



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, 2 October 2008 **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.

25 June 2009

Judith Moore
COMMITTEE SECRETARY

Telephone (09) 836 8000 extn 8950

MEMBERSHIP:

Deputy Mayor	PA	Hulse (Chairman)
Councillors	LA	Cooper, JP (Deputy Chairman)
	DQ	Battersby, 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
	Mrs	M Te Huia

Mayor RA Harvey, QSO, JP (ex officio)

(Quorum 5 members)

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(Meeting Room could be subject to change)

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

**AGENDA FOR A MEETING OF THE POLICY AND STRATEGY COMMITTEE TO BE HELD IN
THE COUNCIL CHAMBER AT WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD,
HENDERSON, WAITAKERE, ON THURSDAY, 2 OCTOBER 2008
COMMENCING AT 9.30 AM**

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1 APOLOGIES



2 URGENT BUSINESS

Section 46A(7) of the Local Government Official Information and Meetings Act 1987 provides that where an item of business is not on the agenda, it may only be dealt with at the meeting if:

- (i) the Committee by resolution so decides; and
- (ii) the Chairman has explained at the beginning of the meeting (when open to the public) that the item will be raised for discussion and decision, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting.

The Committee may make a decision on a matter determined to be urgent.

NOTE: Urgent Business need not be dealt with now and may be delayed until later in the meeting.



3 CONFLICTS OF INTEREST

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



4 CONFIRMATION OF MINUTES

Meeting Minutes - Thursday 4 September 2008

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, 4 September 2008, as circulated, and that they be taken as read and now be confirmed.



5 LIBRARY DEVELOPMENT PLAN PROCESS

GLOSSARY

Long Term Community Plan (LTCCP)

EXECUTIVE SUMMARY

The purpose of this report is to seek approval from the Policy and Strategy Committee for a proposed approach to developing a new Library Development Plan for Waitakere. The Library Development Plan will provide a detailed direction for the library service for the first five years with general trends for the following five years. This would be the basis for a detailed three year action plan and would contribute to the Long Term Council Community Plan (LTCCP) process.

The main elements of the proposed approach are:

- Reviewing national and international library trends;
- Identifying key local issues facing the City's libraries over the next ten years and how they might be addressed;
- Ensuring appropriate consultation and input from communities, Elected Members and key stakeholders; and
- Developing a concise and creative strategy that provides clear direction for the library service in the medium term.

The proposed timeline for this work is September 2008 to June 2009.

This report presents the objectives of the proposed Library Development Plan, its scope, key tasks, proposed process and timeline.

RECOMMENDATIONS

It is recommended that Policy and Strategy Committee resolve to:

1. **Receive** the Library Development Plan Process report.
2. **Approve** the proposed approach to develop a new Library Development Plan for Waitakere, between September 2008 and June 2009.

BACKGROUND

1. Waitakere City Council's Library Service requires a high level Library Development Plan to guide and direct the development of the library service for the period 2009 to 2019. A separate project will involve a detailed implementation plan to steer library development for the next three years, based on this high level strategy. The 1998 Library Development Plan involved significant community consultation and has provided high level guidance but its ten year timeframe has expired. It has also been superseded by time and events, notably the major capital investment made in libraries since this time, technology changes and related regional and national developments.
2. For example, the type and pace of technology change creates a range of issues for the library service in terms of the extent to which it keeps pace with or leads technological change while remaining relevant for users young and old.

3. National and regional library initiatives including potential regionalisation of some services is also part of the fast changing library landscape. The decision making to occur for the Royal Commission on Auckland Governance is also likely to influence the future of the library service. The new Library Development Plan should be based on an exploration of the current and foreseeable options for the library service in Waitakere into the future. It should set out an appropriate strategic direction, aligned with available resources and the types and levels of library services that will best serve the needs of local communities.
4. Since the inception of the first Library Development Plan, there has been a growing body of knowledge developed from research being conducted by the profession both nationally and internationally. The development of a new Library Development Plan will provide the opportunity to employ the insights that have been gained through this research and the collective wisdom of the profession into the development of library services in Waitakere.

DECISION MAKING

5. It is proposed that the Library Development Plan is developed in accordance with the following objectives; that it:
 - Is based on and localises the national strategic framework Public Libraries of New Zealand: A Strategic Framework, 2006 to 2016;
 - Reflects key Council decisions relating to City infrastructure, such as the Hobsonville and Massey development;
 - Reflects relevant Council plans, strategies and policies;
 - Reflects the major local, regional and national influences on the City's library services, including digital and Information Communications Technology issues and broader city and regional development;
 - Involves key stakeholders and reflects past and current community consultation on what people want from their library service into the future; and
 - Provides clear strategic direction for a three year implementation or action plan to 2012.
6. It is also proposed that the timeframe of the Library Development Plan is ten years in terms of strategic outcomes (aligned with LTCCP timeframes), with more detailed guidance on the next three years of library service development. This would inform detailed annual planning for the three years from 2009 to 2012.
7. The proposed scope of the new Library Development Plan is as follows:
 - Identification of key international library trends;
 - Identification of national and regional trends impacting on Waitakere library service;
 - The role of libraries in the City and their connection with wider Council strategies;
 - Identified community needs from the library service;
 - The library vision and goals to 2019;
 - Key challenges and how they will be addressed; and
 - A five year agenda for action.

8. The Library Development Plan development methodology will involve a review of current applicable documents, consultation with stakeholders and the consideration of community views. The detail of each stage is given in paragraphs 8 to 10.
9. A number of key documents will inform the development of the Library Development Plan, including:
 - The national strategic framework Public Libraries of New Zealand: A Strategic Framework, 2006 to 2016;
 - Numerous Council documents, including Council reports, policies and strategies;
 - Relevant national and regional documents;
 - A short review of international library trends; and
 - Review of past community consultation, including Annual Plan submissions and library and household surveys.
10. Consultation with key stakeholders would take place between September 2008 and December 2008. The following stakeholder groups have been identified as significant to the process:

Stakeholder Type	Method
Council staff	Individual interviews and group sessions with an appointed project control group, library staff and other relevant Council staff.
Council Elected Members	Two workshops with Councillors and Community Board members to seek feedback on key issues and options.
Regional stakeholders	Individual interviews and group sessions as appropriate with regional library managers and staff.
National stakeholders	Phone interviews with national stakeholders, including a representative from the National Library service.

