



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, 4 February 2010 **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.

29 January 2010

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)

★★★★★★★★★★

(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, 4 FEBRUARY 2010,
COMMENCING AT 9.30 AM**

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**AGENDA FOR A MEETING OF THE POLICY AND STRATEGY COMMITTEE TO BE HELD IN
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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, 3 December 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, 3 December 2009, as circulated, and that they be taken as read and now be confirmed.



5 **PROJECT TWIN STREAMS COMMUNITY GOVERNANCE: PREFERRED GOVERNANCE OPTIONS**

GLOSSARY

Project Twin Streams	(PTS)
Auckland Regional Holdings	(ARH)
Integrated Catchment Management Plan	(ICMP)
Memorandum of Understanding	(MOU)
Auckland Regional Council	(ARC)
Council-ARC PTS Steering Group	(PTS Steering Group)
Public-Private Partnership	(PPP)
Council Controlled Organisation	(CCO)
Auckland Transition Agency	(ATA)

EXECUTIVE SUMMARY

The purpose of this report is to provide an update on Project Twin Streams (PTS) community governance work, and to recommend further work on the preferred options for a future governance structure to continue the PTS stream restoration work beyond 2012.

This report outlines progress in planning for community governance of PTS stream restoration. The report proposes two interdependent structures for establishing community governance and management of the PTS stream restoration programme to ensure its continuity once the Auckland Regional Holdings (ARH) funding expires in 2012.

While clear recommendations have emerged through a careful assessment of options, more work is needed to further define the nature of the future governance structure for PTS stream restoration.

RECOMMENDATIONS

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

1. **Receive** the Project Twin Streams Community Governance: Preferred Governance Options report.
2. **Agree** to endorse further work to develop a single option from the two preferred governance options outlined in the Project Twin Streams Community Governance: Preferred Governance Options report.
3. **Agree** to endorse the proposed work programme for progressing Project Twin Streams Community Governance options, including the funding plan attached at pages A1 to A3.

A1-A3

BACKGROUND

1. At the 3 September 2009 Policy and Strategy Committee meeting, it was resolved as follows:

“The Policy and Strategy Committee resolved to:

1. **Receive** the Project Twin Streams Community Governance report.
2. **Agree** to endorse the proposed work programme for progressing Project Twin Streams community governance and management.
3. **Note** that the processes for progressing Project Twin Streams community governance may be affected by decisions regarding Regional Governance and the responsibilities of the new Auckland Council.”

- A4-A8
2. Establishing a future direction for the PTS stream restoration programme beyond 2012 will also rely on implementation of a funding plan. A high-level outline of the funding plan is attached at pages A4 to A8.
 3. There are critical issues facing the PTS catchment, including high levels of pollution in the discharge from Henderson Creek to the Waitemata Harbour, sporadic flooding, erosion and sedimentation of stream beds and, in storms, unacceptable levels of sewer overflows. Considerable levels of resource will be needed into the foreseeable future to combat these issues, and to adapt to the extra pressures from climate change (extreme weather events), population growth, increasing demand for water and an ageing stormwater infrastructure.
 4. PTS focuses on achieving long-term sustainable management of the Henderson Creek and Huruhuru Creek catchments, through the use of community development methods to facilitate integrated stormwater management and lasting behaviour change.
 5. The PTS stream restoration programme is the first stage of a co-ordinated, long-term approach to address complex and serious environmental issues within the wider catchment. The second stage is the Sustainable Living-Sustainable Homes programme working with 550 households in Ranui, Swanson and Glen Eden focussed on lifestyle changes for more sustainable living. The third stage aims to address the wider catchment issues. The Council has adopted an integrated approach to dealing with issues around stormwater, drinking water, sewage and ground water. Preliminary work on an Integrated Catchment Management Plan (ICMP) has been undertaken, and a report will be presented to Infrastructure and Works Committee in February 2010.
 6. The Memorandum of Understanding (MOU) with the Auckland Regional Council (ARC) was signed in November 2007 after the conclusion of the Sustainable Communities demonstration project. The purpose of the MOU is for both the Council and the Auckland Regional Council (ARC) to develop a shared understanding of what a sustainable catchment is, to identify opportunities to enable this to be pursued and to develop a long term strategic plan, business plan and community governance structure for PTS.
 7. The community development model has included the Community Contract Organisations developing PTS in their own communities; this has facilitated strong community ownership of environmental issues and barriers to sustainability, and a desire to be part of the long-term solutions. Since 2003, there have been over 150 groups and some 17,000 individual volunteer engagements in PTS stream restoration activities.
 8. From its inception in 2003, the intention of PTS was to develop a community governance structure that operated independently, but included, the Council. In March 2009 the Policy and Strategy Committee agreed to confirm the PTS Strategic Plan which included progressing community governance with the PTS Community Contract Organisations, the ARC, iwi and other key stakeholders.
 9. Recently the Council-ARC PTS Steering Group (the PTS Steering Group) has proceeded to plan for extending the membership of the Steering Group to include iwi representatives (one each from Te Kawerau A Maki and Ngati Whatua) and two representatives from the PTS Community Contract Organisations Managers' Group. The purpose of widening the membership of the Steering Group is to move towards a long term collaborative Council and community governance structure for PTS stream restoration (pending decisions by the new Auckland Council on the future of PTS).
 10. The Deputy Mayor, Penny Hulse, in her role as Chairman of the Policy and Strategy Committee, is the Council's political spokesperson for PTS.

