION ISSUES

24. There are no implementation issues.

AUCKLAND COUNCIL TRANSITION ISSUES

25. 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 DRAFT REGIONAL LAND TRANSPORT STRATEGY

GLOSSARY

Draft Regional Land Transport Strategy 2010 (Draft RLTS)

EXECUTIVE SUMMARY

The purpose of this report is to consider a proposed submission on the Draft Regional Land Transport Strategy 2010 (Draft RLTS). A copy of the Draft RLTS has been circulated separately from the agenda to members of the Policy and Strategy Committee.

The Draft RLTS assumes land use patterns within the metropolitan urban limit, and based on these land use patterns, proposes a public transport led approach to transport in the Auckland region for the next 30 years. The Draft RLTS seeks a reallocation of funding to public transport improvements, behaviour change, walking, cycling and local roads. Projects of high regional significance are identified for investigation or implementation.

Modelling of the preferred strategic option in the Draft RLTS anticipates contributions to most of the targets in the New Zealand Transport Strategy 2008, but falls short in relation to reductions in greenhouse gas emissions, and travel by public transport, walking and cycling.

The key points of the proposed submission on the Draft RLTS are:

- Support for the preferred strategic option, qualified by the need for initiatives to achieve densities in centres and greater efforts to achieve targets for public transport, movement of freight by rail and sea, and reductions in greenhouse gas emissions;
- Concerns about the long term affordability and cost effectiveness of the significant investments in the Puhoi to Wellsford state highway project, additional harbour crossings and some new rapid transit routes;
- Support for reallocation of funding in the first 10 years from state highways to public transport improvements, behaviour change, walking, cycling and local roads;
- Support for the central business district rail loop proceeding on an urgent basis; and
- Support for further investigation of funding methods and a congestion charge.

RECOMMENDATIONS

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

1. **Receive** the Draft Regional Land Transport Strategy report.
2. **Approve** the submission on the Draft Regional Land Transport Strategy 2010 with inclusion of any amendments from the Policy and Strategy Committee.
3. **Agree** that the sign-off of the final submission on the Draft Regional Land Transport Strategy 2010 be delegated to the Chairman of the Policy and Strategy Committee.

BACKGROUND

1. The current Regional Land Transport Strategy was adopted in 2005 and set the direction that 62% of funding is applied to roading, 34% to public transport, and 4% to travel demand management. Its policies formed the basis for the Waitakere City Transport Strategy 2006-2016.
2. Since 2005, the New Zealand Transport Strategy 2008 was released which provided a long term direction for transport, with targets to reduce greenhouse gas emissions from transport, improve reliability of travel times on key routes, increase the proportion of freight moved by rail and sea, and increase walking, cycling and use of public transport.
3. The Draft RLTS was developed on a collaborative basis with input from land use and transport planners across the region under the guidance of the Regional Transport Committee. Five options were modelled in terms of their effects and contributions towards regional and national targets. The Regional Transport Committee adopted a preferred strategic option, together with targets, policies, guidance on major projects and regional transport networks.
4. The Draft RLTS provides a 30 year strategic direction for transport in the Auckland region. The Draft RLTS proposes a preferred strategic option which is a public transport led approach so that it leads demand rather than lags behind demand. The Draft RLTS provides a direction that 54% of funding is applied to roading, 42% to public transport and 4% to demand management, walking and cycling.
5. Transport funding for the first 10 years is significantly guided by the Government Policy Statement on land transport funding, which places a priority on funding state highways. The Draft RLTS seeks a reallocation of funding in the first 10 years to public transport improvements, behaviour change, walking, cycling and local roads. Projects of high regional significance are identified for investigation or implementation.

6. The Draft RLTS is based on land use patterns developing in accordance with the Auckland Regional Council's Plan Change 6, which aims to maintain a metropolitan urban limit and patterns of development in accordance with the Regional Growth Strategy concept. Modelling of the preferred strategic option in the Draft RLTS anticipates contributions to most of the targets in the New Zealand Transport Strategy, but falls short in relation to reductions in greenhouse gas emissions, and travel by public transport, walking and cycling.
7. The key priorities of the preferred option in the Draft RLTS are to:
 - Support and contribute to a compact and contained urban form consisting of centres, corridors and rural settlements;
 - Implement behaviour change programmes;
 - Continue major investment in rail, bus and ferry infrastructure and service improvements;
 - Improve operation of existing roads, especially regional arterials; and
 - Construct limited additional road capacity.
8. The Auckland Regional Council is conducting a public consultation process seeking feedback on the Draft RLTS with the intention of adopting a final Regional Land Transport Strategy in April 2010.

DECISION MAKING

9. This report asks the Policy and Strategy Committee to consider the Draft RLTS and a proposed submission and to provide feedback on that submission. The options for the Policy and Strategy Committee are to approve, not approve or amend the proposed submission.

Issues

- A193-A201*
10. Council officers have developed a proposed submission on the Draft RLTS for consideration and feedback by the Policy and Strategy Committee. This submission is attached at page A193 to A201. The key points of the proposed submission on the Draft RLTS are:
 - a) Support for the preferred strategic option, qualified by the need for initiatives to achieve densities in centres and greater efforts to achieve targets for public transport, movement of freight by rail and sea, and reductions in greenhouse gas emissions;
 - b) Concerns about the long term affordability and cost effectiveness of the significant investments in the Puhoi to Wellsford state highway project, additional harbour crossings and some new rapid transit routes;
 - c) Support for reallocation of funding in the first 10 years from state highways to public transport improvements, behaviour change, walking, cycling and local roads;
 - d) Support for the central business district rail loop proceeding on an urgent basis; and
 - e) Support for further investigation of funding arrangements, including a congestion charge.

STRATEGIC CONTEXT

11. The Draft RLTS would contribute to a number of strategic outcomes:
 - a) **Growth Management Strategy:** A dynamic network of vibrant town centres and neighbourhoods with a social, physical and natural fabric providing housing choice and employment opportunities for all;
 - b) **Economic Wellbeing Strategy:** Local economic growth with more local jobs and Waitakere as an attractive place to work and do business;
 - c) **Transport Strategy:** Improve safety and efficiency of transport infrastructure and services; integrate with land use; provide a choice of modes and encourage sustainable modes of transport; reduce harmful emissions from transport and use of non-renewal energy resources from the transport system;
 - d) **Environment Strategy:** Create a low carbon city; provide alternatives to fossil fuel use; and manage stormwater runoff; and
 - e) **Social Strategy:** Build strong, resilient communities; improve safety; create jobs; improve health and wellbeing; enable a mix of housing choices; and improve access by different modes of transport.

12. The Waitakere City Transport Strategy's vision for transport in Waitakere is "a sustainable multi-modal transport system that is integrated with land use and contributes to Waitakere as an eco city". The Council's strategic direction for transport is well-aligned with the Draft RLTS.

CONSULTATION

13. The Auckland Regional Council is undertaking public consultation on the Draft RLTS. The Council has obtained community feedback about transport in Waitakere as part of the development of community outcomes and the adoption of the Waitakere City Transport Strategy.