11. It is intended that community views on the issues and options be sought as part of consultation on the Annual Plan 2009/2010 and LTCCP. The library will use this opportunity to present key issues requiring input from the community along with similar feedback being sought by other units through the process of communicating with the community on the Annual Plan 2009/2010 and the LTCCP 2009-2019.
12. The following timeline is proposed:

Action	When
Engage a consultant to develop the Library Development Plan	September 2008
Review of trends and documentation	September 2008 - January 2009
Stakeholder consultation	September 2008 - December 2008
Draft Library Development Plan approved for consultation	February 2009
Community consultation	March - May 2009
Final Library Development Plan for Council approval	June 2009

STRATEGIC CONTEXT

13. Library Services contribute to a number of Council's strategic objectives:
 - *Strong Communities and Active Democracy* platforms. The functions of the library contribute to the wellbeing of the City's residents by providing leisure and lifelong learning opportunities which promote a healthy and socially cohesive community. In providing readily accessible information the library encourages an informed and aware community which can be an active participant in the life of the community and in the democratic process.
 - *Urban and Rural Villages* platform of Council by creating strong civic presence which encourages the development of neighbourhood centres and fosters civic pride. In addition library buildings support the *Strong Economy* platform by encouraging the economic vitality of town centres. The location of the Library in a strategic position within retail centres can stimulate economic growth and act as a catalyst for urban development.
14. The creation of a strategic plan that will guide and structure the development of the library service over the medium term will ensure that there is a cohesive and co-ordinated alignment between the path that the library service is taking and other key strategic plans and policies of Council, such as:
 - Heritage Strategy;
 - Digital Strategy;
 - Waitakere Information Access Strategy;
 - Waitakere City Council Social Infrastructure Planning Framework; and
 - Waitakere City Council Social Strategy.
15. The Library Development Plan will also provide a framework for the inclusion of regional and national strategic policies and plans such as New Zealand Digital Content Strategy.

CONSULTATION

16. A steering group comprising the Service Delivery Manager: Libraries, the Library & Information Services Manager, the Group Manager: Information Management and the Strategic Partnerships Advisor: Social Wellbeing has been formed to act as both a consultation group and to oversee the project.

RESOURCES

17. A consultant had been engaged under contract for the development of the Library Development Plan.
18. Any additional staffing resources needed, for example to undertake focus groups session or other public consultation, will be identified during the first phase of the Library Development Plan project. If additional staffing resources are needed they will be met from within existing staffing allocations.
19. A budget of \$11,000 has been allocated in the Annual Plan 2008/2009 for the payment of the contracted consultant.

IMPLEMENTATION ISSUES

20. There are no implementation issues arising from this report.

Report prepared by: Su Scott, Waitakere Library and Information Services Manager.



6 WAITAKERE INFORMATION ACCESS FRAMEWORK –UPDATE

GLOSSARY

Waitakere Information Access Framework	(WIAF)
Waitakere Information Access Programme	(WIAP)
Information and Communications Technology	(ICT)
Organisation for Economic Co-operation and Development	(OECD)
Auckland Regional Broadband Advisory	(ARBA)
New Zealand Micrographic Services Limited	(NZMS Ltd)
Aotearoa People's Network	(APN)
Expression of Interest	(EOI)
Policy and Strategy Committee	(the Committee)

EXECUTIVE SUMMARY

The purpose of this report is to update the Policy and Strategy Committee on work within the Waitakere Information Access Framework (WIAF) and associated programme of activities.

The WIAF defines three workstreams that directly align with the Government's Digital Strategy 1.0. These workstreams are:

- a) **Content:** The encouragement and development of on-line content to create value, improve lives and communities, and enable sustainable development.
- b) **Confidence:** Provide facilities for community members to attain and improve their Information and Communications Technology (ICT) skills, leading to a stronger economy and enhanced sustainability.
- c) **Connection:** Making fast and affordable broadband widely available.

The Government has released the updated Digital Strategy 2.0 incorporating an additional workstream:

- d) **Capability:** The digital skills of our population create a competitive advantage for New Zealand.

Currently the goals of Capability lie under the Confidence workstream in providing digital literacy and promoting confidence with ICT. Council officers are in the process of updating the WIAF to align with the Government's new updated Digital Strategy 2.0. and will incorporate the new workstream.

It is widely recognised that broadband infrastructure and services generate significant economic, cultural, social, and environmental benefits for users. The goal of the WIAF, and related programme, the Waitakere Information Access Plan (WIAP), is to ensure these benefits are delivered for the citizens of Waitakere.

This report details the projects delivering on these aims.

RECOMMENDATION

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

Receive the Waitakere Information Access Framework - Update report.

BACKGROUND

1. The Government launched its Digital Strategy in May 2005, with the purpose of creating a plan to ensure all New Zealanders benefit from ICT. Since this time, Central Government has driven a number of initiatives to address the poor performance of New Zealand's broadband relative to other Organisation for Economic Co-operation and Development (OECD) countries.
2. After considerable public consultation, the Council's high-level strategy for the WIAF was presented to the City Development Committee on 7 September 2006, where it was resolved:

“That the Waitakere Information Access Framework be approved as a strategic Council framework”.

1762/2006

3. The WIAP encompasses projects, initiatives and work streams being undertaken across Council and supports projects being undertaken by community groups and business. These aim to ensure that the city has the information technology capabilities necessary for it to compete in and take advantage of the communications age. Council encourages formalised partnerships with community and business groups, and central Government agencies to progress projects to improve ICT in the City.
4. The key goals of the WIAF are to:
 - Ensure the provision of infrastructure (installation of fibre optic cable and wireless solutions capable of delivering high speed connections);
 - Facilitate e-access and skills (physical access to computers, the internet, and training that enables the community to gain the skills to uptake all of these services); and
 - Improve Content (supporting the Waitakere Online Portal and improved online services).
5. Initial work focussed on ensuring fibre optic duct infrastructure was installed in new developments and changes were made to the Code of Practice for City Infrastructure and Land Development to require developers to install telecommunications ducting as part of new subdivisions.

DECISION MAKING

6. There are no immediate decisions to be made by the Committee; however the following are status updates on the 3 current workstreams Content, Confidence, and Connection. These projects have all either been completed or are underway.

Content: Projects within the WIAF workstream

7. Council has a valuable role to play in the delivery of broadband content and realising the benefits that on-line interaction can deliver. There are a number of initiatives across the Council:
8. Online payments for land and water rates are now available via Council's home page and the initial uptake has been very positive. Credit cards and direct debit payments are both accepted. This is the start of future online payment services and applications. Parking and animal infringements, Land Information Memorandums, and library fines will follow this calendar year, with dog renewals next year. The outcome will increase web interaction between the Council and ratepayers.
9. Cemetery records online search function. This service has been added to the Council's Internet site.
10. The Council and the Waitakere on-line editorial board are offering free website hosting for businesses, sports groups and non profit organisations in Waitakere. The web service will enable businesses and community groups to obtain an on-line presence which will promote and expose Waitakere Business and other web services to its citizens. The portal (www.ourwaitakere.co.nz) will allow an organisation to develop a website at no charge and no hosting costs, thus giving the organisation a chance to create a web presence at an affordable level. The websites are hosted through a Council server.
11. The web team has worked on an upgrade of the Council's internet website, to allow more flexibility of content and style, while enhancing usability and design. Improved web access standards have been incorporated to ensure the site is accessible to all members of the community. The new site was launched mid-September 2008.

Confidence: Projects within the WIAF workstream

12. In order to deliver maximum benefits, it is important to ensure that all members of the community have the knowledge and the confidence to be able to be active and competent digital citizens. The Council is closely involved in both national and local projects:
13. Waitakere Enterprise, Waitakere City Council, Community Waitakere, New Zealand School of Education and Unitec have created an online ICT survey called "ICT Compass". This is aimed at Waitakere businesses, community groups and non-profit organisations. Its purpose is to survey the use of ICT by organisations and businesses, to focus on connecting communities and to build confidence in the use of ICT within Waitakere.
14. Waitakere, in a consortial arrangement with North Shore City and Rodney District, implemented an open source software solution called Greenstone as the repository and access platform for local history collections such as digital images, newspaper indexes and oral histories. The project team, comprising key staff from the three partner libraries, has been focused upon transferring and quality assurance checking of the 10,000 digitised images which have been scanned from glass plates and negatives. The images have, until now, been stored on hard-drives and warehoused, awaiting the availability of a suitable platform for their continued life and enhanced public access.