DECISION MAKING

Issues

Current Status of Work on Future Governance and Funding for PTS stream restoration

11. The ARH funding for the PTS stream restoration programme ceases in June 2012. After June 2012, there is no allocation of funding for ongoing maintenance of existing stream bank restoration, expansion of the programme into the remaining 289 kilometres of streams and tributaries within the PTS catchment, or to support the PTS Community Contract Organisations in their stream restoration work post 2012.
12. The Council has committed itself to consideration of the future community governance of PTS post-2012. Funding has been allocated through the Long Term Council Community Plan 2009-2019 for the PTS Community Contract Organisations to progress community governance work over the next two years and a proposed third year. Within the Council there is a dedicated full time equivalent position in the Community Wellbeing Directorate, with some funding for external support and advice, to lead the internal Council process and to ensure the overall co-ordination of mutually agreed outcomes between the Council, the community and the ARC.
13. An internal process was undertaken to identify the Council's current responsibilities, what is possible to transfer out to community governance and management and what might be the ongoing responsibility of the new Auckland Council. This analysis has informed the final array of governance options assessed, and the criteria used in evaluation of those options.
14. A collaborative process was used to assess governance options against agreed criteria, culminating in the identification of two recommended options for PTS stream restoration.
15. Further work is required to define specific governance and management structures necessary to support the recommended options: a Transition Plan to begin to transfer agreed Council responsibilities to the PTS Community Contract Organisations; a Capacity Building Plan; a Funding Plan; and input into the value case and business case for PTS. Progress on the work programme will be reported back to the June 2010 meeting of the Policy and Strategy Committee.

Options Identified

16. The range of issues and options for PTS community governance and management has been assessed by a working party consisting of the PTS Steering Group, Council officers and Community Contract Organisation Managers. The assessment report has been circulated to Te Kawerau A Maki and Ngati Whatua representatives, some Council Directors and senior managers, and ARC senior managers for comment.
17. Possible options for future governance and management of PTS stream restoration include:
 - Do nothing, that is, the Auckland Council allows PTS to cease once the ARH funding stops;
 - Continue full Council Governance, where the Auckland Council continues PTS stream restoration and fully funds it;

- Establish a council controlled organisation (CCO). In this scenario PTS stream restoration would be governed through a CCO, with an annual work plan and a proportion of funding from the Auckland Council;
 - Establish a Private Public Partnership (PPP), with governance and funding for PTS stream restoration provided through the various stakeholders;
 - Arrange governance of PTS stream restoration through a formal inter-agency multi-party partnership. Funding could be sourced from or through the range of partners involved;
 - Establish a community-driven legal entity to govern PTS stream restoration with Council representation. Funding could be sourced from a variety of stakeholders including the Auckland Council; and
 - Arrange for governance of PTS stream restoration through a non-legal entity, for example a Community Advisory Committee. This entity would have an advisory role to the Auckland Council which would continue to be responsible for funding, management and contracts.
18. Potential funding options identified to date are wide ranging, and each requires further consideration. A governance structure external to the Auckland Council has the advantage of accessing a wide range of funding options, including the potential to develop as a partly self funding social enterprise. To fund the extensive work of maintaining ARH funded areas, and extending the stream restoration across the remaining 289 kilometres of streams, a combination of funding sources will be required. Funding options could include social enterprise (where trading is undertaken for social or environmental purposes and all profits are earmarked for community benefit), carbon credits/trading, rates funding, central government funding, partnerships with Watercare, energy companies and banks, business sponsorship, stormwater charges, rebates for permeable surfaces, financial contributions for the mitigation of adverse environmental stormwater effects, Sustainable Management Fund, Lottery Grants Board and other philanthropic organisations. Through their community governance contract with the Council, PTS Community Contract Organisations are also exploring options for funding wider PTS work post-2012.

Assessment of Options

19. During the period October-December 2009, a working group consisting of Council officers and managers of the four current Community Contract Organisations coordinating community delivery of PTS stream restoration (Te Ukaipo Sisters of Mercy; Community Waitakere; McLaren Park Henderson South Community Initiative and Ecomatters Environment Trust) met to assess options for future governance of PTS stream restoration programmes.
20. The assessment of options responded to the PTS goal of creating a sustainable catchment: healthy land, streams and harbours, and communities who are strong, happy, connected and responsive to the challenges that face them. Furthermore, the objective of the PTS Future Governance Project was identified by the working group as being:

“To establish a PTS governance structure for restoration of the streams and tributaries in the wider PTS catchment using community development and quadruple bottom line methods to support the integrated management of the four waters (within the policy and strategic framework of the new Auckland Council).”

A4-A8

21. A detailed report on the evaluation of governance options for the future of PTS stream restoration is attached at pages A4 to A8. An overview of each option follows.

22. **Option 1** - Do nothing: This option offers short term fiscal savings to the Auckland Council. However, this approach removes any possibility of realising the immense potential of provision of natural stormwater services through the whole catchment, along with other social, ecological and cultural benefits available through a community development approach.
23. **Option 2** – Continue full Council governance: Full Auckland Council governance will not meet expectations of shared governance that have developed both within the Council and the wider PTS community.
24. **Option 3** – Establish a CCO: The success of governing PTS stream restoration through a CCO is reliant on the Auckland Council's control of the CCO through a Statement of Intent. While CCOs typically offer effective financial control, there will be the challenge of ensuring an integrated approach across council activities that arises from a CCO being a separate entity from the Auckland Council.
25. **Option 4** – PPP: A risk posed by governance through a PPP is that the interests of local communities may not match the interests of private or public partner organisations that are not locality based. Conversely, greater private sector involvement could broaden the reach, appeal and skill base for stream restoration work. Effective financial control and monitoring systems, clarity of management and governance roles and potential of access to non-public funding are all opportunities that a PPP structure could offer.
26. **Option 5** – Arrange governance of PTS stream restoration through a formal inter-agency multi-party partnership: This model offers rigorous financial and risk management, as well as separation between management and governance roles. A clear charter, diverse skills, capacity and broad funding access are also potential strengths of a formal multi-party partnership arrangement, and could contribute to a positive cost/benefit ratio for the Auckland Council. Such a partnership offers opportunities for formalised governance roles for iwi and community, but the structure would be dependent on the quality of the collaboration between parties in the long term.
27. **Option 6** – Establish a community-driven legal entity to govern PTS stream restoration with Council representation: This structure offers significant benefits to PTS work in the medium to long term. A key aspect of community governance through a community driven entity is that this approach can deliver locally focussed outcomes by engaging the wide range of diverse groups within the PTS community to implement behaviour change for more sustainable stormwater and community outcomes. As an independent legal entity, this option offers opportunities for grants, alternative funding sources and community enterprise development.
28. **Option 7** – Arrange for governance of PTS stream restoration through a non-legal entity, for example a Community Advisory Committee: The lack of a legal structure is likely to limit large scale, long term investment of resources in restoring the stormwater environment.

