

Not all paid workers living in Waitakere City actually work in the City, and not all jobs in Waitakere City are ~~done~~ filled by Waitakere City residents. In 1991, there were 35,092 jobs in Waitakere City; approximately 8,300 of these jobs were filled by people travelling into the area on a daily basis. In 2001, there were 40,710 jobs in Waitakere city with approximately 10,000 filled by commuters living outside of the city.

Leisure activities play an important part in the lives of Waitakere City residents. A survey of people's leisure free time activities in ~~1993~~ 2002 found that ~~homebased~~ leisure sports and physical activities were the most favoured leisure pursuits.

Waitakere City's population has a wide range of sporting interests which are catered for by schools and sports clubs. The City has many reserves catering for recreational pursuits ranging from bush and coastal walks to gardens and heritage trails. However, research has shown that some areas of the City have a shortage of open space for casual recreation. In the arts, Waitakere City, has regionally-known facilities at Lopdell House and the Glen Eden Playhouse Theatre, together with a number of cinemas and the City's own library resources. The City has the full range of primary, intermediate and secondary schools, a number of kohanga reo (language nests) and a kura kaupapa (school) at the Hoani Waititi Marae.

~~The only Tertiary institutions include~~ is the New Zealand Bible College which has courses to Degree level and Unitec which offers diploma courses. The secondary schools within Waitakere City offer a number of adult/interest group education courses, as does Te Whanau O Waipareira Trust. Cultural and religious beliefs and pursuits are catered for in much the same way as in most other New Zealand towns and cities. The Bahai National Centre and the Croatian Centre are located within Waitakere City, and stand out as having significance on a regional and national scale.

3.7 – The Valued Environment

Add the following after the paragraph ending "...infill housing or cross-leasing."

In the mid 1990's – early 2000's, a new form of intensive housing was introduced to the City. This was initially on the periphery of the New Lynn Town Centre, where significant development has established, and later around the Henderson Town Centre, other employment nodes and on main routes. This development has been primarily medium density housing, but higher density apartment housing has also been developed.

This is a type of development which departs from the low density historical norm, but is nevertheless the type of housing which is likely to predominate as a component of future urban consolidation / intensification strategies.

Such development, if well designed, can produce attractive living environments at the site, neighbourhood and community levels. Integration is most difficult where such development borders existing traditional development and where design is primarily considered on a site by site rather than area basis. In order to address these issues, and create attractive, livable environments with a high amenity character, comprehensive planning is encouraged. At the same time, it must be recognised that those areas which have been specifically identified for such development must be allowed to mould to a new form, and that development may take some years to establish. This process will be assisted by such techniques as streetscape management, apartment units, medium density housing and mixed-use rules/criteria, and design guidelines.

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Part 6 Policy Section

EXPLANATION OF THE STRATEGIC DIRECTION: POLICIES AND METHODS

This section explains a number of general strategic or policy responses to key matters such as population growth, City form, and protection of amenity. It places individual policies in this context and shows how they combine together as an integrated whole, in response to the significant resource management issues facing the City. A full explanation of some policies and methods in Part 6 is not possible without setting out this general strategic direction taken by the City.

6.1 GENERAL THEMES

There are a number of general themes that underpin the policies and methods adopted by Waitakere City Council. These are set out in this section as a preliminary to considering the detailed explanations of policies and methods.

The two central themes are consolidation of the urban area and the development of the Green Network. These themes work hand-in-hand and are the central policies in the District Plan's approach to avoiding, remedying or mitigating the adverse effects of urban development on the environment. The Plan requires that intensive development be consolidated within the urban area so as to avoid significant adverse effects on the environment from the spread of urban activities. Consolidation will also help promote land use patterns that will reduce people's dependency on the motor car, thereby reducing the effects of motor vehicles on the environment. The Green Network seeks to protect and restore the life supporting capacity of the environment and to maintain and protect the valued landscapes of the City.

6.1.1 Theme One: Urban Consolidation & Managing Growth Pressures

In ~~1994~~2001, Waitakere City was the ~~sixth~~ fifth largest City in New Zealand. The City's population grew from approximately 10,000 in 1920 to ~~168,750~~136,715 in ~~1991~~2001. In the 10 years between ~~1974~~1991 and ~~1984~~2001 the population of the "edge cities" of Waitakere, North Shore and Manukau grew faster than the central isthmus area, ~~a 24% an 18%~~ a 24% an 18% growth rate compared with ~~20%~~7%. Between ~~1986~~1996 and ~~1993~~2003, Waitakere City experienced an estimated 15% growth rate.

Statistics New Zealand estimates that an extra ~~58,000~~ 61,000 people could be added to the area over the next 20 years. ~~65%~~ 65% of this growth would come from natural increase rather than migration into the area. However, ~~there are changing~~ household formation trends which suggest that demand for the traditional three bedroom house ~~may be~~ is changing. There is a trend towards smaller household sizes with consequent demand for housing increasing at a faster rate than population growth. In the edge cities of the Auckland region, the number of dwellings rose by ~~11.4%~~ 64%, compared with ~~8.6%~~ 36% in the isthmus, between ~~1984~~1996 and ~~1986~~2001. Although this ~~eased to 54% between 1986 and 1994~~ (isthmus 46%), ~~nonetheless, the pressures for peripheral growth have been immense.~~

The composition of households is also changing, with more single person and single parent households being established. In addition, because of the ageing population and economic factors, the number of new first home buyers is declining. Most households over the next 20 years will be formed from families and people in middle or older age groups. In general terms, people in the 36-60 and 60+ age groups have greater financial independence than first home buyers, which gives them greater housing choice. Access to amenities and the character of an area are likely to be as important as affordability, and established residential areas may be a more favoured choice for these groups.

The traditional housing model of a three bedroom house with gardens and lawns may no longer be suitable for these types of households. The economic environment also suggests a move away from "greenfields" developments for first home buyers. ~~Central Government has removed a range of financial incentives that used to be available to first home buyers, and this makes buying a new house no more advantageous than buying an existing house or flat, or finding a cross lease section in older parts of Waitakere City.~~

~~One of the significant issues facing Waitakere City is its ongoing saturation as a suburban suburb. At the present time, the rate of population growth is outstripping the capacity of local development within the city. There is an identified lack of suitable open space land within the city. This resource problem is shown as an increase in the numbers of workers leaving the city for employment in other parts of the city and~~

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~~stem the flow, there is the need to provide additional open space and green open spaces. This will have the benefit of urban consolidation reducing air and water pollution and regional congestion from commuters. [257/266]~~

These factors suggest that demand for the accommodation of population growth on the edge of the City may be changing. However, such changes are unlikely to fully counter such demand. Certainly, there is a demand for "life style" blocks of varying sizes outside the existing urban area particularly in the Foothills and Coastal areas. Also factor in that there are already a number of vacant properties and there is still an ability to subdivide in the ranges. In any case this population growth, if it continues to be accommodated through the outward spread of the urban area, will bring adverse effects on:

- water quality, land and bush in vulnerable areas including the Waitakere Ranges;
- potential for flooding in the foothills and Urban area if increased settlement in the upper catchments takes place;
- outstanding landscapes and the amenity values and neighbourhood character of the foothills, coastal and countryside areas.
- high quality versatile soils in the north.