15. Waitakere Online Community project (ourwaitakere.co.nz) is aimed at setting up websites for Waitakere businesses and community groups. The training and follow up courses for using the software will be held within the learning centres, promoting future ICT skills for the community.
16. Learning Centres are run from the libraries. They provide a valuable learning tool for all in the community to improve their understanding of computing and the internet and other related ICT skills.
17. The Aotearoa People's Network (APN) provides free access to broadband internet services in public libraries using funding from central government through the National Library of New Zealand and the Community Partnerships Fund of the New Zealand Digital Strategy. The APN facilitates access to the web by providing internet access and funds for the computers and software. The APN 'package' includes training and development opportunities for library staff. This is seen as a key component of addressing digital divide issues in the recipient communities and libraries are seen as a strong platform for supporting the growth of digital literacy across New Zealand. With the focus for the APN being to address areas where there is an absence of any community internet access through the local library services, it is unlikely that Waitakere will receive the same level of benefits as for example, Kawerau, Buller, or Grey, all of which are partner libraries. However, discussions are currently being held with management of the APN to discuss the potential benefits that larger libraries may expect to receive from the central government funding.
18. Officers are investigating the addition of an ICT focused learning centre, similar to the Otaru Clubhouse, at McLaren Park (Henderson South Community group building). This facility will allow young teenagers and adults more hands on learning and creativity with today's technologies. Following a presentation to the Culture and Community Committee on 14 May 2008, (resolution no. 769/2008), Clubhouse 274 (operators of the Otaru clubhouse) were asked to submit a proposal on the opportunities provided by the Clubhouse, including concept, location, partnerships and budget implications required to progress this project. Council officers are also looking at the feasibility of additional learning centres going into areas such as Kelston, Glendene and Span farm.

Connection: Projects within the WIAF workstream

19. The Connection workstream is focussed on ensuring that vital infrastructure is deployed that can deliver world class broadband services. Officers in Strategic Projects are developing and implementing a number of infrastructural projects:
20. The Henderson Streetscape project began work on 3 March 2008 and, as part of this, fibre optic ducting was installed to the boundary of every business in the Great North Road Central Business District area. The next step is to look at the options of running a trial to offer services over the fibre network within Henderson Central Business District.
21. New Lynn Town Centre, Te Atatu Peninsula, Hobsonville and Massey North are all areas where the Council can play a crucial role through it's Code of Practice, for City Infrastructure and Land Development (Section 8), in laying ducting to all residential and business properties at marginal cost, as part of any civil works. Currently Council has appointed an ICT infrastructure contractor to design an optic fibre network for New Lynn Town Centre and the surrounding commercial areas and to provide budgetary estimates. New Lynn is planned as a major hub to interconnect networks back into Auckland City. Preliminary business data is also being assembled to support similar design work in the wider Henderson business district.

22. The Council's Code of Practice for City Infrastructure and Land Development (Section 8) requires developers to lay duct as part of any new subdivision. Staff are reviewing this section to ensure it still meets best practice. There is some expectation that newer techniques and products may present a more comprehensive solution to broadband delivery in greenfield areas. This solution may require additional design consultancy and specialist installation expertise, both of which may impose greater cost on the developer. The benefits however, would be significant as ongoing disruption to the environment would be avoided. Council officers are due to meet to discuss changes and updates at the end of September 2008.
23. Council has also trialled a wireless system on level 3 of the Council's Administration building to explore opportunities for staff to be mobile and use laptops without cables to access Council's network. The option to rollout a wireless system in Council is not feasible at this stage, however wireless technology has been setup and is in use at the civil defence building and is proving successful.
24. Council officers are looking at options for wireless Closed Circuit Television surveillance cameras for our town centres. The approach being considered is based on the Newmarket business model which is a partnership with Auckland City Council, Newmarket Businesses and the Newmarket Police Station.
25. The Digital Auckland workstream is being managed by the Auckland Regional Broadband Advisory (ARBA) with direction under the regional "One Plan". Officers are completing an Expression of Interest (EOI) for government funding of a broadband fibre network. There are two opportunities being pursued. The first is to join with Auckland and Manukau cities to develop a substantial regional network in partnership with a network provider. Due to confidentiality constraints there is little additional information available at this time; however negotiations are progressing. The second option is for Waitakere to develop its own fibre optic network. Preliminary designs for this are based on a duct and fibre network connecting every school, every library, major medical facilities and all local and central government offices. In addition, it is planned to lay duct to the boundary of every business in all major commercial centres, with a priority on New Lynn, Henderson and Lincoln North business areas. Funding for this project would come from Council (Strategic projects budget), a government grant, (Broadband Investment Fund) and investment partners. The Northern Strategic Growth Area could form the northern hub of any Waitakere network and discussions are continuing in this regard. The Waitakere City Council EOI is one of several prepared by the regional councils and will be submitted jointly under the umbrella of ARBA. ARBA is guided by the vision and objectives of the "Digital Auckland" workstream under One Plan. A separate report detailing the options for broadband in Waitakere is due to be submitted to the Council on the 29 September 2008.

Capability: The digital skills of our population create a competitive advantage for New Zealand

26. Currently the goals of Capability lie under the Confidence workstream in providing digital literacy and promoting confidence with ICT. Council officers are in the process of updating the WIAF to align with the Government's new updated Digital Strategy 2.0 and will incorporate the new workstream.

STRATEGIC CONTEXT

27. The WIAF Strategic context supports Council's other long-term strategic priorities. The pathways for delivering on these priorities include:
28. **Urban and Rural Villages** - Provide choice about employment in neighbourhoods and town centres; enable home businesses (mitigate 'dormitory suburb' effect and strengthen critical mass for peripheral urban locations).
29. **Transport and Communication** - Increase in people working from home, or accessing services and information from home; reduce and shorten trips generated. Increase in communication opportunities.
30. **Innovative Economy** - Grow the economy and provide more local jobs; promote the city of Waitakere to potential investors whilst supporting local business; support the development of business clusters (i.e. film, marine, education, health, professional services); meet challenges of the global economy; and develop a more skilled work force.
31. **Communities** - Meet the community's changing needs: provide internet access; support well-being through improved educational opportunities and access to greater range of business, banking, entertainment, social and health services (includes access to applications such as video conferencing, clinical decision-support systems and transfer of diagnostic images).
32. **Democracy** - Improved dissemination of information and new methods for public participation in decision making processes; provision of a friendly face with improved customer service (especially to businesses); making services more accessible and affordable.
33. These goals are to be achieved by working in partnership with the community and with other agencies towards shared goals, a style of working which is highly relevant to achieving the goals of the WIAF.