Preferred Options

29. The working party's assessment of options showed clear support for options six (establishment of a community driven legal entity) and five (governance through a formal inter-agency multi-party partnership), and after further discussion concluded that the options are not mutually exclusive. The two preferred options could be considered in combination to maximise the benefits to PTS steam restoration through community governance and a formal partnership with the Auckland Council and other stakeholders.

30. For example, the Council-ARC MOU could form the basis of the formal partnership outlined as option five, leaving room for a community legal entity (option six) to be developed as required e.g. to meet fundraising requirements. This could involve a formalisation of the status of the PTS Steering Group, and allows membership of the PTS Steering Group to be shaped to reflect the partnership as it evolves.
31. The Policy and Strategy Committee is asked to endorse further work to develop a single governance model based on these two options and utilising, where possible, the current structural arrangements.
32. Further work to develop details of a governance structure must incorporate the PTS community development approach and community ownership outcomes reflecting the four wellbeings, ability to secure long term funding, financial robustness and a structure to ensure long term sustainability.

STRATEGIC CONTEXT

33. PTS has been identified as one of the Council's flagship projects and is contributing to the implementation of the vision of Waitakere as an eco city through all the Council's six strategies and its contribution to community outcomes – Green Network, Strong Communities, Sustainable Environment, Strong Economies, Waiora (Environmental Protection, Whaiora (Participation in society). PTS delivers on many community outcome priorities set for this Council.
34. PTS also demonstrates the integration of the Council's Quadruple Bottom Line approach in programme development and implementation as required by the Local Government Act 2002.

CONSULTATION

35. Consultation for this report has been undertaken with Te Kawerau A Maki, Ngati Whatua, the managers of the PTS Community Contract Organisations, the PTS Steering Group, Director: Community Wellbeing, Deputy Director: City Services, PTS Council Team, Service Manager: Parks and Open Spaces and Group Manager: Social and Cultural Strategy.

RESOURCES

36. There are no resources required other than staff time.

IMPLEMENTATION ISSUES

37. Alongside the future governance work described in this report, work is proceeding on the business case for the continuance of PTS for the Auckland Council. This involves Council officers working closely with the ARC, Landcare Research, the University of Auckland and National Institute of Water and Atmospheric Research to quantify the scientific and ecological issues (subject of a separate report), the community development approach and economic costs and benefits of the value of:
 - riparian planting;
 - the treatment 'train approach' (the linking of a range of stormwater devices to achieve the required outcome – helping water quality or reducing velocity or volume); and
 - the community development quadruple bottom-line approach.

38. The recent draft report commissioned by Council on the PTS Community Development Approach, from leading New Zealand social policy expert Associate Professor Dr Mike O'Brien, highlights the importance of an evolving partnership between local communities and local government in the future for PTS:

"The local communities now look to new forms of governance, new that is in relation to what has been traditionally done through contracting and consultation. These new forms of governance follow logically from local people actively engaging with the needs and aspirations of their community. They want to exercise local democracy and decision making in relation to what happens in their community. This will involve new forms of relationships between local communities and local Councils. These new governance structures will need to recognise the responsibilities and contributions of both parties, treating each as equal partners. In this sense they will be quite different from contracting where a local group or organisation undertakes work for (under contract to) the local authority. Equal partnerships require an openness, trust and clear communication on both sides that needs to be worked at continuously. It represents a significant step forward in relations between local councils and communities and may require new organisational and legal structures. The community development work from PTS provides a very good base from which to develop this in exciting and innovative ways. While such partnerships will undoubtedly have moments of uncertainty and require careful and thoughtful relationships, they will in the long term result in stronger, healthier and more prosperous (in every sense of that word) communities in which citizens will feel a much stronger sense of engagement and belonging."

39. The assumption is that these are key interventions and ways of working that will make a difference to the long-term health of Waitakere streams, the Waitemata Harbour and the wellbeing of local people.

AUCKLAND COUNCIL TRANSITION ISSUES

40. 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: Dot Dalziell, Project Manager: PTS Community Governance and Sue Bidrose: Director Community Wellbeing.



6 CONSULTATION ON THE DRAFT WAITAKERE CITY FREIGHT PLAN

GLOSSARY

Draft of the Waitakere City Freight Plan	(draft Plan)
Auckland Regional Transport Authority	(ARTA)
Overweight	(OW)
Over Dimension	(OD)
Northern Strategic Growth Area	(NorSGA)

EXECUTIVE SUMMARY

The purpose of this report is to advise the Policy and Strategy Committee of the feedback received during public consultation on the draft of the Waitakere City Freight Plan (draft Plan). This consultation was undertaken between from 9 October to 20 November 2009. The draft Plan sets out the Council's approach to the management and movement of freight in and around Waitakere for the next 30 years. Implementation of this long term approach will be the responsibility of the proposed Auckland Transport Agency.

The report also outlines changes proposed to the draft Plan as a result of the feedback received.

RECOMMENDATIONS

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

1. **Receive** the Consultation on the Draft Waitakere City Freight Plan report.
- A9-A14 2. **Approve** that proposed amendments to the draft Waitakere City Freight Plan received via responses from public consultation, as attached at pages A9 to A14, and any amendments recommended by the Policy and Strategy Committee, be incorporated into the final version of the Waitakere City Freight Plan.
3. **Agree** to delegate to the Chairman of the Policy and Strategy Committee the approval of the final version of the Waitakere City Freight Plan.