~~It will inevitably bring~~ The traditional form of low density peripheral urban growth, dominated by residential activity, also brings adverse impacts on the amenity values and neighbourhood character through social isolation, increased journey to work trip lengths and of the urban areas of the City through intensification of residential areas increased traffic generation, and on existing building stock which must adapt to new household structures and needs.

In developing an effective response to these pressures, the following factors must be considered:

Environmental Thresholds

The likely capacity of the Green Network and non-urban Environments to absorb further growth without harm, either to natural and physical resources, or to natural processes, outstanding landscapes and amenity values, is an issue.

Past decisions about investment in infrastructure, and adoption of a strategy to consolidate further growth within the existing urban area, have already had the effect of limiting settlement outside the existing reticulated drainage system. However, these constraints have been identified in a number of areas as insufficient to prevent damage to natural resources. Within the bush covered Waitakere Ranges and the coastal areas, even the currently limited densities create adverse effects. ~~In the Titirangi and Laingholm areas some parts have been serviced, and densities down to 2,000m² and 4,000m² have been achievable.~~ Resulting effects from weed escape, pests, and fragmentation of bush have been identified in previous sections.

In the foothills there has been on-going pressure for development. Landowners recognise that the area occupies an important position between the urban area and the Waitakere Ranges. Although there is no wish to see the area develop to a point that it becomes intensively settled and urbanised, limiting densities on the basis of protecting traditional rural activities is less appropriate, when considering the future of the area, given the unsuitability of some of the land for farming and horticulture. Reconciling these pressures with the need to protect the Waitakere Ranges as well as the quality of the foothills environment itself, is a key challenge for the community. These areas are not generally required to accommodate city growth and will not be utilised for that prime purpose.

Thresholds in terms of particular aspects of the environment are dealt with in the objectives, policies and methods – see for example, Policies 1.1, 2.1, 3.1, 5.4, 9.1, and 9.9. The threshold set by those objectives, policies and methods, and the rules which follow from them, recognize that there may be justification for some development, but within strict limits which recognize the potential for adverse effects, including cumulative effects, on finite natural resources. It cannot be assumed that maximum development possibilities under the rules thresholds can necessarily be achieved. Development possibilities will be the subject of assessment through the consent process to ensure that there are no more than minor adverse effects, having particular regard to landscape quality, ecological systems, land stability and the effects of stormwater disposal. Wherever possible, encouragement will be given to the entire subdivision of a site to be considered at one time only. This will provide most certainty regarding the effects of subdivision. However, where subdivision is to be proposed in stages, it will be

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important to show in concept how the balance of the site can be subdivided in accordance with the District Plan policy and provisions.

To the north, the question of density primarily relates to the issue of current horticultural techniques and the demand for lifestyle blocks brings pressure for some intensification of settlement. However the Resource Management Act requires that the potential of natural and physical resources to meet the reasonably foreseeable needs of future generations is sustained. This requires that settlement occur in a way that does not detract from the value of the City's natural higher quality soils impacts on the quality of the Upper Harbour and the City's higher quality soils, rural character, the ability of the area to be serviced by infrastructure and the future development of Whenuapai.

For these reasons, and to meet the requirements and agreements relating to regional growth strategies, emphasis will be placed on the intensification of development within the Metropolitan Limits existing at 2004.

Within in the urban area, investment in infrastructure has allowed settlement to pass the thresholds that would normally exist in relation to natural and physical resources. The only constraints on further intensification are those set by the capacity of the current infrastructure, the willingness of the community to continue to invest in its expansion, and decisions to limit intensification in some areas because of unacceptable effects on landscape, significant natural areas and amenity values.

Whether continued investment in expanding the capacity of these systems is appropriate, given their costs and the impacts on the wider regional and national environment, is a major question for the community to consider. Current systems already have the capacity to allow further intensification until 2005, when the Western Interceptor that carries sewage to the Mangere Wastewater Treatment Plant reaches capacity. Therefore settlement densities within the existing urban area are dictated primarily in terms of their impact on the valued character of particular areas, until that capacity is reached.

Where there are issues these can be addressed by concept planning. At the strategic level this involves a focus on intensification around the major town centres (New Lynn, Henderson and Massey North/Westgate) with a secondary emphasis on other town centres and regional road routes. Peripheral urban growth will be provided for but of a type which, through minimum density, mixed use and other management controls will ensure the efficient utilisation of resources.

Regional Perspectives

The Auckland Regional Policy Statement sets outer limits on urban expansion within Waitakere City. Under the Resource Management Act the District Plan must give effect to the provisions of this Policy Statement. This Policy Statement is supported by the Auckland Regional Growth Strategy, the Northern and Western Sectors Agreement and the Local Government (Auckland) Amendment Act, Clause 16 Amendment

Possible Urban Growth Areas

Identifying these Growth areas will be limited to those necessary to achieve a 78/17% split of peripheral growth versus intensification of growth development. Babich, Massey North/Westgate, the Hobsonville Village Centre, and the former Hobsonville Airbase have been identified as areas where intensive settlement can occur with the least impact on natural and physical resources and amenity values, are essential preliminary tasks before considering any urban expansion.

Urban Form

The degree to which the existing urban area can be managed in a way that provides a high level of amenity and more housing as a way of reducing pressures for outward growth, is a key to managing population pressures. A characteristic of traditional low-density suburbs is a predominance of three bedroom housing and the limited availability of one and two bedroom houses. It is likely that the demand for smaller housing types will further increase in the future, and this is a trend that should be reinforced. It is important to ensure that resource management policies do not unnecessarily restrict housing choice, and that rules are focused on adverse environmental effects so that the maximum degree of choice is afforded to developers and buyers.

Impacts on Amenity Values

Identifying any constraints on intensification in the existing residential areas, and finding effective ways to manage any impacts are also necessary aspects of the management of pressures on the natural and physical environment. Some parts of the City are subject to infill housing pressures. Increased infill in

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these areas is unlikely to achieve densities that will contribute to reduced fossil fuel use and greater energy efficiencies, although infill housing does reduce pressure for housing on the edge of the urban area. Any limit on density in some areas as a way of protecting amenity reduces the City's ability to absorb population growth. While this trade-off may be acceptable, there are impacts on the current community in terms of the availability of new housing and housing costs. In response to these concerns, the District Plan contains a range of policies and methods that, cumulatively, limit the outward spread of the urban area and consolidate growth within it. This ~~consolidation~~ intensification strategy is a key response to the need to protect the City's waterways and soils which are not already built over, to avoid pressures on vulnerable native resources, ecosystems and air quality, to preserve the natural character of coastal areas, to protect the City's outstanding landscapes, and ensure efficient use of land and energy. This policy direction also has the benefit of ensuring more efficient use of infrastructure and avoiding further investment in expensive, unsustainable systems.

The policies that together comprise this ~~consolidation~~ intensification strategy can be divided into four types:

- those that limit settlement outside the urban area to varying degrees;
- those that provide for some intensification on the periphery of the City;
- those that accommodate intensification within the urban area; and,
- those that counter pressures from within the urban area for a spread City.

The consolidation of population and household growth means considerable change for a City that has experienced the continued spread of the urban edge and the provision of low-density suburbs since the 1940s. The effects of consolidation and intensification within the existing area require careful management to achieve an environment of the highest possible quality. Consolidation without this careful management and attention to the quality of the environment created, has the potential, not only to undermine the amenity of urban life, but also to increase pressure for expansion elsewhere in the region as residents move in search of a better quality environment.