RESOURCES

14. No resources, other than staff time, are required to make this submission.

IMPLEMENTATION ISSUES

15. The implementation of the RLTS will become the primary responsibility of the new Auckland Transport Agency, in partnership with the New Zealand Transport Agency and Kiwirail.

AUCKLAND COUNCIL TRANSITION ISSUES

16. 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: Kevin Wright, Manager Transport Strategy.



10 **AUCKLAND REGIONAL TRANSPORT AUTHORITY DRAFT REGIONAL PUBLIC TRANSPORT PLAN**

GLOSSARY

Auckland Regional Transport Authority	(ARTA)
Public Transport Management Act 2008	(PTMA)
Draft Regional Public Transport Plan	(the draft Plan)
Regional Land Transport Strategy	(RLTS)
Passenger Transport Network Plan	(PTNP)
Regional Public Transport Plan	(RPTP)

EXECUTIVE SUMMARY

The purpose of this report is to seek the Policy and Strategy Committee's approval of a proposed submission to the Auckland Regional Transport Authority (ARTA) on its draft Regional Public Transport Plan (the draft Plan).

RECOMMENDATIONS

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

1. **Receive** the Auckland Regional Transport Authority Draft Regional Public Transport Plan report.
2. **Agree** that the contents of this report and any feedback from the Policy and Strategy Committee form the basis of a Council submission on the Auckland Regional Transport Authority's draft Regional Public Transport Plan.
3. **Delegate** to the Chairman of the Policy and Strategy Committee the responsibility to sign off the finalised submission on the draft Regional Public Transport Plan on behalf of the Council.

BACKGROUND

1. ARTA is required by the Public Transport Management Act 2008 (PTMA) to prepare a regional public transport plan (RPTP).
2. Section 7 of the PTMA specifies that:

"the purpose of a regional public transport plan is to - (a) specify how the regional council intends to give effect to the public transport components of the regional land transport strategy that applies to the region; and (b) contribute to the purpose specified in section three in an efficient and effective manner."
3. Section 3 of the PTMA defines this purpose as:

"to contribute to the aim of an affordable, safe, integrated, responsive and sustainable land transport system."
4. In November 2009, ARTA issued a the draft Plan seeking written submissions by 24 December 2009. The Draft Plan aims to meet the requirements of the PTMA.
5. The Council has previously submitted in support of a fully contracted public transport system, allowing regions to choose to have a fully planned public transport system, when the PTMA was a bill before Parliament. This option was implemented in the final version of the PTMA but the Government has signalled its intention to review parts of the PTMA, including controls over commercial public transport services. As a result of this pending legislative review, ARTA has specifically excluded procurement processes and contracting requirements from the scope of the draft RPTP.

DECISION MAKING

6. This report asks the Policy and Strategy Committee to decide whether or not the contents of this report and any feedback from the Policy and Strategy Committee should form the basis of a Council submission to ARTA. The options for the Policy and Strategy Committee are to approve, not approve, amend the recommendations or to propose additional recommendations.

Issues

7. Relationship to the Regional Land Transport Strategy (RLTS).

As specified in section 7 of the PTMA, a RPTP is intended to deliver on the public transport elements of any current RLTS. ARTA's enabling legislation, the Local Government Auckland Amendment Act 2004, also specifies that its role is to implement the RLTS. The draft RLTS is the subject of another report to the Policy and Strategy Committee and specifies a "public transport led" direction for the region's public transport system. The draft RLTS 2009 contains plans to further develop the region's growing rail network and has targets to increase public transport patronage. It is difficult to see how the draft Plan can deliver on a draft RLTS that is only just at the consultation stage itself. There is a risk that the final direction of the current draft RLTS may not fully integrate with the RPTP. The RPTP needs to be aligned with the final RLTS once it is adopted. There is a further reason to delay finalisation of the RPTP so that there is the ability to align with amendments the Government makes to the PTMA.

8. Funding.

In preparing the RPTP, ARTA is required to take account of the public transport funding likely to be available within the region. As noted in another report to the Policy and Strategy Committee on the Draft New Zealand Transport Agency Farebox Recovery Policy, there is considerable pressure from central Government to contain the growth in its contribution to public transport operational expenditure. At the same time, the draft Plan proposes a transformative approach to public transport services across the region which will require additional funding. The only funding policy in the draft Plan is to "engage with funders to ensure that significant funding commitments are available to enable implementation of public transport policies and programmes."

9. The background paper to the RPTP supplied by ARTA indicates that even using an assumed 51.3% of the upper band of the New Zealand Transport Agency's public transport operational funding, there will be a funding shortfall to implement the operational expenditure elements in the draft Plan of \$540.7 million dollars over the next 10 years. On top of this, there is considerable doubt as to whether Auckland Regional Holdings Limited will be in a financial position to provide the operational and capital funding as outlined in the Auckland Regional Council's Long Term Council Community Plan 2009-2019.

10. There is also considerable uncertainty about future funding streams for the rail capital improvements outlined in the draft Plan. To date, the Government has committed \$1.6 billion to Auckland rail capital expenditure, including the core network upgrade and electrification, including a \$500 million allocation to electrification rolling stock. It is unlikely that the electrification rolling stock funding allocation will provide the rail passenger capacity needed to deliver on the extent of the rail network envisaged in the draft Plan beyond the next seven to eight years. The Government has not, to date, indicated any great enthusiasm for the next tranche of rail projects proposed by the region.

11. It is of vital importance that the region strongly advocates with funders, especially central Government, to secure the funding to deliver on the RLTS and the RPTP.

12. **Prioritisation.**

The draft Plan sets a range of expenditure which prioritises maintaining existing services, procurement and contract reform, integrated ticketing and rail development. Out of a priority order of nine items, bus and rail service improvements are number eight and ferry service improvements are number nine. This places a low priority on the redesign of bus services to feed train stations and the introduction of the Hobsonville ferry service.

13. ARTA also has a prioritisation list for reductions in planned service levels in the event that funding is not sufficient to deliver on the whole draft Plan. Of particular concern to Waitakere is that the operational hours of the local connector network, particularly in off-peak periods and weekends, is priority eight out of nine. This means that these services would be amongst the first to be scaled back in the event of a funding shortfall. As these services deliver vital access for the transport disadvantaged to employment, retail, medical, recreational and social opportunities, it is difficult to reconcile this low priority with the PTMA requirement to describe how the public transport services in the RPTP will assist the transport disadvantaged.

14. **Pathway to Implementation.**

The draft Plan has a solid basis in its policy and planning approach. However, there is considerable uncertainty around funding streams and resourcing, and the absence of any implementation plan, (apart from a highly ambitious timetable to review the region's bus services). This means that it is hard to get a sense of the relative sequencing of improvements to the rapid transit network and when the quality transit network, announced in the Passenger Transport Network Plan (PTNP) in mid-2006, will finally start to be implemented. A clear timeline would greatly assist in achieving optimal alignment between infrastructure delivery and public transport services. It is also unclear what relationship there is between the PTNP and the draft Plan and whether in fact the draft Plan supersedes the PTNP. The draft RLTS proposes investigation of new rapid transit routes, the outcome of which will affect prioritisation for protecting those routes and a pathway to implementation. These investigations need to be programmed into the draft Plan and only cost effective rapid transit routes implemented. It is important that the region does not over-commit to new infrastructure projects at a time when it cannot afford to fund planned public transport services.