RESOURCES

34. Resources to manage the individual projects are provided by the Long Term Council Community Plan 2006-2016 activity plans for the Information Management, Asset Management, Libraries work programmes and the Economic Development Strategy.
35. Within the capital budget there is 5 million dollars set aside in the 2009 annual budget and another 5 million dollars set aside for the 2010 annual budget for a regional broadband project.
36. The Government has offered to financially assist the development of applications through an Application Development Assistant fund of up to \$100,000 per application fund.
37. Waitakere has requested quotations for technical and research work which is intended to be funded under the Application Development Assistant fund.

CONSULTATION

38. Internal consultation is ongoing through the Digital Steering Group with representation from all relevant workstreams involved with the WIAF. No external consultation has taken place.

IMPLEMENTATION ISSUES

39. There are no implementation issues to report.

Report prepared by: Ben Tunnicliffe, Strategic Advisor - Communications Infrastructure and Dean Drake, Strategic Advisor - Communications and Infrastructure.



7 RANUI URBAN CONCEPT AND IMPLEMENTATION PLANS

GLOSSARY

Auckland Regional Public Health Service	(ARPHS)
Crime Prevention Through Environmental Design	(CPTED)
Draft Growth Management Strategy	(DGMS)
Draft Parks and Open Space Strategy	(DPOSP)
Health Impact Assessment	(HIA)
Long Term Council Community Plan	(LTCCP)
Ranui Action Project	(RAP)
Ranui Central Development Network	(RCDN)
Ranui Urban Concept Implementation Plan	(RUCIP)
Ranui Urban Concept Plan	(RUCP)

EXECUTIVE SUMMARY

Ranui, with its projected growth and existing infrastructure has the potential to expand into a more important and significant local centre. A proposed plan for the future of the Ranui town centre and the improvement of growth opportunities and amenities is presented in the form of the Ranui Urban Concept Plan (RUCP). This has been developed through a collaborative workshop process involving local residents, key landowners, stakeholders and Council officers. The RUCP will provide the basis for future development initiatives that improve the wellbeing of the local community and support the growing population, as well as demonstrate the City's commitment to sustainable development.

The RUCP recommends actions that are considered necessary to enhance the safety and pedestrian accessibility of the roading environment, and provide for future business and commercial opportunities in Ranui. This includes the expansion of the Community Environment to increase the critical mass of the centre, and the provision of a town square to provide the town centre with a focal point, as well as to cater for a range of uses. The relationship of Ranui Domain to the town centre is also explored, with recommendations to enhance safety and surveillance through additional vehicle and pedestrian connections as well as encouraging residential development to overlook the domain. The RUCP also recommends an approach to residential intensification based on walkable catchments, that recognises the land use and transportation integration benefits from increased densities near public transport and local amenities.

The implementation of the RUCP will only occur through the commitment of the Council, local businesses, community groups and key property owners. The Council can influence change in Ranui in a number of ways including allocating funds through the Long Term Council Community Plan (LTCCP) and Annual Plan; implementing defined capital works (e.g. road and streetscape improvements); acquiring property in strategic locations (e.g. village green or town square); amending the District Plan to enable and encourage development in key parts of the town centre (e.g. rezoning land); and working with local businesses, community groups and key property owners (e.g. working with the Ranui Central Development Network and Ranui Action Project).

This report seeks that the Committee adopt both the RUCP and Ranui Urban Concept Implementation Plan (RUCIP), and that the various projects necessary to implement the RUCP be included in the LTCCP 2009-2019. The Committee is also requested to determine a preferred option for the development of a town square, and determine the timing for implementation of that option.

RECOMMENDATIONS

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

1. **Receive** the Ranui Urban Concept and Implementation Plans Report.
2. **Adopt** the Ranui Urban Concept Plan prepared by Chow:Hill Architects and Waitakere City Council, dated September 2008.
3. **Adopt** the Ranui Urban Concept Implementation Plan.
4. **Direct** that the projects contained within the Ranui Urban Concept Implementation Plan be considered for inclusion in the draft Long Term Council Community Plan 2009-2019.
5. **Invite** the Long Term Council Community Plan and Annual Plan Committee to consider the projects and required funding identified in the Ranui Urban Concept Implementation Plan for inclusion in the draft Long Term Council Community Plan 2009-2019.
6. **Agree** that a District Plan Change be initiated to implement the land use planning and urban design objectives outlined in the Ranui Urban Concept Plan, September 2008.
7. **Agree** that the preferred option for the town square is Option 4 (existing community centre and library carpark option).
8. **Agree** that the timing for provision of the preferred town square is to provide for implementation within the Long Term Council Community Plan 2009-2019 time frame.

BACKGROUND

- A1
1. Ranui has progressively grown over the past four decades with a resultant neighbourhood that comprises a local centre, community facilities and social infrastructure, adjoining an industrial area and surrounding suburbs. A location plan of the Ranui area is attached at page A1.
 2. The draft Growth Management Strategy (DGMS) for Waitakere was reported to Council at the Planning and Regulatory Committee on 8 August 2006, and more recently to the Policy and Strategy Committee on 4 September 2008. Whilst the DGMS has projected significant population growth in Ranui over the next decade it indicates that Ranui will remain a local centre of a smaller scale than the city and town centres. A high growth scenario for Ranui would see the population more than double by 2021 (i.e. an increase of approximately 2,700 people between 2001 and 2021). A significant employment increase of 400% to almost 900 people by 2021 is also predicted as the existing town centre intensifies.
 3. The DGMS update was reported to the Policy and Strategy Committee on 4 September 2008, with the Committee resolving as follows:

- “1. **Receive** the Working Draft Growth Management Strategy for Waitakere City Update report.
2. **Agree** to ratify the vision, goals, pathways and targets of the Working Draft Growth Management Strategy for Waitakere City;
3. **Agree** to Council Officers updating the Working Draft Growth Management Strategy for Waitakere City Update to reflect 2006 Statistics New Zealand data and 2008 projections and revised city employment and population forecasts out to 2057.
4. **Agree** to signal that the inclusion of 200-400ha of additional business land north of State Highway 18 at Whenuapai is required post 2021.
5. **Agree** that a final Growth Management Strategy for Waitakere City be brought back to the Policy and Strategy Committee for endorsement in December 2008.”

1526/2008

4. Development potential in Ranui under the current planning framework has almost peaked. To enable and cater for the projected population growth and employment provisions, increased residential densities in existing areas and more diversity in the existing housing stock will be required. This in turn will create the critical mass necessary to support the development of additional commercial mixed use (e.g. retail, retail services, office space) and community facilities. How this could be delivered was explored through a Community Vision and Design Workshop exercise in April 2008.
5. The workshops built upon extensive consultation undertaken with stakeholders by the Ranui Action Project (RAP) and direct consultation with the Ranui Central Development Network (RCDN). Council also staffed a display at the Ranui Whanau Fun Day in March 2008 seeking the communities input into the project.

Ranui Community Vision and Enquiry by Design Workshops

6. The Ranui Community Vision workshop was held at the Ranui Baptist Church on the evening of 2 April 2008. The workshop was facilitated by Chow:Hill Architects (Council's consultants), Councillor Cooper and Council officers. The workshop was attended by 45 participants consisting of residents from Ranui, Henderson, Massey and Swanson, representatives from Earthsong, Walk to Work, RAP, local church members, local shop/business owners, other community representatives and local play centres.
- A2-A81 7. Workshop participants worked in groups to firstly identify and discuss their views on Ranui as it exists today, and then to draw their vision for the future of Ranui. Each group presented their findings to the wider workshop. A summary of the key themes raised by participants in the workshop process are outlined in the RUCP attached at pages A2 to A81.
8. Following the community vision workshop a two day design workshop explored place-based solutions for Ranui. The workshops involved Council officers from a wide range of disciplines; Councillor Cooper, Councillor Chan, and Massey Community Board Chairman John Riddell. In addition the workshop was attended by key local stakeholders and landowners including RAP, Earthsong, Walk to Work, Project Twin Streams, Chapman Properties and the Ranui Medical Centre and Pharmacy.