BACKGROUND

1. On 6 August 2009, the Policy and Strategy Committee approved the draft Plan for public consultation.
2. From Friday, 9 October to Friday, 20 November 2009, consultation was undertaken on the draft Plan.
3. The consultation methodology used included advertising, website information and targeted mail-outs to over 155 businesses, developers and transport operators. Copies of the draft Plan, summary information and feedback were made available at Council offices, libraries, community centres and the Council vehicle testing station. A presentation was made to a stakeholders meeting held on Thursday, 22 October 2009, attended by transport operators and business representatives. A further presentation was made to Council officers on Tuesday, 2 November 2009.

DECISION MAKING

Issues

Decision Sought

4. The decision sought in this report is the adoption of the draft Plan, incorporating changes from the public consultation feedback together with any further changes requested by the Policy and Strategy Committee.
5. In order for Councillors' comments to be incorporated into the draft Plan, the Policy and Strategy Committee is requested to adopt the recommendation delegating to the Chairman the authority to approve the final version of the Waitakere City Freight Plan for publication.

Consideration of Community Views

A9-A14

6. A total of 18 responses were received in relation to the draft Plan. The key issues raised, are summarised in paragraphs 9 to 26 of this report. Proposed changes to the draft Plan are itemised in the summary attached at pages A9 to A14. Copies of the feedback received will be made available to Councillors and at the meeting.
7. In most instances the feedback received reflected views that the approach taken in the draft Plan was sound but that some details require attention.
8. The issues of detail related to concerns regarding freight movement through residential areas and town centres, and requests for clarification of proposals relating to freight movements in the planned Northern Strategic Growth Area (NorSGA). These matters have been addressed in the proposed amendments to the draft Plan.

Freight Modes

9. The draft Plan provides for the investigation of a rail spur into the proposed new Whenuapai industrial area. Responses to this proposal indicated cautious support and that the investigation should focus firstly on the need for such a link, before any engineering or financial feasibility studies are carried out.
10. The draft Plan refers to trials for barging aggregate from Kopu Bridge, near Thames to Te Atatu South, but discounts any substantial further use of this mode. The Auckland Regional Council officers' submission identifies an increasing shortage of aggregate in the region and argues that there is scope for increased movement of aggregate by coastal barge.
11. The draft Plan recognises Council's commitment to work towards joint military and commercial use of Whenuapai airport and notes the implications for freight movements of such a development. The Auckland Regional Transport Authority (ARTA) response points out that there is currently no regional position on a second commercial airport for Auckland. The Council has now resolved not to continue with the hearing for the plan change which would have allowed the operation of a commercial airport at Whenuapai.

Freight Movements into and through Henderson

12. The draft Plan proposes that the investigation of an eastern freight approach to the Henderson South industrial area should include possible routing along Vitasovich Road together with the reconstruction of the View Road Bridge. There was support for this proposal from the Henderson Community Board.
13. The draft Plan proposes that the freight routes into Henderson from the Northwestern Motorway that have funding priority should include Te Atatu Road, Edmonton Road and Central Park Drive. The Central Park Drive Extension is identified as future freight route with funding priority and Lincoln Road is identified as a freight route without funding priority. There was strong opposition to the identification of Edmonton Road / Te Atatu Road as freight routes due to their location in residential areas. There was also criticism that the draft Plan was proposing duplication of freight routes for Henderson. There is support for the identification of Central Park Drive Extension as a future freight route.
14. The Henderson Community Board feedback, while accepting the need for a freight route along Universal Drive to service the Swanson and Ranui industrial areas, noted that this runs through a residential area and related usage (including a geriatric hospital). Therefore, the Henderson Community Board feels that some restriction of truck movements, for example a time restriction, should be considered.

Freight Movements through Te Atatu Peninsula

15. At the stakeholders workshop held on Thursday, 22 October 2009, the Te Atatu Peninsula Business Improvement District Town Centre Manager raised concerns that the current freight route to the Te Atatu Peninsula industrial area is through Te Atatu Peninsula Town Centre. Feedback from the Henderson Community Board further explored these concerns. The Henderson Community Board has requested that possible time restrictions for freight movements through the Te Atatu Peninsula Town Centre be investigated, together with the investigation of the feasibility of an alternative route using Gunner Drive as a freight route to the industrial area.

Additional linkage to the Rosebank Peninsula

16. The draft Plan proposes a further crossing of the Whau Creek to link Hepburn Road in Kelston with Rosebank Road in the Rosebank Peninsula. This was supported by a submission from an industrial business located in the Span Farm industrial area as well as by National Road Carriers.

Freight Movements into and through New Lynn

17. An objection to the proposal to route a freight by-pass around New Lynn through a realigned Veronica Street was raised by a resident likely to be affected by the realignment.
18. The lack of provision for an interim freight route before the construction of the Clark Street extension was queried.

Freight Movements through NorSGA

19. The Herald Island Residents and Ratepayers association argued that freight planning for NorSGA should be delayed until the completion of the extensions to State Highway 16 and State Highway 18.
20. Submissions on behalf of land owner / developers queried the map of Waitakere Freight Routes (refer to figure 9, page 34 of the draft Plan, previously circulated to Councillors) as they relate to the alignment of the proposed Spine Road through Precincts A and A2 of Plan Change 14. The possible barrier effect of the freight route along Hobsonville Road between Don Buck Road and the State Highway 16 interchange was also queried by a number of submitters, including ARTA. ARTA also has concerns as to the effect on future public transport links to Albany with the continued use of Hobsonville Road as a freight route.
21. In addition to queries regarding the map of freight routes through Waitakere, the suggestion was made that a more detailed map of the freight routes through the NorSGA area would be helpful.

Overweight (OW) and Over Dimension (OD) Freight Routes

22. A key component of the draft Plan is the identification of existing, interim and future OD and OW routes. The draft Plan suggests the eventual future alignment of these routes with the State Highway motorway network. The New Zealand Transport Agency has indicated a willingness to work through the issues raised by this proposal.
23. An objection has been raised from a business located in Central Park Drive to the continued use of the northern section of Central Park Drive as an OD and/or OW route due to concerns of possible congestion.