15. **Detailed service descriptions.**

90 pages of the 125-page draft Plan are dedicated to service descriptions which describe every permutation of the region's currently rather complex network of public transport services. Generally, these service descriptions describe the existing service structure, except in areas where services have been or are about to be reviewed. Although not specifically signalled in the document, the service descriptions for new services for both stages of the Waitakere bus service review are included. These include service proposals for the remainder of the Waitakere bus service review that have been discussed informally with officers and are based on those presented by ARTA to the Policy and Strategy Committee in October 2008. However, these service proposals have never been formally presented to the Council for input and feedback. Officers are particularly concerned that the service level proposed in the Glendene, Span Farm and Kelston areas is half of the current level of service. Officers are seeking urgent clarification on this issue from ARTA and may need to include detailed comments about the changes in bus services as part of the submission on the draft Plan.

16. **Fares.**

The draft Plan includes the standardisation of rail fares, bringing them into line with bus fares. However, the document does not make it clear what the rationale was for lower rail fares and the current justification for raising rail fares to the same level as bus fares. It is likely that this rationale involves the need to increase the farebox recovery rate from rail customers, to simplify integrated ticketing and to recognise that the core upgrade of the rail network is approaching completion. Officers believe that the rationale for this policy change needs to be made explicit in the document with supporting analysis.

17. It is noted that there is an intention to retain the existing stage-based fare system in the short-term and to move to a simpler, zonal-based fare structure at some unspecified point in the future. Currently, fares are exclusively based on distance with relatively large increments in fares between stages. There are major regional inconsistencies in the fare stage structure. By way of example, a bus customer from Massey East travelling 17 kilometres to Britomart pays \$7.50 while a rail customer from Papakura travelling 31 kilometres to Britomart by train pays \$6.30. Officers believe that if the current fare-stage system is to be retained in the short term, this should be accompanied by rationalisation of the worst of the inequities and inconsistencies in the current system. A clear time frame for the change in fare zones is required.

18. The Council has previously submitted in opposition to point-to-point fares for ferries which would mean that ferry customers would only get the integrated fares benefit of integrated ticketing, meaning that multiple trips could be paid for separately on a single ticket. Officers continue to believe that there is no valid public policy rationale for treating one mode of public transport differently from the others. Officers believe that full fare integration, allowing a single journey involving multiple vehicles should be able to be paid with a single fare on a single ticket.

19. **Withdrawal of commercial services.**

Council officers welcome the proposal in the draft Plan to extend the period for notice of withdrawal of commercial services from the current 21 days to 65 days, the maximum period allowed by the PTMA. In order to create a shift of long haul bus services to bus feeders to train stations, a number of withdrawals of commercial services are required. The region needs sufficient time to set contracted services that may be needed to replace commercial services.

20. **Park and Ride.**

The draft Plan notes Swanson Station as an example of a potential park and ride location. However, no rail park and rides were identified in ARTA's Draft Park and Ride Strategy, which has yet to be finalised. Council officers believe that the identification of a potential park and ride at Swanson Station should be carried through from the draft Plan to the final version of the Park and Ride Strategy. The Policy and Strategy Committee strongly submitted on the importance of a park and ride at Swanson Station.

“The Policy and Strategy Committee resolved to:

4. *Agree that the Chief Executive Officer write to the Chief Executive Officer of the Auckland Regional Transport Authority expressing serious concern about the refusal to enter into a lease agreement with the Council for the planned park and ride facility at Swanson and request that the Auckland Regional Transport Authority works with the Council to develop alternative options to help meet the modelled demand for park and ride at Swanson Station.”*

STRATEGIC CONTEXT

21. A well planned integrated public transport network continues to contribute strongly to the achievement of the following strategic outcomes.
- Social Strategy:** Build strong, resilient communities and develop community leadership, and develop Waitakere's community infrastructure and assets;
 - Environment Strategy:** Low carbon city, encouraging planting of more trees and creating alternatives to fossil fuel use;
 - Transport Strategy:** Make significant improvements in passenger transport to encourage alternatives to single-occupant vehicle instead of building more roads or wider roads to meet predicted demand; and
 - Growth Management Strategy:** A dynamic network of vibrant town centres and neighbourhoods with a social, physical and natural fabric providing housing choice and employment opportunities for all.
22. The Waitakere City Transport Strategy's vision for transport in Waitakere is "a sustainable multi-modal transport system that is integrated with land use and contributes to Waitakere as an eco city".

CONSULTATION

23. ARTA is conducting public consultation on the Draft Plan. The proposed position set out in this report is consistent with the aim of improving the public transport system as endorsed by community outcomes and the Council's Transport Strategy.

RESOURCES

24. No resources, apart from staff time, are required to make a submission.

IMPLEMENTATION ISSUES

25. There are no implementation issues as a result of this report.

AUCKLAND COUNCIL TRANSITION ISSUES

26. 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: Darren Davis, Principal Advisor: Transport.



11 NEW ZEALAND TRANSPORT AGENCY DRAFT FAREBOX RECOVERY POLICY

GLOSSARY

New Zealand Transport Agency (NZTA)

EXECUTIVE SUMMARY

The purpose of this report is to seek approval for a draft submission to the New Zealand Transport Agency (NZTA) on its Draft Farebox Recovery Policy.

RECOMMENDATIONS

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

1. **Receive** the New Zealand Transport Agency Draft Farebox Recovery Policy report.
2. **Agree** that the contents of this report, the draft submission, and any feedback from the Policy and Strategy Committee form the basis of a Council submission on the New Zealand Transport Agency Draft Farebox Recovery Policy.
3. **Agree** that sign-off on the submission on the New Zealand Transport Agency Draft Farebox Recovery Policy, be delegated to the Chairman of the Policy and Strategy Committee.

BACKGROUND

1. NZTA has expressed concern about declining farebox recovery rates, that is, the proportion of the cost of operating public transport services that is covered by user payment through fares. NZTA is also concerned about any expectation of open-ended commitments to increasing public transport operational expenditure in New Zealand's largest cities, as NZTA generally funds around half of the subsidy with the regions meeting the rest of the subsidy cost.
2. In addition, NZTA is trying to drive increased value for public money and an increased focus on meeting the current Government's expenditure priorities across all expenditure categories, not just public transport subsidies.
3. NZTA issued a consultation document in October 2009 which aims to drive increases in farebox recovery rates in order to contain increases in Government expenditure on public transport operations.
4. Auckland Regional Council officers have prepared a report outlining their proposed submission attached at pages A202 to A213 which was considered by the Regional Transport Committee on 18 November 2009.

DECISION MAKING

5. This report asks the Policy and Strategy Committee to decide whether or not the contents of this report, the draft submission, and any feedback from the Policy and Strategy Committee, should form the basis of a Council submission to the NZTA. The options for the Policy and Strategy Committee are to approve, not approve, amend the recommendations, or to propose additional recommendations.