The participants worked with Council's design team to develop and test a series of design options (concept plans) for the overall local centre, Ranui Station Road and connections to the train station, the 'main street' of Swanson Road and the wider residential neighbourhood of Ranui.

Health Impact Assessment

- A82-A161
9. A Health Impact Assessment (HIA) was undertaken on the draft RUCP by the Auckland Regional Public Health Service (ARPHS), and their consultants, Quigley and Watts Ltd. A copy of the HIA is attached at pages A82 to A161. A HIA is a multidisciplinary approach that investigates the potential health and wellbeing implications of a proposal. Its aim is to deliver evidence based recommendations that inform the decision making process, in order to maximise gains in health and wellbeing and to reduce or remove negative impacts or inequalities.
 10. A HIA represents a new approach to addressing the social, economic, health and environmental consequences of policies, programmes and projects. Its importance has been endorsed by the Government, and it can form a major plank of the drive to reduce inequalities in health. At a local government level it can assist in the promotion of social, cultural, economic and environmental wellbeing as set out in the Local Government Act 2002.
 11. The central question of the HIA was how the RUCP (especially the town square, Ranui Domain and housing intensification proposals) were likely to impact upon social connectedness in Ranui. This was based on the community's highest priority concern being retention of a sense of community identity and social cohesion alongside population and commercial growth and development.
 12. The HIA process involved a scoping workshop, a literature review, a rapid appraisal workshop with Council officers, and key public agencies including RAP, the Housing New Zealand Corporation, the ARPHS, the Monte Cecilia Housing Trust, Massey University and the Waitemata District Health Board. The participants agreed on four objectives for the HIA:
 - i) To inform development of the RUCP by providing recommendations to enhance potential positive impacts and mitigate negative impacts;
 - ii) To assess implications for equity and inequalities in health;
 - iii) To enhance partnership working between sectors and with the community; and
 - iv) To demonstrate that HIA can inform and support the development of the RUCP.
 13. Overall, the HIA concluded that the RUCP has potential to contribute to greater social cohesion and wellbeing in Ranui. The HIA states that an extremely positive outcome of this process has been the acceptance of a number of recommendations from the HIA into the final RUCP and that the Council has been an active participant and leader in the HIA, transferring learning and suggestions from this work into the RUCP's development.

Community Workshop on Draft Ranui Urban Concept Plan

14. A community workshop was held at the Ranui Baptist Church on the evening of 2 September 2008 to present the draft RUCP and allow the Ranui community to comment and critique the key elements of the RUCP.

The workshop was facilitated by Chow:Hill Architects (Council's consultants) with support from Councillor Cooper, Councillor Chan, Massey Community Board Chair John Riddell, Massey Community Board Member Judith Fletcher, Te Taumata Runanga Chair Warahi Paki and Te Taumata Runanga Member Denis Hansen, and a number of Council officers. The workshop was attended by approximately 80 people.

15. Workshop participants worked in groups to review the key elements of the draft RUCP and identify the aspects of the draft RUCP that they did and did not support and why. Each group presented their findings to the wider workshop. The key themes raised by participants in the workshop process and feedback forms are summarised in the attached RUCP.
16. Following the community workshop, the Council's consultants and Council officers finalised the RUCP in light of feedback and comments from the community.

DECISION MAKING

Issues

Ranui Urban Concept Plan (RUCP)

17. The RUCP is a planning tool that identifies land use patterns, integrates that land use with transport initiatives and infrastructure, and sets out urban design principles to guide the actual built form of development. It will provide the basis for future development initiatives that improve the wellbeing of the local community and support the growing population, as well as demonstrate the City's commitment to sustainable development. It is a non-statutory document that will need to be implemented through advocacy and regulatory methods as well as capital works projects.
18. The RUCP is the first urban concept plan to be developed for an existing centre within Waitakere, and will be followed by similar urban concept plans for centres such as Glen Eden and Te Atatu Peninsula.
19. The RUCP recommends actions that are considered to be necessary to enhance the safety and pedestrian accessibility of the roading environment and to provide for future business and commercial opportunities in Ranui. This includes the expansion of the Community Environment land to increase the critical mass of the centre from a small local centre to a local town centre and the provision of a signalled intersection at Swanson Road, Ranui Station Road and Armada Drive. It is recognised that high quality amenities are necessary to support existing residents and in making Ranui an increasingly desirable place to live for future residents. Likewise, if there is a strong residential population in proximity to the town centre this will support the centre's vitality.
20. The RUCP recommendations need to be implemented through a plan change process and any capital expenditure through the LTCCP 2009-2019 process. While the RUCP is a non-statutory document, it provides considerable guidance to landowners who are already investigating opportunities for the development of their land.

Options Identified

21. In response to the concerns raised by the community and the issues identified by Council, the RUCP sets out five key elements to be considered in the delivery of an integrated and sustainable future for the Ranui local centre. Each element is summarised below.

Town Centre - Expansion of Retail and Commercial Opportunities

22. Ranui presently comprises a single sided centre with limited provision of retail shops and services. The RUCP recognises that the unbalanced nature of the existing centre contributes to its lack of sense of place and scale and the unsafe behaviour of traffic travelling through the centre. The RUCP therefore proposes to create a two-sided centre with development on both sides of Swanson Road.
23. The quality of the pedestrian environment is the principle concern in centre design. Activities and development should relate positively to the street, creating an attractive public/private interface. This is reflected in the design principles set out in the RUCP for redevelopment of both the existing shops and future development on the southern side of Swanson Road, some of which include:
- Provide for a minimum two storey building scale and no building setback.
 - Articulate and vary the building facades for visual interest.
 - Provide active ground floor uses (e.g. retail) and encourage a mixture of uses such as residential or commercial on the floors above.
 - Emphasise the architectural design of corner buildings.
 - Avoid the creation of semi-public courtyards located behind buildings due to the potential to pull pedestrians off the main street, the primacy of the public environment, reduced surveillance opportunities and increase risk of anti-social behaviour.
 - Use shared vehicle lanes and carparking to minimise vehicle crossings and inefficient use of land and carparking.
 - Provide for buildings that are robust and flexible to allow for changing market demand so that a variety of uses can be accommodated within the building.

A162

24. Many elements of the centre concept will need to be implemented through a district plan change. This would include the rezoning of land from Living to Community Environment and the identification of street typologies in accordance with Proposed Plan Change 18 to ensure that development contributes positively to the public realm in accordance with the principles outlined above. A plan summarising the elements of the RUCP that will need to be implemented through a district plan change is attached at page A162.
25. The alternative to a district plan change would be for the RUCP to remain as a guidance document with no regulatory or statutory weight, maintaining the status quo in terms of the current district plan provisions.