24. For reasons of consistency, it was suggested that the local freight network map of Henderson show the OD and OW routes as is the case with the New Lynn mapping. It was further suggested that this approach be applied to a proposed new local freight network map for NorSGA.

Regulatory Approach

25. Feedback was received requesting that heavy commercial vehicles be prohibited from parking in residential streets overnight. Although this matter is not raised in the draft Plan, this approach is entirely consistent with the Waitakere City Parking Plan and the adopted Town Centre Parking Management Plans.
26. Feedback from the Henderson Community Board requests that existing bylaw restrictions on freight movement such as the heavy vehicle prohibition in the Henderson Town Centre be itemised in the draft Plan. It was further suggested that the need for any future restrictions be identified for inclusion in the draft Plan.

Options Identified

- A9-A14 27. It is proposed that the draft Plan should be amended to take into account responses received from the public consultation on the draft Plan. These proposed amendments are attached at pages A9 to A14. These proposed amendments clarify and reinforce the overall approach of the draft Plan.

Preferred Option

28. The preferred option for decision making is that the Policy and Strategy Committee accept the changes and amendments proposed to the draft Plan for adoption.

STRATEGIC CONTEXT

29. The objectives of the draft Plan are identical to those of the adopted Transport Strategy in reducing congestion in parts of the network and encouraging people to walk, cycle, use passenger transport and car pool, while supporting the economy with the vital flows of goods and people.
30. There are a number of other adopted Council strategies that are affected by freight movement, including the following:
- **Social**
The draft Plan will assist in creating town centres that are accessible for freight movement but not constrained by it;
 - **Economic Wellbeing**
Providing for timely and efficient freight movement while taking into account other road usages is a critical factor in the provision of a “catalytic environment for a flourishing and resilient economy”;
 - **Environment**
The provision of an efficient freight network will mitigate the air pollution effects of vehicle movement; and
 - **Growth Management**
The provision of an efficient freight network will support the growth of the dynamic network of vibrant town centres and neighbourhoods, including employment opportunities.

CONSULTATION

31. No further consultation on the draft Plan is proposed.

RESOURCES

32. Adequate resources have been provided in the Annual Plan 2009/2010 to print and publish the final Waitakere City Freight Plan following its adoption.
33. The Council resources required to implement the draft Plan are not provided for in the Long Term Council Community Plan 2009-2019, except in terms of ongoing programmes of road maintenance and improvement. The adoption of the draft Plan will provide a basis for provision for freight networks in future long term planning.

IMPLEMENTATION ISSUES

34. Implementation of the Waitakere City Freight Plan is dependent on future resources over the life of the Waitakere City Freight Plan from 2009 to 2040 to be sourced from a combination of funding from the Auckland Council, government agencies and the private sector.

AUCKLAND COUNCIL TRANSITION ISSUES

35. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.
36. The ongoing implementation of the Waitakere City Freight Plan, once adopted, will be the responsibility of the proposed Auckland Transport Agency. No consequential changes to statutory plans or policies are envisaged prior to the coming into existence of the Auckland Council.

Report prepared by: Charlie Inggs, Strategic Advisor: Transport.



7 PROPOSED LOCAL AREA PLANS FOR ANZAC VALLEY AND BETHELLS/TE HENGA

GLOSSARY

Local Area Plan/s	(LAP/s)
Waitakere Ranges Heritage Area Act 2008	(the Act)
Waitakere Ranges Heritage Area	(WRHA)
Long Term Council Community Plan 2009-2019	(LTCCP 2009-2019)
Policy and Strategy Committee	(the Committee)

EXECUTIVE SUMMARY

It is the Council's intention that Local Area Plans (LAP/s), developed in accordance with the Waitakere Ranges Heritage Area Act 2008 (the Act) and the Local Government Act 2002, be completed for each distinct local area in the Waitakere Ranges Heritage Area (WRHA).

The Policy and Strategy Committee (the Committee) has previously agreed on a sequence in which LAPs would be prepared. Oratia and Waitatarua LAPs were the first to be completed and the LAP for Henderson Valley/Opanuku is now well advanced. It was anticipated that Swanson and Anzac Valley would be the next LAPs to be undertaken

The purpose of this report is to enable the Committee to make a decision on whether to change the sequence in which LAPs will be developed. It is recommended that the Swanson LAP be deferred until such time as the decision on the Swanson Structure Plan appeals is finalised, that the Bethells/Te Henga LAP be moved up the order of priority, and that the Anzac Valley and Bethells/Te Henga LAPs be developed together.

RECOMMENDATIONS

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

1. **Receive** the Proposed Local Area Plans for Anzac Valley and Bethells/Te Henga report.
2. **Agree** to defer the Swanson Local Area Plan until such time as the Swanson Structure Plan is finalised.
3. **Agree** that the Anzac Valley and Bethells/Te Henga areas will be the focus of the next Local Area Plans to be developed.
4. **Agree** to engage with Rodney District Council, as part of the process of undertaking the Bethells/Te Henga Local Area Plan, to ensure that the Local Area Plan covers that part of Rodney District inside the Waitakere Ranges Heritage Area.

BACKGROUND

1. Comprehensive discussions on the preparation of LAPs for the WRHA, and their sequencing, have been held by the Committee following the passing of the Act in 2008.
2. At the 7 August 2008 Policy and Strategy Committee meeting, it was resolved as follows:

“The Policy and Strategy Committee resolved to:

2. ***Agree** priority areas for the initial Local Area Plans and adopt a sequence in which those plans will be developed.*
3. ***Agree** to adopt the Local Area Plans under the Waitakere Ranges Heritage Area Act 2008 report for the purpose of engaging with communities on the purpose of Local Area Plans and the process of developing Local Area Plans.”*

1300/2008

3. At the 4 September 2008 Policy and Strategy Committee meeting, it was resolved as follows:

“The Policy and Strategy Committee resolved to:

2. ***Agree** that the first Local Area Plan should be prepared for the Oratia Local Area, because this is a distinct local area where the Local Area Plan process will reveal many issues that are common to the wider Foothills area.*
3. ***Agree** that the process for undertaking the preparation of the Local Area Plan should include:*