Issues

6. Council officers acknowledge that the funding support of public transport needs to appropriately balance contributions from users, ratepayers and taxpayers and that users should make a reasonable (and affordable) contribution to public transport operating costs. However, a policy solely designed to raise user contributions to a high level is, in isolation, likely to reduce use of public transport, affect people's ability to pay for transport and could well end up imposing other costs. These costs could include: increased congestion, difficulty in achieving the Government's target to reduce greenhouse gas emissions, increasing social isolation, making it more difficult for people on low incomes to access employment and vital services, and frustrating Waitakere's plans for vibrant town centres along the western rail line.
7. The significant Government, regional and local investment in upgrading rail may not be able to be optimised as there are significant operating costs in the rail system that are the product of the lack of past investment by the Government itself. In addition, Government implementation decisions about key projects, such as electrification rolling stock and integrated ticketing, are key to driving down those costs. It would seem to be a more logical approach to focus increased rail operational efficiency at a time when it is feasible to achieve those operational improvements. These operational efficiencies in turn will drive up the farebox recovery ratio for rail.
8. The Auckland Regional Council's submission on the Farebox Recovery Policy should be supported, with the additional requirement that a negotiated range for a level of farebox recovery is appropriate as a tool to achieve a range of transport outcomes including an equitable share of funding. A range is particularly appropriate when train service improvements are planned, bus services are being reorganised to link with train services, integrated ticketing is being introduced and new services are being provided to new areas. The Farebox Recovery Policy needs to take a long term approach that allows a build up of patronage to meet a negotiated level of farebox revenue over time.
9. The Auckland Regional Council stated in its report to the Regional Transport Committee on this issue that "The farebox recovery ratio target will effectively be the public transport policy for the region." This means that public transport planning would be driven by a single goal of increasing user contributions rather than be driven by the goal of maximising public good outcomes through the optimal mix of user, ratepayer and taxpayer contribution. Therefore, there is a need for a negotiation of farebox recovery in order to optimise patronage and recovery from users of public transport.
10. A particular consequence of the proposed farebox recovery target for Waitakere would be a likely focus on a cautious approach to improving bus service which has the lowest marginal cost and the highest short run return. This would make it much more difficult to get bus services into newly developing areas such as the Northern Strategic Growth area. This is because an area that is not fully developed will not, in the very short term, generate as much revenue as a fully-developed mature community.
11. The only way to maximise the investment in rail is through a combination of minimising operating costs and to maximise the number of users to spread the capital and operating costs over the largest possible number of users. A farebox recovery policy that focuses on operating costs and user contributions alone will not achieve this and does not recognise the role that rapid transit, in particular rail, has in shaping the sort of growth to which the region aspires.

STRATEGIC CONTEXT

12. Shared user, ratepayer and taxpayer funding support for public transport continues to contribute strongly to the achievement of the following strategic outcomes:
 - a) **Social Strategy:** Build strong, resilient communities and develop community leadership, and develop Waitakere's community infrastructure and assets;
 - b) **Environment Strategy:** Low carbon city encouraging planting of more trees and creating alternatives to fossil fuel use;
 - c) **Transport Strategy:** Make significant improvements in passenger transport to encourage alternatives to single-occupant vehicle instead of building more roads or wider roads to meet predicted demand; and
 - d) **Growth Management Strategy:** A dynamic network of vibrant town centres and neighbourhoods with a social, physical and natural fabric providing housing choice and employment opportunities for all.

13. The Waitakere City Transport Strategy's vision for transport in Waitakere is "a sustainable multi-modal transport system that is integrated with land use and contributes to Waitakere as an eco city".

CONSULTATION

14. The proposed position set out in this report follows on from previous Council resolutions which strongly support a much improved public transport system and strongly supports the Council's Transport Strategy.

RESOURCES

15. No resources, apart from staff time, are required.

IMPLEMENTATION ISSUES

16. There are no implementation issues as a result of this report.

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.

Report prepared by: Darren Davis, Principal Advisor: Transport.



12 WAITAKERE DISABILITY STRATEGIC PLAN 2009-2011 PROGRESS

GLOSSARY

Auckland University of Technology	(AUT)
Rugby World Cup	(RWC)
Transport Disability Advisory Group	(TDAG)
Waitakere Disability Strategic Plan 2009-2011	(the Plan)
Key Performance Indicator	(KPI)

EXECUTIVE SUMMARY

The purpose of this report is to inform the Policy and Strategy Committee of progress in implementing the Waitakere Disability Strategic Plan 2009-2011 (the Plan).

The Plan coordinates and leads improvements to Waitakere's public spaces, buildings, services, communications, organisations and activities. It aims to improve the wellbeing of the City's estimated 35,000 disabled residents by strategically removing barriers that prevent them contributing to their fullest potential to our communities and economy.

A214-A241 The Plan is attached at pages A214 to A241.

RECOMMENDATIONS

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

Receive the Waitakere Disability Strategic Plan 2009-2011 Progress report.

BACKGROUND

1. The Waitakere Disability Strategic Plan 2009-2011 was adopted at the July 2009 meeting of the Policy and Strategy Committee as the Council's local response to the New Zealand Disability Strategy:

The Policy and Strategy Committee resolved to:

- “1 **Receive** the Adopting the Waitakere Disability Strategic Plan 2009-2011 report.
2. **Approve** the adoption of the Waitakere Disability Strategic Plan 2009-2011.
3. **Agree** that a review of activities undertaken to meet the objectives of the Waitakere Disability Strategic Plan will be presented to the Policy and Strategy Committee meeting in December 2009.”

1146/2009

2. The Plan focuses on actions controlled or led by the Council. Given current regional governance changes, the Plan focuses particularly on priorities for the 2009/2010 year that contribute to the new Auckland Council and express Waitakere's distinctive legacy.
3. Nationally, there are also significant contextual developments with the government responding to Select Committee recommendations and reviews of disability and other public services. Design of monitoring arrangements for the United Nations Disability Convention has been a particular focus, with New Zealand's first official report to be developed throughout 2010. Disability service organisations have also been forming a new peak network.
4. Waitakere's disability stakeholders have been part of these national and regional processes, which are shaping understanding about what can be done together.

DECISION MAKING

Issues

5. Census figures tell us that approximately one in five residents of Waitakere are disabled people. They are a significant and disadvantaged population group which will become more prominent with ageing trends over the next twenty years.
6. The Council can play a major role in coordinating and leading widespread action to improve the wellbeing of Waitakere's disabled residents and remove barriers to their contributions to family, community and economy.
7. The Council has a large degree of influence over public spaces, buildings and transport infrastructure.
8. Alignment with the region's other city councils has been deliberately pursued for some time, in line with the collaboration and leveraging approaches we have come to know as "the Waitakere Way". Partnering in implementation of the Plan has included demographic research, built-access guidelines development, inclusive sport and recreation and Pacific disability services initiatives, and participation in the Transport Disability Advisory Group (TDAG) convened by the Auckland Regional Transport Authority.
9. Joint regional community development workshops and shared infrastructure for accessible communication have been pursued, to strengthen local disabled voices as governance changes are implemented.