Pedestrian and Rooding Improvements

26. A key concern of the community was the conflict between pedestrians and cyclists with vehicle traffic on Swanson Road. Swanson Road is a district arterial and carries up to 11,000 vehicles per day, including heavy and over dimension vehicles associated with the industrial areas of Ranui and Swanson. This function will continue in the future.
27. The intersection of Swanson Road, Ranui Station Road and Armada Drive creates potentially dangerous conflicts between cars and pedestrians. The objectives of the RUCP in relation to the roading environment are to:
- Balance the needs of pedestrians and cyclists with the maintenance of the through-route vehicle function of Swanson Road;

- Reduce barriers to safe pedestrian movement through and around the town centre, particularly to key pedestrian desire areas such as the library, community centre and medical centre;
 - Change the behaviour of traffic moving through the centre to reduce speed and give priority to pedestrians; and
 - Increase streetscape and pedestrian amenity through design elements that create pedestrian friendly 'civilised' streets.
28. In response to these objectives, the RUCP proposes the following road improvements in relation to Swanson Road. These improvements are listed in order of their importance to give effect to the objectives of the RUCP:
1. Signalise the intersection of Swanson Road, Ranui Station Road and Armada Drive. This should ideally be a 'barn dance crossing' that allows for diagonal crossing to all corners of the intersection.
 2. Realign the existing parallel car parks to decrease the manoeuvring distance.
 3. Provide for minimum 3 metre wide footpaths within the town centre core.
 4. Create a low planted central median.
 5. Create bulb outs at key intersections to visually reduce the width of the road.
29. In relation to Ranui Station Road it is proposed to reconfigure the road within the existing legal width to provide for the following road elements. All of these works would need to be implemented at the same time due to the need to reconfigure the entire carriageway.
1. Provide for a minimum 1.8 metre wide footpath on both sides of the road, adjacent to the property boundary.
 2. Create defined parallel car parking on either side of the road with street tree planting in between on-street car parks within tree pits or rain gardens to provide low impact design stormwater treatment.
 3. Provide for a 1.8 metre cycle lane (with 'greening') to reinforce the existing Armada-Smythe cycleway project.
 4. Provide improved street lighting for pedestrian and cyclist safety in accordance with a CPTED audit.
30. The alternative to the proposed road upgrades would be for one or both of the existing Swanson Road and Ranui Station Road configurations to be maintained or only part of the Swanson Road upgrades implemented. All of the Ranui Station Road works would need to be implemented at the same time due to the need to reconfigure the entire carriageway.

Town Square / Village Green

31. The Ranui community has expressed a desire for a central gathering space that provides opportunities to hold events such as weekend markets, provides a place to sit and reflect, have a meal and interact with the community. Ranui is currently provided with a number of local reserves, including multi-use reserves and pocket parks. None however are located within the Ranui centre core.
32. A public space within the centre can serve as both a visual focal point and a hub of activity, becoming a powerful symbol and part of the essence of small urban centres. Size is not the primary prerequisite for such a space – to function effectively it should be designed for maximum visibility and accessibility, and be adaptable for a range of functions with active edges.

33. The Draft Parks and Open Space Strategy (DPOSP) states that town squares will be provided at small urban centres, and lists Ranui as one of those centres. Such a space is to be of a nature that reflects the size and surroundings of the centre. The desirable features for a town square, are expressed in the DPOSP as:

- Creates a central focus for a centre;
- Provides a flexible space where small to medium sized events can be held;
- Promotes a sense of place and community identity;
- Art and landscape treatment that captures the interest of users;
- Relates to the surrounding environment with active edges; and
- Incorporates CPTED, Barrier Free and Injury Prevention principles.

A163

34. The RUCP explored five options for a town square or gathering place. The suitability of each option was assessed against eight criteria that relate to the Council's strategic objectives for town squares and the community's needs. These options are presented in the attached document and shown on the plan attached at page A163.

35. Of the five options presented, Options 4 and 5 are considered to best meet both the Council's and community's needs. Option 4 is located on the corner of Swanson Road and Arney Road and encompasses six residential properties with an approximate area of 3700m². This option provides both a visual and physical connection through to Ranui Domain, and a space of a size adaptable for a range of uses. Option 5 is located upon the existing community centre and library carpark on the corner of Swanson Road and Ranui Station Road, with an approximate area of 700m². This option would necessitate the replacement of the existing car park through purchase of an adjoining property and development of a new carpark.

36. The alternative option in relation to this element of the RUCP would be to defer decision making in relation to the preferred option for a town square, and defer decision making in relation to a timeframe for implementation.

Ranui Domain

37. Ranui Domain is a local and multi-use reserve with an area of 6.3 hectares accommodating two formal sports fields, a playground and a rugby league clubroom. Ranui Domain has street frontage restricted to Swanson Road and Robertson Road, both of which are very narrow, resulting in limited surveillance from the street and no visual or physical connection to the town centre.

38. In order to promote the safety and surveillance of Ranui Domain, the RUCP proposes to create public lanes around the eastern and northern edges of the park, connecting to Robertson Road and Swanson Road. This would greatly enhance connectivity, encourage activity through and around the domain, and allow residential development around the edges of the domain to front the domain rather than turn their backs as they currently do. Preliminary design testing has shown that these public lanes could be accommodated within the existing reserve boundaries without affecting the sports fields. This would provide extensive road frontage to the park, however it would take a number of years to achieve its potential as it would rely on private land owners redeveloping their properties to improve edge relationships.

39. Another option that could improve the safety and surveillance of Ranui Domain (either in conjunction or separate to the above) is to open up Ranui Domain to existing roads, particularly Swanson Road. This can be achieved by purchasing one or two strategic sites, and by relocating the vacant Scout Hall on Swanson Road.
40. The alternative option would be to do nothing, with the Ranui Domain to remain with limited street presence, poor surveillance, safety concerns, limited access and a high level of vandalism.

Residential Intensification

41. The DGMS directs future urban intensification to key local, town and city centres and passenger transport nodes, such as Ranui. These nodes are a logical place to provide opportunities for intensification of jobs and houses, consistent with the Auckland Regional Growth Strategy and the Auckland Regional Policy Statement. Growth is focused where people have good access to retail, services, community facilities and public transport.
42. The DGMS identifies Ranui as a local centre with significant growth projected, and to accommodate this predicted growth, development in Ranui will need to intensify, with more land being needed to increase housing choice, particularly low rise apartments and medium density housing. A failure to accommodate this growth will place additional pressure on the Metropolitan Urban Limits, or result in residential growth being located distant from town centres and transport corridors.
43. More intensive forms of residential development are currently provided for within a 500 metre radius of the former location of the Ranui train station in accordance with the medium density housing provisions of the District Plan. These provisions have seen medium density housing developments occur generally south of Swanson Road, along Pooks Road, Ranui Station Road, Carla's Way and Kora Ave, with varying degrees of success.
44. The "as the crow flies" nature of the 500 metre radius does not relate housing intensification to accessibility of local services and transportation, nor does it relate to the achievement of high quality streetscapes and urban form based on urban design principles.
45. For this reason it is considered that a more appropriate method for determining areas for intensification is a pedestrian catchment or "ped shed". This is a mapping analysis that shows the actual area served within a 5 minute (400 metre) or a 10 minute (800 metre) walking distance along a street system from a public transport stop, town or neighbourhood centre, a school or park. These are generally accepted as being distances that people are willing to walk to public transport and amenities such as local shops and services¹. Actual walking distances are in fact often much greater than this 'rule of thumb' principle. The New Zealand travel survey² has shown that for walk only trips, 50 percent are more than 10 minutes, 18 percent are more than 20 minutes and nine percent are more than 30 minutes. The highest percentage purpose of walking trips are returning home (31.2%), to social/recreation activities (24.5%), shopping (14.2%) and to work (10%)³.