Birdwood Area

The 'Birdwood Area' includes the Birdwood Structure Plan area and the Birdwood Special Area generally west of Don Buck Road and east of Chamberlain Road.

The majority of the Birdwood Area has long been identified as an area for urban development, but urban services have not been provided. During the preparation of the Proposed District Plan, the suitability of the Birdwood Area to accommodate urban activities was reassessed. It is apparent that because of landscape, stability and stormwater issues, it would be inappropriate to develop all of the area into urban densities.

It is the intent of the Proposed District Plan (Decision Notice 61) that a "Concept Planning" process be undertaken for the Birdwood area. The concept plan will identify the carrying capacity of the area and seek to maintain the landscape values, minimise landform modification and retain natural resources.

Birdwood Structure Plan Area

The Birdwood Structure Plan area is bounded by Sunnyvale Road and Redhills Road and contains land generally west of Chamberlain Road to the end of Mudgeways Road.

A structure planning process has been completed for the Birdwood Structure Plan Area. This process included the investigation of:

- Landscape values of the area;
- Ecological values;
- Water quality and quantity issues;
- Stability problems;
- Archaeological and heritage features;

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Roading and accessibility issues.

The Structure Plan has been developed in consultation with landowners and other interested parties and will form the basis of future subdivision and land development in the Birdwood Structure Plan area. The Structure Plan identifies a density of subdivision development specific to each site. This density reflects the development potential of the Birdwood Structure Plan area that was determined based on the information available at the time of preparation. For the Birdwood Structure Plan area, the key resource management issues identified include land stability, protection of rural landscape character and avoidance of downstream flooding.

In addition to enabling subdivision, the Birdwood Structure Plan also seeks to achieve a greater level of environmental protection within the structure plan area. In this regard areas of bush protection and stream enhancement have been identified on the Birdwood Structure Plan Map. It is desirable that ecological stream corridors be protected and enhanced and that native vegetation is encouraged to regenerate.

Birdwood Special Area

The Birdwood Special Area is located west of Don Buck Road and south east of Chamberlain Road. This area, with access from Don Buck Road lends itself to urban type activities. Wastewater could be provided from Don Buck Road or from an extension of the sewerage network up Chamberlain Road. The key issues are the need to retain native bush, extend the reserve network in the area and integrate the area into the surrounding urban environment. Changes to the landform need to be minimised, and it will be necessary to retain stormwater runoff as much as possible before it reaches the Swanson Stream. Down stream stormwater treatment and detention will also be necessary. It will also be necessary to ensure that development relates well to the Don Buck Road area.

6.1.2 Theme Two: City Form

After World War II, the increasing rate of urbanisation in New Zealand and the growth in population of the Auckland Region had a great impact on Waitakere City. Auckland City, which was the focus of most migration into the region until that time, could not accommodate population pressures within its own boundaries, and the population spread westward, northward and southward. To the developers and local authorities at the time, it seemed that there were no constraints on growth - with extensive areas of vacant land and pasture being apparently suitable for development. Servicing presented no problems and the opening of the north-western motorway in 1955 created easy access to many areas of west Auckland. A 30 year period of intensive residential development and population growth followed, which left a lasting legacy for the Waitakere environment.

Te Atatu experienced rapid growth in the late 1950s and early 1960s. Kelston underwent similar growth in the 1960s, Massey in the 1970s, Ranui in the 1980s, and West Harbour/ Hobsonville in the 1990s, and Sturges in the 1990's and early 2000's. From the mid 1990's there has been the beginning of a trend to medium density and apartment density housing, notably in the New Lynn area, but also around Henderson and other town centres and on main roads.

~~Homes were produced for many low and moderate income households, but since the 1980s there has been a wider range of income groups settling in the City. The pace of growth was rapid, with each area experiencing an almost complete change from rural to residential over a 10 year period. The rural areas between the original settlements quickly filled in, and by the late 1980s there was a continuous urban belt from Titirangi and New Lynn in the south through to Hobsonville in the north. There was also significant expansion of population in the City's rural and coastal settlements, particularly in Piha.~~

The urban pattern that resulted from the initial burst of urban development in the 1950s, 1960s and 1970s includes the following:

- (a) the urbanisation of the eastern part of Waitakere City as an 'edge' City, dependent in large part on people being employed elsewhere in the region. Although the original small villages developed into local service centres the surrounding areas became 'commuter suburbs' - primarily residential in nature. Industrial and commercial activities were required to locate separately;
- (b) the creation of a low density urban area, relatively low land costs, the rapid spread of new housing from the late 1940s, and heavy investment by the State in housing in the 1950s and 1960s has resulted in characteristic low density suburbs that are highly valued by many

residents, particularly residents with young children. The high investment costs in infrastructure associated with this low density urban form were accepted as a legitimate cost of development. The maintenance and associated environmental costs were absorbed by the community;

- (c) the dominance of three bedroom detached housing designed primarily for families consisting of adults and dependent children. The heavy investment in the family and family housing by the state over the thirty-five years from the Second World War resulted in a good quality housing stock, and particularly those houses built between the 1940s and the 1960s. However, one other result was that few alternative housing types were built. This was reinforced by a town planning system that treated other kinds of housing as an exception to the rule - requiring them to be located away from the main residential areas, or requiring them to pass through stringent planning assessments. The result is a limited housing choice - in terms of design or location - for older people, for single person households and for larger extended households;
- (d) the dominance of a curvilinear street pattern and a strong roading hierarchy. Initially, the older parts of the urban area developed around a grid street pattern and this is most obvious in New Lynn. However from the 1920s, the garden city/suburb movement put great emphasis on curvilinear streets, and this was adopted by planners and developers from the 1940s. It was further refined into a hierarchy of roads that tried to direct traffic away from residential areas. The newer residential areas in the City have relatively few through streets. The result is a lengthening of car trips in order to gain access to services outside these areas, and the discouragement of walking and cycling, again because of the long travel distances. The Plan seeks to have a more connected street pattern than has been the case in the recent past. The design of street patterns and the balance between cul-de-sacs and connections needs to take into account the location of activities such as schools, reserves, shops, workplaces and public transport routes. The existence of steep topography, a desire to retain the natural character of streams and bush areas will be factors in which cul-de-sacs may be appropriate. Cul-de-sacs may also be appropriate where they do not significantly increase trip length and where an interconnected street pattern is maintained.
- (e) heavy investment in infrastructure and pressure to add to the networked systems on the edge of the urban area without co-ordinated forward planning. These networked systems were adopted at the time as the best possible means to provide services and manage waste. The absence of alternative local community or onsite systems is a characteristic of the urban area.
- (f) heavy reliance on motor vehicles. Table 6.1.2(a) compares different modes of travel for Waitakere City residents based on 1991 Census data.

Of those travelling to central Auckland by vehicle, 21% used the passenger transport system. Only 8.2% and 3.7% travelled by passenger transport to New Lynn and Henderson respectively. To a degree, the design of the City's suburbs has forced people to use cars in order to reach services and work. Access to employment opportunities is limited, with the City as a whole providing a work place for about 50% of its total workforce. Within the City, employment is concentrated in Henderson, New Lynn and Lincoln Road which means for people who live in the outer areas, travel to work is likely to involve a car trip.