Progress

- A214-A241
10. Priority actions indicated here in brackets are listed at page 27 of the Plan attached at pages A214 to A241.
- A242-A280
11. **Action A** - The Council partnered with Auckland City Council, Auckland District Health Board and Auckland University of Technology (AUT) in the joint Step Up Auckland disability population research report, which was launched in early September 2009 at an event hosted at AUT. The Step Up Auckland report is attached at pages A242 to A280.
 12. The Minister for Disability Issues, Hon. Tariana Turia, accepted the report on behalf of the Government and it has subsequently been presented at the cross-Government Ministerial Disability Committee.
 13. It is proposed that the complementary "Step Ahead Waitakere" report will present statistics from this City including additional statistics sourced from the Council's regular Key Performance Indicator (KPI) telephone surveys and the 2008 Quality of Life report into which Council officers negotiated a disability question.
 14. **Action F** - The Step Up Auckland report was primarily intended as a springboard for shared investment and practical change. Further shared work is being negotiated by the partner agencies. Waitakere's citizens should benefit from most activities, particularly as implementation is likely to continue into the new Auckland Council. There are no current resource implications for the Council.
 15. Of particular value are proposed accessible online communication and engagement improvements. The right tools, content and processes are needed so disabled people can take part in projects and have their say as stakeholders and citizens. This may include standard arrangements for different forms of communication like large print, New Zealand Sign Language, Easy-read and hui. Removing communication barriers and strengthening engagement are key aims of the Plan.

16. There may also be a broader role for Waitakere in some place-based community development, leveraging our expertise including urban design into initiatives like the major Tamaki Transformation project.
17. The Strategic Partnerships Advisor: Disability has been part of a group of expert stakeholders for Statistics New Zealand's re-development of the 2011 Disability Survey. As the only major disability data source, its influence on further development and usefulness of our local statistics cannot be underestimated. No other local government perspectives are being contributed to that work at this stage. As a result of our advocacy, the disability question in the main 2011 census is now aligned with that used in the Quality of Life report and the Council's KPI residents surveys.
18. **Action B** - Filmed material developed through the joint Step Up research project has been delivered on DVD. It was negotiated that key disabled Waitakere stakeholder Karen Tait would be one of the eight participants, ensuring a local face. The filmed material will form part of presentations to key stakeholders at appropriate stages of projects, and can be viewed by anyone at <http://www.stepsup.net.nz/resources/step-up-auckland-video>.
19. **Action C** - Good progress has been made on development of the "Barrier Free Waitakere" streetscape guidelines. The Strategic Partnerships Advisor: Disability, members of the Urban Planning and Design and Transport Assets teams and external consultants are reviewing drafts and integrating existing material from Manukau City Council, Auckland City Council and the Barrier Free Trust. This consolidation of existing expert resources will in turn be shared back to those and other stakeholders and will add value across the region from about May 2010.
20. Aspects of the streetscape guidelines are already incorporated in the current New Lynn Transit Oriented Development. Longer term, the New Lynn Urban Plan aims for that major town centre to be "a safe and convenient place to move around as a pedestrian and be accessible to all". Achieving barrier free buildings and public spaces will require ongoing attention and focus in professional forums and teams and the proposed "town team" of stakeholders.
21. **Action D** - The Council's Urban Planning and Design team is producing a broader design perspectives resource pack for internal teams which will include the barrier free streetscape guidelines alongside those for other topics such as social infrastructure, crime prevention and sustainability.
22. **Action E** - The Plan has been produced in an accessible large print format, a copy of which will be available in the Councillors' Lounge. Advice has also been provided about Clear Print standards to the team publishing the Council's strategic documents.
23. **Action G** - Staff have represented the Council on the Auckland Regional Transport Authority's TDAG Committee since February 2008 alongside representatives from disability organisations, major transport operators and other councils.
24. TDAG has helped shape a variety of projects such as the recently introduced regional bus infrastructure guidelines. Waitakere's advocacy has included a focus on pedestrian access at rail stations and in the rail corridor.
25. TDAG has offered a valuable opportunity to address local issues like mobility scooter access into railway stations and onto trains and produce consistent and durable solutions across the regional network. A mobility equipment standards process is under consideration, to publicise the dimensions of wheelchairs and scooters that can currently fit onto trains. This may be extended to other transport modes and infrastructure.

26. **Action H** - Improved painting of on-street mobility parks will be implemented and publicised early in 2010. One feature is the use of less paint than similar initiatives in other cities, showcasing Waitakere's prudence and environmental credentials. The project will provide a tangible example for local residents of improvements under the Plan, and an approach the new Auckland Council may consider across the region.
27. The development of Waitakere's Citywide and town centre parking plans included targeted consultation about disability considerations. The final plans address accessibility of parking meters and mobility parking placement and priority. In particular, an exemption to introduced maximum parking levels was negotiated for mobility carparks. Council officers were successful in influencing similar improvements in regional parking plans, helping alignment and continuity.
28. Officers also proposed innovative local arrangements for on-street provision and development contributions in lieu of off-street parking. These should prove particularly useful in the New Lynn town centre where District Plan changes are likely to constrain supply of on-site mobility parking in some locations.
29. **Action I** - The Council is a signatory to the Regional No Exceptions Zone coordinated by Sport and Recreation New Zealand. The Council is improving access to facilities and programmes in association with the Auckland Regional Physical Activity and Sport Strategy. The Trusts Stadium and Massey Leisure Centre have both achieved Gold Award certification from the Halberg Trust's Sport Opportunity Programme.
30. **Action J** - The regional 2011 Rugby World Cup (RWC) programme has established a dedicated Access workstream to feed improvements into all the other workstreams including transport, venues and community engagement. Detailed planning and implementation work is being carried out, drawing on RWC budgets, and transport work is being linked with TDAG. The Ministerial Disability Committee has been briefed by the heads of the RWC Access and Transport workstreams.
31. **Action K** - It is proposed to convene key stakeholders to discuss their role in resourcing future work aligned with the Plan. There are no resource implications for the Council.
32. **Action M** - The regional Pacific organisation Vaka Tautua hosts a vibrant annual celebration day for about 1,000 disabled and senior people from all Pasifika communities, including participants from Waitakere. As in previous years, the event on 4 December 2009 will acknowledge the Council's support.
33. As part of the Plan's commitment to equity, the Council has contributed strongly to the regional Pacific disability services collaboration programme, Lu'i Ola, alongside the main government agencies and other Councils and District Health Boards. The Ministry of Health are now offering to significantly fund the programme for the next few years with no cost to the Council.
34. **Action L** - Significant developments in national and regional strategic contexts have demanded ongoing attention. A variety of Government imperatives and the implementation of monitoring for the new United Nations Disability Convention have implications for local government and for Waitakere, such as prioritisation of future government investment. Impending regional amalgamation has also been a focus and ongoing coordination with colleagues has helped align our efforts and avoid duplication.
35. The Council co-founded the national disability and seniors local body advisors' network to share best practice and identify common concerns. Annual conferences have been held in Wellington, Auckland and Christchurch.