¹ Llewelyn-Davies (1998) Sustainable Residential Quality: New Approaches to Urban Living, London Planning Advisory Committee

² Land Transport Safety Authority (1998). The New Zealand Travel Survey

³ Kokotailo, R (2000). New Zealand Pedestrian Profile

46. An 800 metre or 10 minute walking distance is therefore considered appropriate for Ranui given its flat topography and proximity to the train station and town centre amenities and services. This 800 metre pedestrian catchment has been calculated from the Ranui train station and the town centre on Swanson Road.
47. The proposed expansion of the medium density housing area will create sustainability and land use and transportation integration benefits from having residential intensification in proximity to the town centre and the train station. The associated increase in population will help support local business opportunities, as well as support the viability and use of public transport.
48. The alternative to the proposed 800 metre pedestrian catchment for residential intensification is to maintain the existing medium density housing provisions associated with a 500 metre radius from the former location of the train station.

Assessment of Options

49. The Council has identified Ranui as an area suited to accommodate increased growth in the DGMS. However, the existing planning framework and pattern of subdivision will not facilitate further significant growth in Ranui. This is due to the current focus of intensified development around only the train station and a fragmented lot pattern that without consolidation makes more intensive forms of development such as medium density housing difficult. The purpose of the RUCP was therefore to explore how the following objectives of the Council and community could be delivered:
 - Intensification of residential densities close to the Ranui centre and train station;
 - Expansion of the local shops to provide a wide range of convenience shopping and services to support a growing population;
 - Opportunities for other small businesses and services in the Ranui centre to support other local businesses and industry;
 - Opportunities for a town square or gathering place;
 - Improvements to Ranui Domain to enhance pedestrian access, links to the town centre, increased safety and surveillance, and enhancement as a community asset;
 - Changes to Swanson Road to improve pedestrian safety and connectivity, amenity for the retail shops and to slow traffic whilst maintaining the roads through-route function for heavy vehicles;
 - Changes to Ranui Station Road to enhance the link between the town centre, local school and train station; and
 - Enhancement of connections and promotion of walking and cycling through the wider neighbourhood.

Town Centre - Expansion of Retail and Commercial Opportunities

Do Nothing Option

50. The do nothing option would result in the RUCP remaining as a guiding non-statutory document. The RUCP would be of some assistance in terms of advocacy with developers. However this option presents the risk that the current District Plan rules applying to the Ranui centre do not contain any urban design policy, rules or assessment criteria and there is no regulatory requirement to comply with the RUCP.

51. This option would also not provide for future commercial development in the town centre, including the development of the southern side of Swanson Road. The do nothing option would therefore significantly undermine the ability of the Council and developers to deliver on the commercial intensification, expansion of business and location employment opportunities, urban design and pedestrian amenity objectives of the RUCP.
52. This option would not be consistent with the Community Outcomes for Waitakere in relation to Strong Economy - He tupuranga kaha ihi wana which seeks to grow local employment opportunities.

District Plan Change Option

53. This option would implement the land use and urban design recommendations of the RUCP via a District Plan change giving them regulatory and statutory weight. The District Plan changes would include rezoning residential properties from Living Environment to Community Environment to provide for further commercial and employment opportunities. Without rezoning of these properties, development potential in the centre will be constrained. Other District Plan changes would include the identification of street typologies to ensure compliance with urban design principles that reinforce the public realm and the amenity of the pedestrian environment. Without such controls new development could detract from the public environment and undermine the purpose of the RUCP.
54. This option would support the Strong Economy - He tupuranga kaha ihi wana priority of the Community Outcomes for Waitakere, by creating opportunities for additional businesses and local employment.

Roading Upgrades

Do Nothing Option

55. The alternative to the proposed road upgrades would be for the existing Swanson Road and Ranui Station Road configurations to be maintained. This option would result in a transport environment that does not respond or integrate with the planned and future land use within the Ranui centre, nor recognise the important link between the centre and Ranui train station along Ranui Station Road.
56. Community concerns regarding the speed and behaviour of traffic and pedestrian and cyclist safety would not be addressed. The existing angled car parking outside the shops would continue to present conflicts with oncoming traffic and pedestrians. Pedestrians would not be given priority in the centre, and would need to continue to negotiate across the uncontrolled pedestrian crossing on Swanson Road.
57. This option would be inconsistent with the Community Outcomes for Waitakere in relation to Sustainable and Integrated Transport - Kauneke Tauwhiro me te Whakaurunga Waka, which seeks to achieve a transport network that is integrated, innovative, safe and environmentally responsive and supports quality urban design.

Swanson Road and Ranui Station Road Improvements

58. The proposed improvements to Swanson Road seek to slow traffic, give priority to pedestrians, create a high level of amenity, and change the behaviour of traffic.

59. It is considered that the current development plans for the centre, including redevelopment of the shops, a new medical centre and the proposed library warrants a particular investment in pedestrian safety. There will be a desire for pedestrians to cross to all four corners of the Swanson Road/Ranui Station Road/Armada Drive intersection. As such, signalisation (with a 'barn dance' diagonal crossing) of this intersection is considered to be a priority.
60. Other improvement projects such as re-angling of the existing car parking and the provision of a low planted median seek to change traffic behaviour, reduce conflicts and slow traffic. The provision of shared vehicle and cycling lanes will allow for the maintenance of the existing through-route function of Swanson Road for heavy vehicles, but also cater for other road users. Onstreet parking, street tree planting and footpaths would all contribute to the amenity and viability of the centre.
61. The proposed improvements to Ranui Station Road seek to enhance the connection between the centre and the train station with clear pedestrian and cycle priority areas. On-street parking would also be clearly defined, with street tree planting to enhance amenity and provide for a dual purpose low impact design stormwater function. These upgrades would contribute to a unified theme and character for Ranui centre whilst also addressing safety concerns subject to a CPTED, Injury Prevention Through Environmental Design audit, and upgrading of lighting.
62. The proposed road upgrading projects could be undertaken in stages to give effect to the objectives of the RUCP. Priority should however be placed on ensuring the safety of pedestrians in and around the centre, including along Ranui Station Road. The signalisation of the Swanson Road, Ranui Station Road and Armada Drive intersection is considered to be a community priority.
63. This option would be consistent with the Community Outcomes for Waitakere in relation to Sustainable and Integrated Transport - Kauneke Tauwhiro me te Whakaurunga Waka, through the integration of the transport network with the surrounding land use, contributing to quality urban design, and developing walking and cycling opportunities.