- *preliminary research on the characteristics and issues of the area that includes economic analysis;*
- *definition of the local area, in consultation with the local and wider community; and*
- *an informed but open and participative “enquiry by design” process, similar to the process that has been used to develop plans for New Lynn and Westgate.”*

1522/2008

4. At the 4 June 2009 Policy and Strategy Committee meeting, it was resolved as follows:

“The Policy and Strategy Committee resolved to:

2. *Agree that further Local Area Plans for the remainder of the foothills be developed through the 2009/2010 financial year in a sequence beginning with Henderson Valley/Opanuku, then Swanson and finally Anzac Valley.*
3. *Agree that the process for undertaking the preparation of the Local Area Plans follow the process used for the development of the Oratia and Waiatarua Local Area Plans including:*
 - *preliminary research on the characteristics and issues of the area;*
 - *definition of the local area, in consultation with the local and wider community;*
 - *consultation through a mixture of small group and larger public meetings; and*
 - *a “community enquiry” workshop to develop the draft Local Area Plan.*

875/2009

5. The main reasons for this decision were that the different Waitakere Ranges Foothills localities share many management issues identified in the Act, such as pressures of urban subdivision and sprawl, landscape management, catchment management, soil fertility and soil erosion, “wild” areas, low density settlement, rural uses in transition and change, and proximity to protected parkland and metropolitan urban Waitakere. The area would also benefit from the consideration of rural economic development and the social and cultural dimensions of community wellbeing.
6. Following on from the Henderson Valley LAP, development of the proposed Swanson LAP was dependant on the Swanson Structure Plan being finalised.
7. The LAPs have been addressed in the order indicated by the Committee, and on 3 December 2009 the draft Oratia and Waiatarua LAPs were presented to the Committee and adopted in accordance with the Act and the Local Government Act 2002.
8. The Henderson Valley LAP is also well advanced, and the intention is to commence work on the next LAP in the near future. It was anticipated that Swanson and Anzac Valley would be the next LAPs to be undertaken.

DECISION MAKING

9. The intention of the Committee, as set out in the 4 June 2009 minutes, is that LAPs would be completed in sequence moving north across the foothills of the Waitakere Ranges. With LAPs for Titirangi, Waiatarua, Oratia and Henderson Valley/Opanuku either completed or well advanced, Swanson, adjoining Henderson Valley to the north, would logically be the next LAP.

10. As the decision on appeals to the Swanson Structure Plan is still outstanding from the Environment Court, and is not likely to be available before May 2010, it is not yet appropriate to develop a LAP in Swanson. Once the decision is available, the Swanson LAP can be prepared as the community moves on from the subdivision and catchment management matters addressed through the Swanson Structure Plan. Discussions with Swanson residents indicated divided views on whether Swanson would be a possibility for an early LAP. Given these significant issues in Swanson, a LAP process would not be beneficial at this time. Due to the delay in Environment Court decisions, it is not likely that a LAP could be finalised by Waitakere City Council before the Auckland Council comes into existence on 1 November 2010.
11. There is still an outstanding appeal before the Environment Court to the Dilworth Structure Plan, which is a site-specific structure plan within the Anzac Valley area. This appeal is likely to proceed to Environment Court in late March 2010. It is not considered that this site specific appeal should hold up a LAP in the area.
12. Anzac Valley and Bethells/Te Henga share a boundary, and consultation on the boundary between the two LAPs is best undertaken in the two communities simultaneously. In addition, there are significant links between the two areas, with the Waitakere Primary school (located in Anzac Valley) attended by most primary-aged children in Bethells/Te Henga. Waitakere District Plan appeals have recently been resolved in the Bethells/Te Henga area.

Description of Bethells/Te Henga

13. The Bethells/Te Henga area, including much of the Waitakere River catchment area, is located at the northern end of the WRHA, west of Anzac Valley/Waitakere Township. The Waitakere River flows to the Tasman Sea on the western boundary. The area is dissected by the boundary with Rodney District Council. The Waitakere District Plan identifies most of the privately owned parts of the Waitakere Valley area as 'Waitakere Ranges Human Environment', with an area of 'Bush Living Environment' on the lower Bethells Road and Tasman View Road, and 'Coastal Village Environment' at the beach settlement at Te Henga. Large tracts of the valley are Open Space Environment, a 'Special Area (Marae)' zoning is applied to land near the Te Henga Coastal Village, and a number of properties in the area are identified as large properties with special provisions attached.
14. Bethells/Te Henga is one of the most significant groupings of natural and cultural features of significance in the City. Much of the lower valley is Protected or Coastal Natural Area.

Description of Anzac Valley

15. Anzac Valley is located at the northern end of the WRHA, and adjoins the Waitakere Valley and Bethells/Te Henga to the south-west and Swanson to the east and south-east. Anzac Valley is the headwaters of the Kumeu River, which flows north through the Rodney District to the Kaipara Harbour.
16. The boundary of the WRHA cuts across Anzac Valley at Waitakere Road and Bethells Road. The area of Anzac Valley within the WRHA is mainly farmland, identified in the Human Environment maps of the Waitakere District Plan as "Foothills Environment", with bush in the north-west and south-west of the area identified as 'Waitakere Ranges Environment. Some areas of Bush Living are located in the top of the catchment along the Scenic Drive, but these areas are more likely to align with the Swanson Local Area than with Anzac Valley. The Waitakere Primary School and a small part of Waitakere Township (Rural Village Environment) fall within the Anzac Valley area. The Waitakere Train Station and store are adjacent to the boundary in Township Road.