36. The Strategic Partnerships Advisor: Disability was one of two Council representatives consulted by the national Office for Disability Issues in its project to design an integrated framework for disability supports across government, and subsequently invited to a special meeting about implementing the New Zealand Disability Strategy in local government. Local Government consultant, Mike Richardson, advised that the most obvious gap for action about disability was local statistics to guide decisions, reinforcing the Plan's prioritisation of that element.
37. The Plan's modern and pragmatic approach to disability has been influential at the highest levels and has kept a local government perspective at the table. The Ministerial disability committee recently selected three core themes for their work across government – Modern Disability Supports, Accessible New Zealand and Contributing Citizens.
38. **Action N** - The Stepping Up disability leadership development programme from July to November 2009 was one outcome of the Step Up research partnership, bringing together over 100 nominated disability stakeholders. Presenters included economist Rod Oram, Pasifika community leader Reverend Alfred Ngaro and a variety of disabled leaders. Planning is underway for a proposed ongoing disability leadership programme, aligning with both the Australian Disability Plus programme and the Leadership New Zealand programme whose founder was involved in delivering Stepping Up. Details are at: <http://www.stepsingup.net.nz/>

STRATEGIC CONTEXT

39. The Plan responds to and contributes to the New Zealand Disability Strategy and the Waitakere Community Outcomes: Strong Communities, Urban and Rural Villages, Sustainable Integrated Transport, Strong Economy, Vibrant Arts and Culture, and Working Together. The Plan reflects the Council's strategic direction as expressed in its Social Strategy, Transport Strategy, Economic Wellbeing Strategy and Cultural Wellbeing Strategy.
40. The Plan is given effect through a range of strategic plans, action plans, activity plans and projects across the organisation. For example, barrier free design concepts are evident in the New Lynn Urban Plan, the Barrier Free Waitakere streetscape guidelines and detailed construction plans for the streets in the New Lynn town centre.

CONSULTATION

41. The development and implementation of the Plan involved consultation with Council officers and key stakeholder organisations. Further work together is planned during 2009 and 2010, as signalled in the Plan.

RESOURCES

42. There is an allocation of \$10,000 for disability-related initiatives in the Managing Strategic Partnerships – Social budget in the Annual Plan 2009/2010.

IMPLEMENTATION ISSUES

43. The capacity of both the Council and external stakeholders is the major issue affecting the Council's ability to implement the Plan within the timeframe. Further prioritisation of actions is underway, with a focus on leveraging existing resources.

AUCKLAND COUNCIL TRANSITION ISSUES

44. 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: Sacha Dylan, Strategic Partnerships Advisor: Disability.



13 WAITAKERE CITY COUNCIL PARTNERING POLICY

GLOSSARY

Waitakere City Council Partnering Policy (the Policy)
Waitakere City Council Partnering Practice Guide (the Guide)

EXECUTIVE SUMMARY

In Waitakere, partnering has been a way of working for many years. The Council has played an active and valued role in the partnering culture that has developed within the City, investing in strategic initiatives, organisations and collaboration to help achieve key City goals and community outcomes.

This report documents the Council's longstanding approach to partnering and presents the Waitakere City Council Partnering Policy (the Policy) and Waitakere City Council Partnering Practice Guide (the Guide) for approval.

RECOMMENDATIONS

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

1. **Receive** the Waitakere City Council Partnering Policy report.
2. **Approve** the Waitakere City Council Partnering Policy.
3. **Agree** that the Chairman of the Policy and Strategy Committee be delegated authority to approve the final formatted version of the Waitakere City Council Partnering Policy.

BACKGROUND

1. Over the last 20 plus years a range of individuals, organisations and sectors in Waitakere have been working collectively to scope and set local visions and solve local issues and problems. During this time, a local culture of sustainable city thinking and working has emerged with partnering and community empowerment at the heart; this is often referred to as the 'Waitakere Way.'
2. The Council has had a key part to play in the City's partnering journey. For many years, the Council has been committed to working together with a wide range of organisations and agencies to advance both Council and community outcomes. As a result, a number of strong relationships and purposeful alliances have been forged that have resulted in new approaches, new infrastructure, and many new resources and services for the City.

3. The Policy has been built up from considerable existing experience and documented Waitakere research around partnering. Input from the Council's strategic community and government partners was sought at the start of the Policy development phase in February 2009.
4. The purpose of the Policy is to provide Elected Members and Council officers with greater clarity on partnering principles, processes, roles and responsibilities. For external organisations, the Policy also provides greater certainty in terms of what to expect when partnering with Council.
5. On 3 September 2009, the Policy and Strategy Committee resolved to:

"The Policy and Strategy Committee resolved to:
 2. **Approve** the Draft Waitakere City Council Partnering Policy for consultation with key partners during September and October 2009.
 3. **Invite** Te Taumata Runanga to consider the draft Waitakere City Council Partnering Policy at its September 2009 meeting and offer advice and input into the draft Waitakere City Council Partnering Policy as presented to the Policy and Strategy Committee.
 4. **Agree** that the final draft Waitakere City Council Partnering Policy be brought back to the November 2009 Policy and Strategy Committee meeting for adoption."

1520/2009

DECISION MAKING

6. Following input from Te Taumata Runanga in September 2009, a copy of the draft Policy was sent to Council's strategic partners for their comment. A workshop on the draft Policy was co-hosted by the Deputy Mayor and Director: Community Wellbeing in October 2009. The workshop also provided an important opportunity to update the Council's partners on planning underway for the new Auckland Council.
7. Overall, workshop attendees agreed that the draft Policy reflected their expectations of the Council as a partner. The long term economic benefits of partnering for both Council and its partner organisations was acknowledged, with attendees viewing the draft Policy as holistic, pragmatic and an accurate representation of what happens now.
8. The fact that the Council had documented current practice into policy was appreciated. The Policy and Guide were seen not just as a strategic partnering framework but also as an educational tool as well. It was expected that the Policy framework would be relevant to and utilised by many other local authorities and community agencies across the country.
9. Key suggestions from both the external partners workshop, and a further session with Community Board Members, indicated the need for:
 - inclusion of a Policy summary;
 - further clarity in the documents on the time and resourcing constraints faced by community partners;
 - greater emphasis on the importance of effective relationship management; including dedicated resourcing, expectations of the role, and succession planning;
 - recognising the organic nature of partnering, meaning that 'one size' doesn't fit all;

- the brokering and linking role that local government often plays between local communities and central government to be better acknowledged;
- more partnering case studies to bring the document to life;
- the role and potential involvement of Community Boards in Council partnering processes to be clarified;
- Community Boards to be better informed about Council's strategic partnering relationships and what partnering means;
- more timely and regular information about regional governance transition planning;
- advocacy to the Auckland Transition Agency on the importance of partnering approaches for efficient and effective use of ratepayer dollars and that partnering principles should underpin the establishment and operation of the new Auckland Council;
- City stakeholders and partners to keep talking and working together over the upcoming transition period, recognising that networking is often the catalyst for further collaborative projects; and
- Council to continue to host information sharing breakfast sessions for Waitakere stakeholders and partners over the next 12 months.