Traditional investment of public moneys (through taxes and rates) in infrastructure has also supported car use. Investment in roading absorbed 18% of Council's rates expenditure in the 1994-1995 financial year. This expenditure is dictated by two concerns - ensuring access to different parts of the City and ensuring that roads are capable of handling the amount of traffic moving on them, either in terms of safety or of efficient traffic flows. In relative terms, investment in passenger transport systems is low and is caught in the dilemma between investing as a response to demand, and investing in passenger transport to encourage use of alternatives to car travel. Between 1986 and 1991, bus patronage almost halved and at the same time traffic volumes in Waitakere City increased at 3% per year. Some arterial roads have experienced a 7% annual increase in traffic over the last few years. If these trends continue, total traffic volumes in the City could double over the next 20 years. The failure to pass on the true environmental costs of vehicle use to road users has also contributed to vehicle use.

In the last decade, a number of changes have emerged which reinforce the unsustainable nature of this City form. These developments are:

(g) the dominance of a curvilinear street pattern and a strong roading hierarchy. Initially, the older parts of the urban area developed around a grid street pattern and this is most obvious in New Lynn. However from the 1920s, the garden city/suburb movement put great emphasis on curvilinear streets, and this was adopted by planners and developers from the 1940s. It was further refined into a hierarchy of roads that tried to direct traffic away from residential areas. The newer residential areas in the City have relatively few through streets. The result is a lengthening of car trips in order to gain access to services outside these areas, and the discouragement of walking and cycling, again because of the long travel distances. The Plan seeks to have a more connected street pattern than has been the case in the recent past. The design of street patterns and the balance between cul-de-sacs and connections needs to take into account the location of activities such as schools, reserves, shops, workplaces and public transport routes. The existence of steep topography, a desire to retain the natural character of streams and bush areas will be factors in which cul-de-sacs may be appropriate. Cul-de-sacs may also be appropriate where they do not significantly increase trip length and where an interconnected street pattern is maintained.

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- (i) ~~the relocation of retail activities away from traditional town centres, into areas where there is cheap accessible land capable of accommodating large stores (larger than those normally found in the core areas of the town centres), and providing for extensive car parks. Deregulation in the mid to late 1980s and rapid changes in technology have had a dramatic effect. Import quotas were reduced or abolished, retail trading hours were changed, and there were major changes in the liquor laws. The effects of these changes can probably be best seen in the larger supermarkets which now operate over greatly increased hours.~~

~~It is a change intended to pass transport costs on to residents. They would now bear the cost of travelling to the new centres, rather than the retailers who had previously absorbed the cost of transporting the goods to town centres and local shopping areas. This has occurred around Lincoln Road where there has been considerable pressure to expand as a retail centre. This relocation encourages vehicle trips as people travel across town to a number of areas, rather than carrying out their shopping within a relatively central area largely accessible by foot.~~

- ~~(ii) ~~the centralisation of retail and employment activities traditionally located by general stores and local businesses in residential areas. This is also part of the general change mentioned above where retailers are seeking economies of scale that favour the location of large scale retail services in areas that are highly accessible by car.~~~~

~~A challenge to traditional urban form has come from the advent of home-occupations, which provide alternatives to the need to commute to other areas of the City or the region. This has the potential to reduce car trips.~~

- (i) The relocation of employment and business activities away from traditional town centres into areas where there is cheap accessible land capable of accommodating large stores or businesses (larger than those normally found in the core areas of the town centres), and providing for extensive car parks. Deregulation in the mid to late 1980s and rapid changes in technology have had a dramatic effect. Import quotas were reduced or abolished, retail trading hours were changed, and there were major changes in the liquor laws. The effects of these changes can probably be best seen in the larger supermarkets which now operate over greatly increased hours.

It is a change intended to pass transport costs on to residents. They would now bear the cost of travelling to the new centres, rather than the retailers who had previously absorbed the cost of transporting the goods to town centres and local shopping areas. This has occurred around Lincoln Road where there has been considerable pressure to expand in a retail centre and employment centre. This relocation encourages vehicle trips as people travel across town to a number of areas, rather than carrying out their shopping within a relatively central area largely accessible by foot.

- (ii) The centralisation of retail and employment activities traditionally located by general stores and local businesses in residential areas. This is also part of the general change mentioned above where retailers are seeking economies of scale that favour the location of large scale retail services in areas that are highly accessible by car.

A challenge to traditional urban form has come from the advent of home-occupations, which provide alternatives to the need to commute to other areas of the City or the region. This has the potential to reduce car trips.

- (ii) The further decline of the employment within the city's central business district. In 2003 the majority of the resident workforce was employed outside the City. This not only weakens the economic health of the City, and the desirable balance of land use activity, but also results in higher commuting and transport costs for residents. AMP 203/24

The inherited settlement patterns and the lack of employment activity and the resulting reliance on vehicles and fossil fuels, coupled with more recent changes in the retail sector in particular, have been a cause of adverse effects on:

- air and water quality, through discharges of fossil fuels to the air and the runoff of contaminants from roads into waterways;
- amenity values from increased traffic noise, traffic congestion on major routes and general traffic movement;

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- housing stock from demand for alternative kinds of housing - which results either in redevelopment of a site or alterations to buildings themselves;
- demand for land for roading on greenfields sites (approximately 12% of total land used in any development);
- amenity values and character of areas as roading capacities are reached;
- amenity values (accessibility) as suburbs and community areas are designed around vehicle use. Development of effective responses has included consideration of:
 - the ways settlement intensities and location might contribute to the increased viability of passenger public transport;
 - whether the nature, location and mix of activities (particularly retail activities), can assist in the reduction of the effects of fossil fuel use and on pressures for the outward spread of the urban area, and contribute to maintaining and enhancing the amenity of the urban area. ~~Of particular concern is the location of retail activities in different parts of the City and the focus of retail activities around central areas;~~
- ways that the maintenance and enhancement of amenity values at the town centre, town centre periphery local and neighbourhood level can assist in the reduction in trips by private vehicle, and a reduction in the pressure for outward spread of the urban area, by providing for a high quality accessible local environment through concept planning, comprehensive development plans, apartment rules, streetscape and site analysis etc and encouragement of intensive housing and land use developments;
- considering how roading systems might be designed to reduce car use and fossil fuel emissions, and achieve a high level of accessibility and amenity for all groups in the community.

~~Management of land use activities and the way they relate to each other has been a traditional preoccupation of past district plans. The focus has been on the need to separate activities that caused harm to human health and amenity values, to protect residential areas as safe havens for family life and to promote and protect particular commercial centres. Under the Resource Management Act, any management of land uses for a social or economic goal or outcome is specifically rejected. Therefore~~

Concerns about urban form centre on:

- reducing reliance on vehicle use in order to avoid the adverse impact of fossil fuels on air and water quality;
- managing the increased population pressures within the urban area to avoid adverse impacts on amenity, and in particular on neighbourhood character;
- managing the relationship between public space, roading networks, and private space and buildings to produce the highest level of urban environmental quality. This reduces pressure for the outward spread of the urban area and further intensification of settlement in the foothills, countryside and Waitakere Ranges, and consequent adverse effects on natural and physical resources and landscapes.