Issues

17. Currently, there are a significant number of issues focussed at Bethells/Te Henga, many of which require a community conversation. These issues are:
- New tracks/trails and associated facilities in the vicinity of Lake Wainamu;
 - A management plan for the Waitakere Wetland is currently being developed by the Te Henga Wetland Subcommittee of the Royal Forest and Bird Society, with representation from Council and the Waitakere Rivercare Group. A consultation meeting with landowners immediately adjoining the wetland was held in October 2009, and more consultation is planned; and
 - Council is facilitating the acquisition of suitable land for a community facility at Bethells/Te Henga to implement a long-standing Council policy “to support the development of an iwi-based marae by Te Kawerau a Maki at Te Henga”. The development of a marae would see Te Kawerau a Maki return to an area of ancestral sites of significance, and provide benefit to both local iwi/Maori and the wider community. Consultation is proposed to commence on this matter in February/March 2010.
18. Past consultation in the area has indicated that issues of concern to the community include:
- Better broadband internet service;
 - Road speed;
 - Tracks, trails and footpaths;
 - Village Green at Bethells/Te Henga
 - A possible market for Bethells/Te Henga;
 - Landscape and the built environment;
 - Character of entryways to the Waitakere Valley;
 - Weed and pest control and water quality issues;
 - Sand dune stabilisation and the Bethells surf club buildings;
 - Pest plants and fish in Lake Wainamu and Lake Kawapakau;
 - Te Henga Wetland;
 - Riparian margins;
 - The Waitakere River and impacts of the Waitakere Dam;
 - Provision for Filming; and
 - “Kauri Die Back” disease.
19. A number of submissions to the Annual Plan 2009/2010 also sought further clarification of a number of projects in the Bethells/Te Henga area. A LAP process would enhance community engagement in the area.

Process Considerations

20. The process for developing LAPs includes:
- Preliminary research on the characteristics and issues of the area;
 - Definition of the local area, in consultation with the local and wider community; and
 - An informed but open and participative “enquiry by design” process, similar to the process that has been used to develop plans for New Lynn and Westgate.
21. The process is intended to be as inclusive and as participatory as possible. At every step attention will be paid to full communication with the local community and other affected interests.

22. The Act sets out detailed requirements about the purpose, process, content and outputs of the LAP process (sections 25 and 26 of the Act).
23. There are matters of initial and ongoing research and information gathering that need to be completed prior to full-scale community engagement to inform consideration of matters such as:
 - the definition of the boundary of the local area;
 - the description of heritage features in the local area;
 - the identification of the distinctive natural, cultural and physical characteristics that contribute to amenity and future amenity;
 - the needs and wellbeing (including social and economic wellbeing) of the local community; and
 - the land use and land use capability of the area.
24. It is anticipated that this background work would be undertaken in February/March 2010.
25. It is proposed to pursue an “enquiry by design” approach similar to that utilised in LAPs in Oratia, Waitatarua, and Henderson Valley. The focus of this process will be on place making or place shaping and sets consistent long term goals embedded within a framework of community participation and consensus building.
26. Essentially the enquiry will ask the community five questions:
 - What are the geographic, historic, community, economic, social and sensible planning boundaries of this place?
 - What should this place look like, feel like, and function like in 50 – 100 years time?
 - What do the objectives of the Act mean when applied to this place over that time period?
 - What are the unique as well as the generic opportunities for expressing the individual character of this place, and the Heritage Area character?
 - What needs to be done, by when, for those aspirations to be achieved?
27. There will be opportunities for input and participation by Councillors, and it is anticipated that local Ward Councillors and Community Board Members will play a prominent role.
28. The WRHA boundary extends a small distance into Rodney District at the western end of the Waitakere Valley, and it is sensible that the Bethells/Te Henga LAP boundary aligns with the WRHA boundary. Anzac Valley also borders Rodney District. The Council will need to engage with Rodney District Council as part of the process of undertaking these LAPs.
29. The enquiry forms the basis for the LAP, which is then reported to Council for adoption and decision making on any changes to be included in the Waitakere District Plan, Long Term Council Community Plan 2009-2019, (LTCCP 2009-2019) or other Council policies.

Bethells Community Day

30. The Bethells Community Day, an annual event held on the Village Green adjacent to the Bethells Beach car park, is to be held on Sunday, 31 January 2010, Auckland Anniversary weekend.

31. Prior to development of the Foothills LAPs, consultation was carried out with the Foothills Ratepayers groups to discuss the nature of a LAP and whether a LAP would be useful for the area. Bethells/Te Henga does not have an official ratepayers association, and thus preliminary consultation has not been carried out.
32. Council officers plan to attend the Bethells Community Day to provide information on LAPs, as this would be an excellent opportunity to carry out preliminary consultation with both the Bethells/Te Henga and Anzac Valley communities, including discussions on the best ways to engage with the community. Feedback from this consultation can be provided to the Committee at its meeting on 4 February 2010.

Timing

33. It is anticipated that background research would be undertaken through February/March 2010 with preliminary consultation being undertaken April to June 2010 and draft LAPs developed in July/August 2010 followed by a formal submission process. This work would be undertaken in parallel with the development of the Henderson Valley LAP that is anticipated to be completed by June 2010.

STRATEGIC CONTEXT

34. The Waitakere Ranges and Foothills Protection Project complements the Growth Management Strategy for Waitakere, the Auckland Regional Growth Strategy, and policies in the Auckland Regional Policy Statement. 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 in the area is also an objective of the Act.

CONSULTATION

35. Consultation with officers across Council in the Strategic Planning, Community Wellbeing and City Services Directorates has been undertaken throughout the preparation of this report.
36. As noted earlier, engagement with Rodney District Council is required over the Bethells/Te Henga LAP, since the boundary in this part of the WRHA includes part of Rodney District.
37. Consultation with the community, iwi and the Auckland Regional Council, will be undertaken as part of the LAP process.

RESOURCES

38. The LTCCP 2009-2019 has included provision for seven years to allow the development of LAPs in the various communities of the WRHA. Specific provision is made in the Annual Plan 2009/2010. The joint development of LAPs for Anzac Valley and Bethells/Te Henga will be an efficient use of existing resources.

IMPLEMENTATION ISSUES

39. The methodology for implementing the requirements of the Act in respect to LAPs is provided in paragraphs 18-26 of this report and addressed in the "Local Area Plans under the Waitakere Ranges Heritage Area Act 2008" report received by the Committee on 7 August 2008.