A281-A298 10. The Policy attached at pages A281 to A298 incorporates many of the relevant points made above and is presented to the Policy and Strategy Committee for approval.

A299-A316 11. Also attached at pages A299 to A316 is the Guide. The Guide has been developed to support and sit alongside the Policy. It brings together a more in depth discussion of partnering and some helpful partnering resources and tips. Designed to be a 'living' document, the Guide will primarily be an online tool and will added to as new good practice partnering resources are found and/or developed.

Issues

Final Layout and Design

12. Work is currently underway to complete design and layout of the documents and the partnering case study material requested by partners to help bring the document to life. Small vignettes that demonstrate achievements and impact of partnering are being prepared to go on the inside cover of the Policy.

13. Similarly, small stories that more fully describe the diverse partnering roles that Council plays are also underway. These will be included in an appendix to the Policy document.

A317 14. Online versions of the documents will also include an initial page of live links (attached at page A317) to enable those seeking specific information about different aspects of the Council's policy and practice to directly enter the documents at different points.

Programme of Transition Briefings Now Planned

15. As requested by Council's partners, ongoing monthly briefing breakfasts on regional governance issues are now underway. Co-hosted by the Deputy Mayor and Director: Community Wellbeing, the first session was held on 11 November 2009, with the second planned for 14 December 2009 from 7.30-9.00am. These will continue into 2010 to enable Council's partners and City stakeholders to be supported with timely information and opportunities for shared dialogue on the potential implication of changes ahead.

STRATEGIC CONTEXT

16. Partnering has also been identified as one of the City's 14 Community Outcomes.
 - **Working Together: Te mahi tahi** – “we have a culture of working together as a city, as a neighbourhood and as a family, efficiently using our time, people and resources”.
17. Waitakere aims to create an Eco City - a network of resilient, productive and prosperous communities, living in compact towns and neighbourhoods, nourishing the environment, and celebrating our diverse and creative lifestyles. Partnership is one of seven core principles that underpin Council's strategic direction.
18. Here in Waitakere, partnering approaches are also inherent within each of Council's seven key strategies, with partnering seen as a key means through which Council's Eco City vision will be achieved.
19. In addition, section 14 of the Local Government Act (2002) requires local authorities to collaborate and cooperate with other local authorities and bodies it considers appropriate to promote or achieve its priorities and desired outcomes, and make efficient use of resources.

CONSULTATION

20. As noted above, Te Taumata Runanga considered the draft Policy at its September 2009 meeting and offered their support for the work. In October, workshops were held with Council's key strategic partners and Community Board Members to get their input on the draft Policy. Consultation also took place through the internal staff partnering network. Feedback from these sessions has been incorporated into the final Policy and Guide.

RESOURCES

21. Funding of \$15,000 has been allocated from the Social and Cultural Strategy budget 2009/2010 to complete the development of the Policy and the accompanying documentation.

IMPLEMENTATION ISSUES

22. Over the next 12 months the Council's internal staff partnering network will continue meeting. Over the 2010 period, the focus will be on:
 - overseeing the development of Waitakere's Strategic Partnering database;
 - testing out and refining the Guide;
 - exploring new ways to improve and enhance partnering practice across the Council;
 - developing a partnering focused staff training programme, with an initial programme to be piloted in early 2010; and
 - supporting the Council's strategic partners over the transition phase into the new Auckland Council.
23. Relationships with existing strategic partners will need to also be carefully and thoughtfully managed in the transition to new regional governance arrangements. Hosting monthly briefing sessions on regional transition planning will ensure that:
 - cross- sector networking and dialogue continues; and
 - Council's partners are well briefed and provided with timely information to enable their participation in consultation processes.

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: Tony Rea, Group Manager: Social and Cultural Strategy.



14 SUBMISSIONS ON THE PROPOSED ORATIA AND WAIATARUA LOCAL AREA PLANS

GLOSSARY

Local Area Plan/s	(LAP/s)
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

On 6 August 2009, the Policy and Strategy Committee (the Committee) adopted the proposed Oratia and Waiatarua Local Area Plans (LAPs) for the purposes of public consultation. The purpose of this report is to outline the submissions received on the proposed LAPs, to recommend amendments where identified and to seek the adoption of the amended LAPs by the Committee.

The preparation of the Oratia and Waiatarua LAPs involved extensive engagement and consultation with the local community and interested parties between November 2008 and June 2009. Formal consultation on the proposed Oratia and Waiatarua LAPs was undertaken during August and September 2009 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 plan change to the Waitakere District Plan in accordance with the first schedule of the Resource Management Act 1991 (RMA). 34 submissions were received, in addition to further comments from the public on the proposed LAP boundaries for the foothills. The report addresses the matters raised in the submissions and recommends amendments where appropriate.

The report also seeks approval for the preparation of an implementation and funding plan for the Oratia and Waiatarua LAPs so that actions can be prioritised and contribute towards the preparation of the Annual Plan 2010/2011 and Auckland Council's Long Term Council Community Plan (LTCCP) 2012-2022.

RECOMMENDATIONS

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

1. **Receive** the Submissions on the Proposed Oratia and Waiatarua Local Area Plans report.
- A318-A350 2. **Approve** the amendments to the Oratia and Waiatarua Local Area Plans drafted in response to matters raised in submissions as identified and attached at pages A318 to A350.
3. **Approve** the adoption of the Oratia and Waiatarua Local Area Plans, including any amendments approved in resolution 2 above, in accordance with the Waitakere Ranges Heritage Area Act 2008 and the Local Government Act 2002.
4. **Agree** to delegate to the Chairman of the Policy and Strategy Committee final approval of any further minor amendments to the adopted Oratia and Waiatarua Local Area Plans made prior to it being published.
5. **Direct** the Chief Executive Officer to prepare an Oratia and Waiatarua Local Area Plans Implementation Report to identify and prioritise actions for consideration by the Long Term Council Community Plan and Annual Plan Committee in preparing in the Annual Plan 2010/2011 and as a resource for the Auckland Council in the preparation of the Long Term Council Community Plan 2012-2022.

BACKGROUND

Previous Council Resolutions

1. On 6 August 2009, the Committee resolved to adopt the Oratia and Waiatarua LAPs for the purposes of consultation. The resolution stated:

“The Policy and Strategy Committee resolved 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 Waiatarua 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 process outlined in the Waitakere Ranges Heritage Area Act 2008, and the Resource Management Act 1991.