The approach that the District Plan has adopted is to integrate land use and Westfield 107/86, Progressive 108/119 transport planning by reinforcing the centralisation of key activities around existing town centres, (particularly New Lynn, Henderson and Massey North/Westgate) railway stations and transport centres and ~~corridors~~ regional roads. This centralisation strategy increases the viability of passenger transport and encourages walking. In promoting this strategy, the District Plan has chosen to counter certain trends towards the dispersal of activities, especially retail activities, and the outward expansion of the urban area. The retail centralisation strategy is essential to wider consolidation concerns. In addition to this concentration of activities, the District Plan has also adopted the approach that there should be a greater mix of activities within the Living, Community and the Lincoln Road Working Environments. At first glance, this appears to be in conflict with the concentration of activities around town centres and transport routes. However, the District Plan is concerned with a greater mixing of small scale activities that service local neighbourhoods or do not generate large numbers of vehicle trips. This mixing of local service and residential activity in particular, such as provision for home occupations and some small scale nonresidential activities, encourages walking to local services within the neighbourhood and reduces car use. A third general theme is the improvement of pedestrian linkages within the Community Environment and between different parts of the urban area. This includes improved design and integration of access within any new subdivision. Thus the key focus of the various policies that form the City's urban form strategy, is to reduce adverse effects on water and air quality, and to protect and enhance the amenity of the urban area as a way of reducing pressure for a spread City.

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6.2 POLICIES AND METHODS

6.2.1 Managing Population Pressures Outside the Urban Area

~~(Please note – 6.2.1 is not operative)~~

Within those areas that fall inside the Green Network, the level of settlement is determined by the ability of relevant natural resources to absorb any effects. That is, the thresholds of particular resources or combinations of resources set the limits on settlement. Within the Riparian Margins Natural Areas, the key consideration is impact on water quality. Within the Protected Natural Area, the key consideration is protection of native vegetation and landforms respectively. The approach taken is to restrict any further settlement within these Areas, except where landowners have the ability to build on already subdivided land. Within the Coastal Natural Area, the primary concern is the protection of the natural character of the coastal environment where that remains largely unmodified. Key issues in this area are removal of bush and earthworks. Because settlement and subdivision are seen as catalysts for these activities, subdivision is also limited.

Within the Managed Natural Area the primary concern is to ensure that any development does not fragment existing bush to a degree that habitat is adversely affected, or the overall indigenous vegetation is reduced to an unhealthy state. In the Restoration Natural Areas, the concern is to limit settlement to a level that does not further degrade remaining bush or intervene with regeneration processes. The policy approach in this situation is to closely manage the location and amount of building, impermeable surfaces and subdivision in these areas.

Thus the approach within the Green Network is to set settlement thresholds that relate directly to the capacity of each area's resources to absorb impacts. The methods used to manage population and settlement growth in these areas is to establish either minimum lot sizes or to clearly state the situations where subdivisions can occur. A more complex approach is adopted in relation to the Foothills Environment, the Countryside Environment and the Titirangi/Laingholm area.

Countryside Environment

This is the rural area lying to the north of the city's urban area. Given the District Plan's other containment policies and the importance of protecting the integrity of the Whenuapai and Hobsonville airbases, intensification to an urban density will not occur. However, the need to establish settlement thresholds still exists. These thresholds will be implemented where appropriate through a structure plan approach and will include consideration of:

- protection of natural resources;
- avoidance of impacts on the efficient operation of the Hobsonville and Whenuapai Airbases;
- protection of rural and coastal character and amenity;
- providing for opportunities for regeneration and restoration of resources;
- maintenance of dwellings/population at a level that is consistent with infrastructure and servicing standards; and
- avoidance of impacts on the efficient operation of rural activities.

It is expected that the structure planning approach, while adopting densities which will vary according to the above, will not result in any subdivision of lot sizes less than 1 ha or less than an average of 2 ha.

Titirangi/Laingholm

This is a particularly complex part of the City. It has some of the characteristics of an urban area (intensive settlement, kerbed and channelled roads) and provision of a drainage system over a large

portion of the area. At the same time it is covered by native bush, much of which falls into the Managed Natural Area. Parts of it are clearly more akin to the landscapes of the Waitakere Ranges and the Manukau Coast, while other areas reflect the historic intensive development found in other Bush Living Environments in the City.

The landscape character of the area is recognised through the Waitakere Ranges and Bush Living Environments. ~~It is also recognised that whether an area lies within or outside the Inner Drainage Area influences the degree to which parts of both environments are slightly more urban in character.~~ Finally, there is recognition of the fact that some land has cleared areas on it, and that limits based on the need to protect native vegetation are slightly less pressing in these parts of the City. Effects from weeds and pests still remain a key issue within these areas. The District Plan adopts a two-tier approach to the area which seeks to balance the protection of natural features and outstanding landscapes with the more modified character of the northern ~~eastern~~ part of the area.

The Plan offers those landowners living to the north of the Titirangi/Scenic Drive ridge the ability to develop to a higher density than those to the south and establishes strict development criteria that recognises the different natural and physical characteristics of the two distinct areas. ~~within the Inner Drainage Area in either Environment the ability to subdivide their land to a specified standard site size or via a structure plan. The structure plan process offers the possibility of subdivision beyond the specified site size, so long as careful attention is paid to a range of matters from protection of water quality and bush, to retention of amenity values. A minimum site size is still applied under the structure plan but it allows for some increased flexibility.~~ This approach recognises the historic development of the area and the resulting local character, as well as its place within the wider outstanding Waitakere Ranges and Coastal Landscapes, and its position within the Green Network.

Foothills Environment {See Also A54}

This area occupies a key position between the urban area and the Waitakere Ranges. There are two unique landscape areas: the upper bush clad areas and the lower pastoral areas. There is a relatively high coverage of native bush in the upper reaches of the foothills, with orchards, other exotic planting and horticultural uses in the lower valley areas. Given the District Plan's other containment policies, intensification to an urban density will not occur. However, the need to establish settlement thresholds still exists. These thresholds exist around the following:

- protection of identified vegetation;
- avoidance of steep and erosion-prone land;
- avoidance of riparian margins;
- protection of amenity and character of the Environment;
- protection of the Waitakere Ranges landscape;
- protection of significant native vegetation and fauna from pests and weeds;
- providing for opportunities for regeneration and restoration of resources; and
- maintenance of dwellings/population in the Foothills at a level that is consistent with infrastructure and servicing standards.

An approach has been adopted that sets a minimum site size consistent with the District Plan's containment policies in the Managed Natural Area, Countryside Environment and Waitakere Ranges Environment. However, ~~as with Titirangi and Laingholm,~~ the Plan allows for some flexibility if a structure plan approach is followed.

The sensitivity of this environment is such that it is anticipated that no further development will take place in the long term beyond that provided for in a structure plan.

Structure Plans

This allows development to be determined by the capacity of the land and the cumulative impacts of settlement. Structure Plans relate development potential to the specific environmental and physical constraints and opportunities on each site. As part of the subdivision consent certain areas identified on the structure plan will require enhancement (revegetation, restoration or streamside revegetation) or protection through fencing or the placing of covenants or encumbrances on the titles. Any site is assessed in terms of its characteristics and what the catchment or structure plan area can sustain. The proposed subdivision boundaries indicated in the structure plan are designed to:

- protect the visual amenity of each lot;
- protect the visual amenity and rural character of the areas;
- retain existing bush areas;
- enhance and restore vegetation; and

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A range of future options were then examined for other possible locations for peripheral growth. In accessing whether development should proceed, a range of strict of environmental criteria was applied, through a two-stage approach.