AUCKLAND COUNCIL TRANSITION ISSUES

40. 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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8 AUCKLAND GOVERNANCE – WAITAKERE CITY COUNCIL SUBMISSION ON LOCAL GOVERNMENT (AUCKLAND LAW REFORM) BILL

GLOSSARY

Local Government (Auckland Council) Act 2009	(LG(AC)Act)
Local Government (Tamaki Makaurau Reorganisation) Act 2009	(LG(TMR)Act)
Local Government (Auckland Law Reform) Bill	(the Bill)
Auckland Governance Legislation Committee	(Select Committee)

EXECUTIVE SUMMARY

The purpose of this report is to finalise and confirm the Council's submission on the Local Government (Auckland Law Reform) Bill (the Bill).

RECOMMENDATIONS

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

1. **Receive** the Auckland Governance – Waitakere City Council submission on Local Government (Auckland Law Reform) Bill report.
2. **Agree** to adjourn to a workshop to consider the matters relating to the Council's submission on the Local Government (Auckland Law Reform) Bill.
3. **Agree** to reconvene the Policy and Strategy Committee meeting after the workshop and if necessary give further instructions to reporting officers.
4. **Agree** on the process and meeting dates whereby the submission on the draft Local Government (Auckland Law Reform) Bill can be finalised, as outlined in this report, with the target of submitting the Council's submission on or prior to 12 February 2010.
5. **Agree** to delegate to the Mayor, or in his absence to the Deputy Mayor, authority to approve the final submission to the Auckland Governance Legislation Committee on the Local Government (Auckland Law Reform) Bill.
6. **Agree** to authorise the Mayor and Deputy Mayor, or in their absence the Chairman of the Long Term Council Community Plan and Annual Plan Committee, to present the Council's submission to the Auckland Governance Legislation Committee, supported as required by Council officers.

7. **Agree** that Te Taumata Runanga is authorised to make an independent submission to the Auckland Governance Legislation Committee considering the Local Government (Auckland Law Reform) Bill.

BACKGROUND

1. The Royal Commission on Auckland Governance was established by the Government to investigate and make recommendations on local and regional government arrangements for the Auckland region. The Council submitted to the Royal Commission in April 2008. The findings of the Royal Commission on Auckland Governance were released on 27 March 2009, and central Government released their response on 7 April 2009.
2. At least three pieces of legislation were anticipated to give effect to the Government's decisions on Auckland governance. This includes the Local Government (Tamaki Makaurau Reorganisation) Act 2009 (LG(TMR)Act) which was assented on 23 May 2009, and the Local Government (Auckland Council) Act 2009 (LG(AC)Act) which was assented on 22 September 2009. The Bill is the final piece of legislation to enact the Government's decisions on the form of governance for the Auckland region.
3. Submissions to the Auckland Governance Legislation Committee (Select Committee) on the Bill close on 12 February 2010, although special provision has been made for councils to have until 26 February 2010 to make supplementary submissions to their primary submission. The Select Committee officials' report on the Bill will be considered on, or prior to, 22 February 2010, so in order to be effective, the Council should lodge an approved submission by 12 February 2010.

DECISION MAKING

4. The Council's submission is directed at enhancing local democracy, ensuring the efficiency and effectiveness of the new Auckland Council and provides detail on changes to the Bill necessary to achieve this. A first draft of the submission has been provided to Councillors and the submission will be amended to reflect any decisions made at a workshop to be held on 4 February 2010.
5. An overview of the Bill and a process for the development of the submission was discussed at an informal meeting of councillors in 15 December 2009.

STRATEGIC CONTEXT

6. The LG(TMR)Act and LG(AC)Act begin the process of transitioning existing Auckland councils to the unitary Auckland Council on 1 November 2010 and dissolving the existing councils from the close of the preceding day, 31 October 2010.
7. The new Bill provides further detail to allow the new governing body to carry out its functions in line with the decisions made by Government, including provisions on:
 - the purpose and role of the new Auckland Transport Agency for the region;
 - future changes for Watercare Services Ltd;
 - the set-up of council controlled organisations;
 - targeted rates and other rating matters;
 - a Spatial Plan for the region;
 - a Maori Advisory Board; and
 - waste.

CONSULTATION

8. The timetable for developing the Council's submission is tight. There will be limited opportunity to consult more widely on the preparation of Council's submission, although officers are taking the opportunity to ascertain the views of other councils on a number of matters. Key times are provided in the table below.

Action	Timeline
The Bill released	10 December 2009 (Thursday)
The Bill content discussed at Communication and Facilitation meeting	15 December 2009 (Tuesday)
Communication and Facilitation meeting – draft report tabled	2 February 2010 (Tuesday)
Policy and Strategy Committee meeting and workshop to consider submission	4 February 2010 (Thursday)
Primary submissions close	12 February 2010 (Friday)
Supplementary submissions close	26 February 2010 (Friday)

9. Discussions with Te Taumata Runanga members indicate that they wish to make a separate submission to the Select Committee. Officers drafting the Council's submission will stay informed of possible issues for inclusion by Council regarding Maori representation or the Maori Advisory Board which is proposed in the Bill.

RESOURCES

10. All resources required for the preparation of the submission and presentation to the Select Committee, are met from existing budgets.

IMPLEMENTATION ISSUES

11. The Select Committee will be hearing submissions from 22 February 2010 with all council submissions being heard on 1 and 2 March 2010. Further details on the hearings will be provided to Elected Members once received. The presentation to the Select Committee hearing will focus on the key issues and seek to achieve a focused and compelling basis for the Council's submission.
12. There are no other implementation issues related to this report.

AUCKLAND COUNCIL TRANSITION ISSUES

13. While the submission on the Bill may impact on Auckland governance, the decision making proposed in this report is not constrained by section 31 of the LG(TMR)Act, 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: Graeme Campbell, Director: Strategic Planning.