6. *Agree to recommend to the Planning and Regulatory Committee that the Oratia and Waiatarua 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 Waiatarua Local Area Plans may be affected by signalled changes to Auckland governance and potentially to the Resource Management Act 1991."*

1352/2009

Local Area Plan Process

2. The process to prepare the Oratia and Waiatarua LAPs officially began in November 2008, with a community meeting to discuss a future vision for each area. Further community meetings were held in February and March 2009, along with numerous cottage meetings with individuals and groups. This consultation is recorded in the reports which accompany the proposed Oratia and Waiatarua LAPs. From this, consultation officers prepared the proposed Oratia and Waiatarua LAPs. The content of the Oratia and Waiatarua LAPs was discussed with the Committee in a workshop on 2 July 2009 and adopted by the Committee for the purposes of consultation on 6 August 2009.
3. The proposed Oratia and Waiatarua LAPs were notified for public submissions between 21 August and 25 September 2009. Residents, interested parties and statutory bodies were notified by letter and public notices were placed in newspapers. 34 submissions were received on the Oratia and Waiatarua LAPs. At the same time as part of the preparation of LAPs for the remainder of the foothills, Council sought feedback from the public on the boundaries of the local areas within the foothills. Relevant comments on the Oratia and Waiatarua local area boundaries have also been considered as a consequence of the boundaries consultation. Boundaries are important as they define the area to be covered by the objectives and policies of the LAPs and any district plan changes to implement the resource management matters from a LAP in the District Plan.

DECISION MAKING

- A318-A350
4. Each submission received has been carefully considered and amendments to the proposed Oratia and Waiatarua LAPs are recommended where identified. Some submitters requested meetings and discussions have occurred. Other submitters have sought a formal hearing to present their submission. A table summarising the submissions, an assessment of these submissions by officers, and the recommended amendments are attached at pages A318 to A350.
 5. The majority of the submissions support aspects of the Oratia and Waiatarua LAPs including the boundaries. A number of submissions have been made in respect to proposed policies relating to a review of minor household unit, amendments to boundaries of the local areas, vehicle access on the Parker Road paper road, heritage features including vegetation, streams and rural character, the relationship with the Waitakere Ranges Regional Park, tourism, gateways, walking trails and access, public transport, the Oratia village, the farmer's market and the Oratia Structure Plan.
 6. It is considered that decisions made on matters raised by submissions and responses with recommendations and amendments to be included in the LAPs are in line with the relevant criteria of the LGA in particular, sections 76 to 82.

Issues

- A353-A378
7. The issues raised in submissions have been considered, some requiring amendments and additions to the Oratia and Waiatarua LAPs. These amendments are reflected in the amended Oratia and Waiatarua LAPs attached at pages A353 to A378.
8. The recommended amendments to the Oratia and Waiatarua LAPs include:
- i. Updating of the LAPs to reflect an adopted policy document, removing material associated with the notification of the proposed Oratia and Waiatarua LAPs for public submissions;
 - ii. Clearer identification of the three distinctive bands of landform and landscape (lower valley, upper valley and forested core) in the statement of "Oratia's Existing Character and Amenity" (section 4 of the Oratia LAP);
 - iii. Reordering of paragraphs within the Statements of "Oratia's Existing Character and Amenity" and "Desired Future Character and Amenity" into individual sub-sections to assist in its interpretation (section 4 of the Oratia LAP);
 - iv. Deletion of policy P17 relating to a review of minor household units as this would be considered as part of the monitoring requirements of the Act and the RMA in respect to the District Plan (section 5 of the Oratia LAP); and
 - v. Clarification in section 5 of the Oratia and Waiatarua LAPs that the management of road side berms can assist in providing pedestrian amenity where footpaths do not exist;
 - vi. Introduction of policies in section 5 of the Oratia and Waiatarua LAPs to address the restoration and enhancement of indigenous vegetation, habitat and streams and the reinforcement of the landscape provisions of the District Plan;
 - vii. Deletion of the reference to vehicle ways on the Parker Road paper road in action A17 (section 5 of the Oratia LAP) and acknowledgement that in providing walking and cycling connections that regard is to be given to the current Regional Parks Management Plan;
 - viii. Amendments to the Waiatarua Existing Character and Amenity Statement (section 4 of the Waiatarua LAP) to acknowledge the role of the forest in slope stability and carbon sequestration;
 - ix. Introduction of an action in section 5 of the Oratia and Waiatarua LAPs to promote incentives for formal protection of land that is biologically or recreationally important;
 - x. Introduction of a new policy in section 5 of the Oratia and Waiatarua LAPs to recognise and have regard to the current Parks Management Plan;
 - xi. Acknowledgement in section 4 of the Oratia LAP of the transport connections (particularly cycling, walking, and train) between Oratia, Henderson, and Auckland's Central Business District;
 - xii. Introduction of a new action in section 5 of the Oratia and Waiatarua LAPs to prepare an implementation and funding plan for the LAPs;
 - xiii. Amendments to section 5 of the Oratia LAP to clarify policies and actions that apply to rural parts of Oratia, as opposed to forested land; and
 - xiv. Identification of actions in section 5 of the Oratia and Waiatarua LAPs associated with assessments of cultural and built heritage.
- A351-A352
9. Final amended boundaries for the Oratia and Waiatarua LAPs are attached at pages A351 to A352. These reflect suggested boundary amendments from the consultation, which establish Kellys Road as a boundary between the Oratia LAP and the Waiatarua LAP. Amendments are also proposed to the Waiatarua LAP boundaries adjoining Opanuku/Henderson Valley to reflect the ridgeline nature of these communities.

Consideration of Community Views

10. Extensive community consultation was undertaken in the preparation of the Oratia and Waiatarua LAPs. Community views on the vision for the local areas were sought from November 2008 to June 2009, with the proposed Oratia and Waiatarua LAPs notified for submissions on 21 August 2009. A summary of these meetings and discussions was attached with the documents supporting the proposed Oratia and Waiatarua LAPs. The LAPs reflect issues discussed throughout this process.
11. Four submitters have sought a formal hearing on the submissions on the Oratia and Waiatarua LAPs. Section 26 of the Act provides Council with the ability to determine for itself the consultation process for the preparation of LAPs. The process needs to encourage persons to participate in and contribute to the preparation of the LAPs complying with the principles of consultation in section 82 of the LGA. Significant opportunities have been created through community meetings and cottage meetings for parties to contribute to the development of the LAPs, including making a submission. Council officers have also met with a number of submitters and the Waiatarua Residents and Ratepayers Association after the close of submissions. Further opportunities are created through the First Schedule of the RMA process when the matters relating to resource management from the LAPs are notified as plan changes to the District Plan.

STRATEGIC CONTEXT

12. The protection of the Waitakere Ranges and foothills is a central objective of the LTCCP 2009-2019. The management of growth and protection of the Waitakere Ranges and foothills is a key principle of the Growth Management Strategy, the Waitakere 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.
13. The Act makes provision for the preparation of LAPs, and includes specific requirements that need to be fulfilled.

CONSULTATION

14. Consultation with officers across Council in the Strategic Planning, Community Wellbeing and City Services Directorates has been undertaken throughout the preparation of the Oratia and Waiatarua LAPs.
15. Te Kawerau a Maki, Ngāti Whātua and Te Taumata Rununga were consulted throughout the development of the Oratia and Waiatarua LAPs.

RESOURCES

16. The Annual Plan 2009/2010 and the LTCCP 2009-2019 provides for ongoing work associated with the LAPs, on the basis of completing two LAPs per year, and the implementation of the Act.

IMPLEMENTATION ISSUES

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

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.

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