Stage 1 excluded any land:

- that was not necessary to fulfill growth capacity issue identified within the existing urban areas to 2021;
- classified as outstanding coastal natural character;
- classified as outstanding landscape;
- contained within any Waitakere Ranges or Foothills area;
- applying to natural hazards – flood or instability;
- within riparian areas;
- containing significant and outstanding vegetation and form of habitat.

Having set these criteria, the only land identified as being potentially suitable for urban growth was the currently rural land and the Hobsonville Airbase land to the north of the city.

Further examinations carried out in Stage 2, within this northern area, included:

- the relative suitability of the areas for mixed use growth, and in particular the growth of employment activities;
- the extent of land required to accommodate the component of urban growth required;
- the ease by which areas could be serviced, in particular with roading;
- impacts on water quality, including water quality of the Upper Waitemata Harbour;
- landscape impacts;
- heritage values;
- the potential quality of any future urban development within the area.

The areas identified include Massey North (based on employment growth associated with retail expansion of the Westgate Centre and significant industrial / service land between future State Highway 16 motorway and the existing State Highway 16); the Hobsonville Village Town Centre (based on an expansion of the existing Hobsonville Commercial Centre) and the former Hobsonville Air Base land (based on a new marine industry precinct and comprehensive mixed-use provisions).

6.2.3 Medium/High Density Intensive Housing

Medium/High density Intensive housing comprises higher density housing in the form of "medium density housing", "apartments" or barns in "mixed use" developments housing is an important tool in the District Plan's overall consolidation and City form strategies. The Plan concentrates medium-density intensive housing around town centres, railway stations and main transport routes. This is part of the strategy centralising key activities around central nodes and points, as a way of improving the viability of passenger transport. It also promotes a high quality urban environment to counter pressures for outward spread of the urban area.

Medium and High density Intensive housing also addresses the problem of lack of housing choice. Waitakere City has a limited range of housing types, particularly for 1 to 2 person households, and limited choices in terms of the location and style of housing. Most housing is detached, on moderate size sections. The District Plan removes restrictions on the provision of alternative housing forms and sees the production of medium and high density housing intensive as essential to accommodating an ageing population and changing household structure.

If developers wish to build medium-density intensive housing the District Plan encourages them to concentrate building around town centres (especially New Lynn, Henderson and Massey North) and transport nodes and corridors. A concept plan process also made provision for intensive housing as part of a comprehensive mixed use development at the old Hobsonville Airbase. Design advice and a resource consent process that make it possible for any project to proceed with a good level of certainty also encourages developers to take up the challenge. The prime focus for Medium and High Density Housing should be around transport nodes and corridors.

Medium-density Intensive housing must be developed in a comprehensive way, on sites of a size that allows consideration of open space and roading layout to be adequately addressed. Detailed assessment criteria are provided to assess each proposal against and to give guidance.

~~This approach to medium density housing is a refinement of past policies and methods found in the previous Waitemata District Scheme. In that document, there was provision for comprehensive housing areas where there were no performance standards beyond a minimum development area.~~

This approach provides more certainty and guidance on outcomes, and gives clear protection to surrounding low-density suburbs, while protecting and enhancing the amenity of the Community Environments areas proposed for intensive housing and contributing to wider issues of sustainable city form.

2.2 Retail Activities and Employment Growth

Shopping is an essential part of life for the City's residents. Shopping is important for everyday needs (such as food) and for other needs as well (clothing, household goods, etc). Shopping is also a major leisure activity.

The retailing sector is a major component of the City's economy. Its health is important to the community from the business perspective (collectively rather than individually) and also because of the many residents who are employed in the retail sector.

In order to survive and prosper, the retail sector needs to compete. This sector has become very dynamic in the approaches taken to compete well and offer the community good service. Changes will continue to occur and some will be difficult to predict - for instance the impact of internet shopping.

Shopping centres often contribute to the overall amenity of an urban area. For this reason, amenity standards associated with shopping centres are very important. These standards can be assisted, not only through individual *development design*, but also through community input, for instance through main street projects, and by co-ordinated planning over a contiguous area such as through a Concept Plan or Comprehensive Development Plan. Shops, by their very nature, attract people. People movement is primarily by car and people will usually use the car to access shops.

It is now well-recognised that many of the City's (and region's) issues arise out of private motor vehicle use - including pressure on roads, congestion and pollution and the social, economic and environmental consequences of these (see, for instance, the Auckland Regional Land Transport Strategy 1999). The location of retail activity and other employment land can have important ramifications in respect of private vehicle use (including trip length) and the success of promoting passenger transport use and mixed use development.

There will also always be a need for those who have not or cannot (for instance, through disability) have access to a car. The generation of traffic is also an effect of each individual retail development. Traffic safety and traffic impacts on *roads* and *amenity* can be major issues on assessing the suitability of a proposed development. Other *effects* can include maintaining the visual character of an area (issues of design, screening and landscaping) and noise.

Taking all of the above in to account, the following issues need to be recognised when sustainably managing effects from *retail activity*:-

- *effects* the retail sector (including its distribution) can have directly or indirectly on the social and economic conditions which affect community wellbeing;
- *effects* the retail sector and shopping centres can have on *amenity* in and adjoining shopping areas, and also on the perceived character of the City as a whole;
- the desirability, where appropriate, of integrating *retail activity* with existing retail and other community resources and activities (particularly those in *town centres*) including *site* and *building design* integration, and pedestrian and *road* linkages;
- the relationship between the retail sector and use of the private motor vehicle, and therefore the social, economic and environmental issues arising from private motor vehicle use;
- the need to manage site-generated *effects* of *retail activity*;
- the potential impacts on the continuing effectiveness of *town centres* to act as viable locations for population intensification.

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This Plan responds to the above issues through an approach to the location of retail activity which is based on the following:-

- Part 6.1.1 of the *Plan's* Policy section, which explains the City's approach to urban consolidation. Urban consolidation is a major basis to the *Plan* and is consistent with the same major strategic platform of the Auckland Regional Policy Statement. A key component to this consolidation strategy is the management of retail activities. The *Plan* promotes the centralisation of *retail activities*, particularly within the *major town centres*, being New Lynn, Henderson and Westgate, but also within other *town centres* and, subject to policy and assessment criteria, along *major roads*, as a means of encouraging consolidation of urban activities. For urban consolidation to work, it is important that nodes of business activities are sustained.
- Urban consolidation is also important in order to reduce the environmental impacts of motor vehicles. A focus of *retail activities* in *town centres* (most of which are centrally located) and on existing and/or proposed passenger transport routes will increase the viability of passenger transport, reduce vehicle trip frequency and length and relieve the wider pressures on the City's water and land resources, infrastructural systems and ecosystem stability, which arise from the outward expansion of the urban area.
- The strategy also recognises a need to respond to the important economic and social needs of the community, represented by the physical environment within *town centres*. That physical environment relies substantially on the retail sector and could suffer through the establishment of inappropriate retail *development* elsewhere. It is important to ensure the adverse *effects* on the social amenity derived from such facilities and services are avoided, remedied or mitigated.
- From an *amenity* perspective, the strategy encourages the formation and sustainable management of *town centres* within which people can provide for their wellbeing and with which they can identify. *Town centres* that are vital and exciting; that are close to a good passenger transport system; that provide excellent and safe pedestrian environments; that contain a grouping of activities which are able to support each other and be supported; and where there is confidence in the future, will have the best chance of sustained investment in high levels of private and public *amenity*.

This approach has some similarity to the strategy that has been in place in the City for many years. That strategy has been confirmed by many past decisions of the Planning Tribunal / Environment Court. However there are important distinctions between the approach of this *Plan* and what may be perceived as being the basis of past approaches. This *Plan* does not seek to protect existing investment from new development which may better serve the needs of the community through improved amenity, format, technology and pricing. The *Plan* does not seek to restrict the healthy effects of trade competition, although the land use framework, including provision for *retail activities*, is managed for other effects-based reasons. The *Plan* recognises that there will be categories of retail activity - such as *convenience shops* which serve local neighbourhoods, *factory shops*, *yard-based activity* and automotive retail activity - which may be better located outside *town centres*. Some other "destination stores" may also be appropriately located alongside or outside *town centres* (for instance on *major roads*) because of their size and function and their potential to compromise pedestrian or residential *amenity* values. There may also be some future need for a planned new shopping centre. All of these potential developments are provided for, with appropriate criteria to ensure consistency with the overall strategy of consolidation.

A sequential approach is utilised to plan for and assess new retail development. This approach favours the location of *retail activity* in *town centres*. Beyond that the emphasis is on encouraging a location alongside a *town centre* or a location on a *major road*, subject to matters outlined in relevant policy (particularly Policy 11.17) and rules (particularly Working Environment Rule 5). All shopping, and particularly that which is pedestrian-orientated, is focused in the *community environment cores*. These cores will continue to provide for shops which people often visit as part of a multiple destination shopping trip.

The Community Environment cores will be monitored to ensure that they can continue to accommodate future retail and commercial activities, with appropriate flexibility to encourage competition. The *major town centres* and certain other *town centres* are likely to grow over the life of the *Plan*. There are options to expand but new *infrastructure*, such as roading, may be required to ensure that the centres grow in a coherent way. New *development* must assist the funding of this *infrastructure*.

Resource Consents

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In *Working Environments* there is limited provision for retailing as a *permitted activity*. Other limited provision is made for retailing as a *discretionary activity*, subject to assessment criteria which reflect the matters outlined in policy, such as Policies 11.17, 1.3 and 4.1.

Plan Changes

New shopping developments can be provided for by way of *Plan Change*. In general, this approach will be favoured where *retail floorspace* (including the proposal subject to the application but excluding all *retail floorspace* in the *Community Environment* and that *retail floor space* in the *Working Environment* which enjoys *permitted activity* status) will exceed 8750m² within a 500m radius of the centre of the *site* subject to any proposal.

In addition to matters which will otherwise need to be addressed under the provisions of the *Act*, plan change proposals should address the following matters:-

- (i) *Impacts on the Urban Consolidation Waitakere Growth Management Strategy* The extent to which the new centre will lead to pressures for unplanned peripheral expansion of the City and/or a move away from consolidating urban activity in central areas, particularly those which are accessible to passenger transport systems.
- (ii) *Impacts on Private Motor Vehicle Use and Passenger Transport Use* The extent to which the new centre will lead to increased (or decreased) motor vehicle use, particularly when compared to a location within a *town centre*, and the extent to which the new centre will impact on passenger transport use.
- (iii) *Suitability of Existing Town Centres* The extent to which there are opportunities within or (secondly) contiguous with existing *town centres* to provide for the retail component of the planned centre and, if there are such opportunities, whether the community would be better served by those opportunities rather than the introduction of a new centre (having regard to the policies and explanation of policies in the *Plan*).
- (iv) *Impacts on Existing Town Centres* Whether there will be social, economic and *amenity effects* (positive and/or negative) on the *town centres* as a whole. If there are significant adverse effects, whether they can be mitigated to ensure the *town centre* maintains sustained vitality and, if so, how. Note: the analysis of the foregoing should include *town centre* impact assessments of *retail floorspace* gain or loss, relevant demographic changes, pedestrian flow changes, retail category representation changes, vacancy rates (and whether they are sustainable), customer surveys and changes in safety and *amenity* standards.
- (v) *Location Suitability* The extent to which the location is accessible to and can (where appropriate) be integrated with *town centres* (sites adjacent to *town centres* are preferred) and is accessible (or can be made accessible) to a suitable *major road*.
- (vi) *Site Suitability*
 - The extent to which the *site* is of adequate size to accommodate retail and other mixed use development, together with parking and landscaping.
 - The extent to which the *site* can be developed in harmony with the character of the area in which it is to be located.
 - The adequacy of services *infrastructure* (especially *roads* and drainage). It will be noted that the *Plan* makes special provision for retail activities in the *Lincoln Centre Special Area*. This recognises the unique location and history of the centre. The amount and type of *retail floorspace* possible in the centre is managed to ensure that Henderson is not adversely affected, consistent with the *Plan* policies and explanations. Limited provision is made for retail activity in the *Lincoln Park Special Area*. A comprehensive development plan is required for the site, which will be required to show adequate provision for ensuring minimum standards of *amenity* and *road* access. Retail development must also be adequately integrated with the *Lincoln North Community Environment*. In order to ensure the *town centres* at Lincoln North and Henderson are not adversely affected, consistent with the *Plan* policies and explanations, retailing is strictly limited in this Special Area. The strict limitations are intended to ensure that there is no retail activity outside of the following categories:-
 - *service stations* (limited to only one within the *Lincoln Park Special Area* with the main access provided from Lincoln Road);
 - shops for the retail sale of arts and crafts and souvenirs not exceeding 400m² total on the *Lincoln Park Special Area*;
 - a *supermarket* (limited to only one on the *Lincoln Park Special Area*) with a gross floor area not less than 6,000m².

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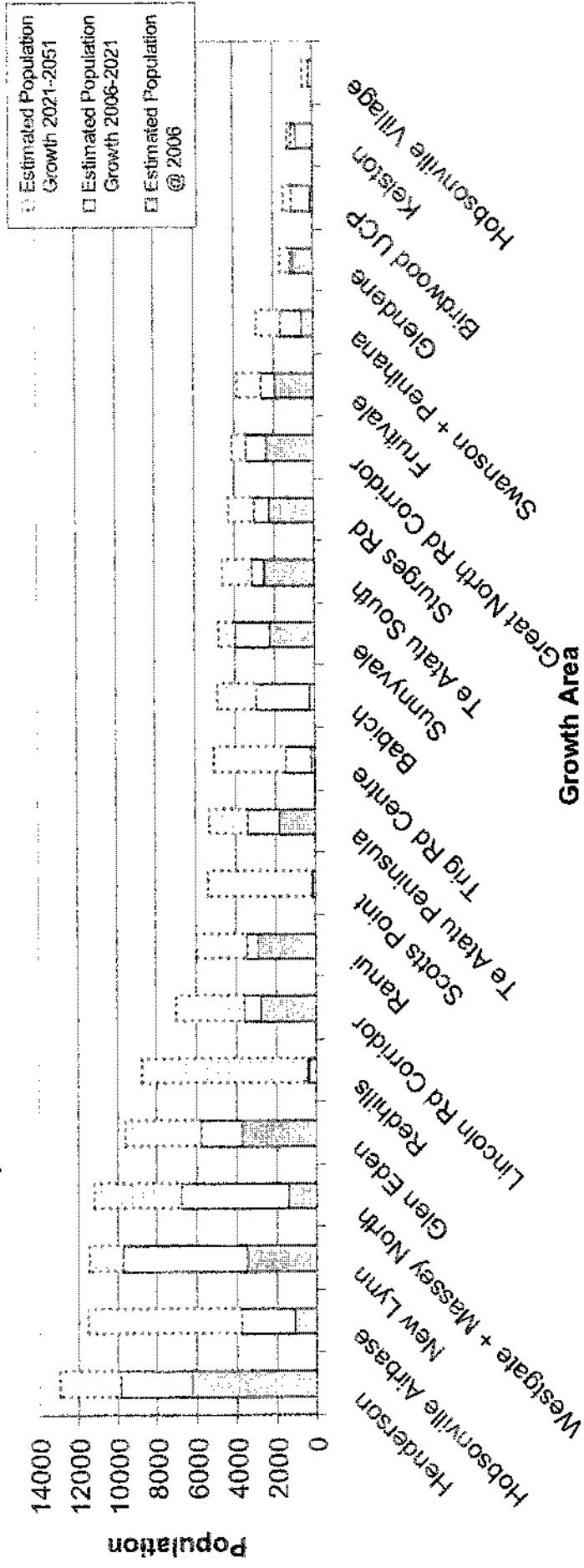
- garden centres;
- other shops provided that the *gross floor area* is not less than 6,000m² and any *retail sales* are limited to hardware and building materials, furniture, household appliances, business and office supplies and equipment. Limited provision is made for retail activity in the *Lincoln Park Special Area* due to consideration of the historical context of development in the immediate vicinity.

Any retail activity beyond that identified above would derogate from the *Plan's* objectives and policies, concerning the sustainable management of the City's natural and physical resources, and in particular, the resources contained in the existing *town centres*. Therefore, any retail activity beyond that identified above or as further specified in the relevant rules would be non-complying.

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Population Estimates for Existing and Future Growth Areas, 2006-2051



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2008/2009 INTERNATIONAL RELATIONS WORK PROGRAMME

EXECUTIVE SUMMARY

The purpose of this report is to present to the Policy and Strategy Committee the proposed International Relations Work Programme for 2008/2009. In concert with the International Relations Framework, as well as previous year's activities, associated activity weighting for 2008/2009 continues with an emphasis on economic objectives.

RECOMMENDATIONS

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

1. **Receive** the 2008/2009 International Relations Work Programme report.
2. **Approve** the 2008/2009 International Relations Work Programme.

BACKGROUND

1. Historically, international activities undertaken by local government have centred on two primary areas. Firstly, organisational learning and capacity has been augmented via city representation at international conferences and/or international secondments. Secondly, programmed international activities have had both their genesis and emphasis on the sister city model. It should be noted that this report is independent of the sister city programme, which has its own budget and is administered via the Culture and Community Committee. Nevertheless, cooperation between the International Relations and Sister City programmes is routine.
2. In April 2006 the position of International Relations Manager was created to facilitate the transition of Waitakere's international activities into a strategically focussed and organisationally coordinated economic development programme. Emphasis was placed on the development of commercial outcomes in line with the City's economic development agenda.
3. It is not the intention of this report, or the programme to take into account all international activities of the City. Council officers of the City travel international for the purposes of work exchanges and conferences/training. Such travel is at the discretion of the particular directorates, authorised by the Chief Executive, as they are the best placed to ascertain the relative merit of such international activities.
4. Due to the emphasis on the generation of economic outcomes, Waitakere Enterprise is a regular contributor and participant in the International Relations programme.
5. A draft International Relations Framework has been submitted to the Policy and Strategy Committee for endorsement. The framework is required in order to provide the parameters from which areas of international activity can be identified, prioritised and/or measured. These criteria have been utilised in the selection of activities included in the 2008/2009 International Relations Work Programme.
6. Categories of the International Relations Framework are:
 - **Cultural** - Waitakere's community is strengthened through greater awareness, understanding and appreciation of different cultures;

- **Economic** - Waitakere is fully engaged with the global economy;
 - **Development** - Waitakere contributes to international development, environment, democracy and peace initiatives; and
 - **Civic** - Waitakere is positioned and branded as a thriving, sophisticated and multicultural global city.
7. Council held an International Relations Workshop on 16 July 2008 to discuss views on the development of international activities, as well as to have input into the draft International Relations Framework prior to submission to the Policy and Strategy Committee. While endorsing the activities of the international programme to date, particularly the movement towards a greater weighting on economic activities, there was also support for the retention, albeit at a lesser weighting, of the other dimensions. Similarly, support was also given for plans extend activities to include other geographic regions such as India and the Pacific Islands. Lastly, workshop discussion also supported the development of international activities in support of Waitakere's investment requirements.

DECISION MAKING

Issues

2008/2009 International Relations Work Programme

8. In addition to the ongoing work associated with the hosting of visiting delegations, representing Waitakere at relevant onshore diplomatic, cultural and business meetings, the 2008/2009 International Relations Work Programme has specifically targeted areas of development:
- **July 2008** - Waitakere/New Zealand element included in the Galway International Film Festival (Fleadh);
 - **September 2008** - Ningbo trade delegation including the signing of a civic level Trade and Investment Agreement (Memorandum of Understanding);
 - **September 2008** - Huntington Beach "Taste of New Zealand" Main Street Festival;
 - **October 2008** - Film delegation to Korea;
 - **November 2008** - Indian Business Awards hosted in Waitakere;
 - **December 2008** - Korean Film Festival in New Zealand;
 - **December 2008** - Chinese film delegation visit to Waitakere/New Zealand;
 - **January 2009** - Research strategy for the establishment of strategic civic and business linkages in India;
 - **February 2009** - Research establishment of Waitakere migrant business community linkages;
 - **March 2009** - Research the potential for strategic civic and business linkages with Abu Dhabi;
 - **April 2009** - Research the potential for a Pacific Island connection – initial discussions have been with Niue;
 - **June 2009** - Trade and tourism event in Ningbo;
 - **June 2009** - Film delegation to China;
 - **June 2009** - Environmental technology business event in Singapore.

Consideration of Community Views

9. Consideration of the community in relation to the International Relations Programme took place as part of the 2008/2009 Annual Plan process.

STRATEGIC CONTEXT

10. The 2008/2009 International Relations Work Programme supports the 2006-2016 Long Term Council Community Plan strategic platforms for a Strong and Innovative Economy, Active Democracy and Strong Communities and is designed to leverage international opportunities to contribute towards the attainment of Council objectives.
11. Development of the 2008/2009 International Relations Work Programme gives effect to Strong Communities, Strong Economy and Vibrant Arts and Culture community outcomes.

CONSULTATION

12. Consultation with key staff across Council has, and will continue to take place. Representatives from the Director's Group and Waitakere Enterprise have been involved in ongoing discussions on the development of the 2008-2009 International Relations Work Programme.
13. No direct consultation has recently taken place with Te Taumata Runanga / iwi, although the underlying International Relations Framework has received input from the Maori Relationships team.

RESOURCES

14. No additional resource implications as current activities (including associated travel costs) are provided for within the 2008/2009 Annual Plan and Budget - International Relationships and (\$70,000).

IMPLEMENTATION ISSUES

15. Further status reports will be presented to the Policy and Strategy Committee updating International Relations programme outcomes.

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