Town Square / Village Green

Defer Decision Making Option

64. Ranui is currently not served by a public open space in the centre. Such a space suitable for gathering, holding events, and providing a place to sit, was strongly signalled as a priority by the Ranui community. Urban centres are high use areas where many people work, visit for services, and where more and more people are living. These areas need high quality open space that can cater for a range of diverse needs, increased densities, and help encourage both residential and economic growth.
65. It is considered that given the significant private and public investment proposed in Ranui, with the proposed redevelopment of the existing shops, a new integrated medical centre and the proposed new library, that the provision of a public urban space would complement and enhance that investment. The community is strongly desirous of such a space, and the provision of a town square would be consistent with the DPOSP, and the Council's provision in similar sized centres such as Swanson.

66. To defer any decision making in relation to the preferred location for a town square may limit Council's options if sites are developed in the interim. The identification of a town square would ensure that landowners have certainty as to the preferred option.
67. Deferment would also not provide Council with guidance on decision making in relation to development proposals that may occur on properties within a preferred town square locality. This could limit opportunities for integrated development of the town square and its edges.
68. In selecting a preferred option, the Council may decide to defer a decision on timing to beyond the LTCCP 2009-2019 period. This option whilst providing some certainty as to the location of the future town square, does not provide the community with any certainty as to its delivery.
69. This option is considered to be inconsistent with the Community Outcomes for Waitakere in relation to Strong Communities - He iwi kaha Priority which seeks the creation of places and local focal points where people can gather.

Town Square Location Options

70. Five options for a town square were considered in the RUCP, with a plan showing the location of each option attached at page EXX of the agenda. Each option was assessed against eight criteria that were considered to meet both the Council's and community's objectives. The following table summarises that analysis contained within the RUCP. A four point scale has been utilised as follows:

- ✓✓✓ = option meets all expected attributes of that requirement.
- ✓✓ = option meets many of the attributes of that requirement.
- ✓ = option meets some of the attributes of that requirement.
- ✗ = option does not meet that requirement.

Following this evaluation the options were ranked from 1 (best) to 5 (worst).

OPTIONS CRITERIA	Option 1 Southern Swanson Rd	Option 2 West of Northern Shops	Option 3 In between northern shops & proposed library	Option 4 Existing library & community carpark	Option 5 Corner of Arney & Swanson Roads
Number of properties affected & cost of purchase	✗	✓✓	✓	✓✓	✗
Solar orientation	✓✓✓	✓	✗	✓✓✓	✓✓✓
Size and usability	✓	✓✓	✗	✓✓	✓✓✓
Visual prominence	✗	✓	✗	✓✓✓	✓✓✓
CPTED, Barrier & Injury Free	✓✓	✓	✗	✓✓	✓✓
Timing & Staging	✗	✓✓	✓✓	✓✓	✗
Connections to civic or recreation	✗	✗	✓✓	✓✓✓	✓✓✓

space					
Relationship to town centre, retail function & building frontage	x	✓	x	✓✓	✓✓
Summary and Ranking (1 = most suitable 5 = least suitable)	4	3	5	1	2

71. This evaluation finds that Option 4 located on the existing library and community centre carpark ranks highest, followed by Option 5 located on the corner of Arney and Swanson Roads.
72. Option 4 would necessitate the replacement of the existing library and community house car park (approximately 22 spaces). The replacement of this parking could be achieved by the acquisition of an adjoining property (such as 470 Swanson Road or 2 Ranui Station Road) and would be subject to further detailed analysis. This could also provide flexibility for potential long term expansion of the community house, and provide additional public parking that could also serve the proposed new library. The current use of the corner of this site for car parking is not consistent with the aims of the RUCP, which promotes buildings up to the street edge and the placement of parking to the side or behind buildings. The re-establishment of this area as a town square would contribute positively to the centre through the creation of a centrally located public space associated with a civic use.
73. Option 5 encompasses 6 properties on Swanson and Arney Roads, with an approximate area of 3700m², that will provide a visual and physical connection through to Ranui Domain. This option whilst presenting benefits in terms of integration with Ranui Domain and meeting many of the community's desires, it requires significant land purchase, development costs and impacts upon a large number of private properties. This option is also slightly more removed from the town centre core.
74. The following table provides an estimate of costs associated with the land purchase, legal, demolition/relocation costs and development costs of each option:

OPTION	LAND AREA M ²	AVERAGE LAND VALUE PER m ² ^a	LAND PURCHASE COST ^b	ESTIMATED DEVELOPMENT COST ^c	TOTAL ESTIMATED COST
1	500	\$352	\$176,000	\$250,000	\$426,000
2	400	\$336	\$134,400	\$200,000	\$334,400
3	300	\$336	\$100,800	\$150,000	\$250,800
4 ^d	700	\$312	\$312,000	\$470,000 ^e	\$782,000
5	3,700	\$471	\$1,742,700	\$1,850,000	\$3,592,700

NOTES:

- a. Based on valuations undertaken by Quotable Value as at 1 September 2007.
- b. Additional costs for each option are estimated at \$80,000 - \$100,000 for legal fees, and demolition/relocation costs where the site contains an existing building. This includes both Council and landowner costs associated with any Public Works Act 1981 acquisition.
- c. Estimated development cost of \$500 per square metre.

- d. The replacement of the existing car parking area may require land purchase in excess of 700m². The two immediately adjoining properties that could provide for replacement carparking, have site areas of approximately 1,000m², and are valued at \$305,000 and \$320,000 based on the 2007 Quotable Value valuations, with an average land purchase cost therefore utilised.
 - e. The estimated development cost for Option 4 includes the establishment of a replacement carpark of approximately 1000m² with an estimated construction cost of \$120.00 per square metre.
74. The provision of a town square is considered to be consistent with the Community Outcomes for Waitakere Strong Communities - He iwi kaha Priority, which places a priority on the creation of places and local focal points where people can gather; and the Urban and Rural Villages - Nga kainga taone, tuawhenua Priority, which seeks that villages have an identified centre, are safe and have accessible common areas.

Ranui Domain

Do Nothing

75. The provision of lanes around Ranui Domain edges would encourage redevelopment of the adjoining properties, providing a catalyst for residential intensification. Without provision of these public lanes it is likely that infill residential development will continue, further reducing opportunities for the intensive housing necessary to accommodate a growing population, and support the local centre and public transport infrastructure. The do nothing option would result in Ranui Domain remaining with limited street presence, poor surveillance, safety concerns, limited access and a high level of vandalism.
76. This option would be inconsistent with the Urban and Rural Villages - Nga kainga taone tuawhenua Priority, which seeks to ensure that town centres and safe and have accessible common areas.

Create Public Shared Lanes

77. This option would see the creation of public shared lanes around the eastern and northern edge of Ranui Domain to provide additional pedestrian and vehicle access from Swanson Road; allow and encourage development along Arney Road to front Ranui Domain rather than turn its back; encourage residential intensification that takes advantage of the amenity offered by the domain; and increase connectivity and passive surveillance. This option would require further detailed design to ensure that the existing sports fields could be maintained.
78. The provision of the shared public lanes would contribute positively to the Urban and Rural Villages - Nga kainga taone tuawhenua Priority of the Community Outcomes for Waitakere, through increased safety and access to communal areas.

Expand frontages on existing roads

79. This option would improve the safety and surveillance of Ranui Domain (either in conjunction or separate to the above). This can be achieved by purchasing one or two strategic sites, and by relocating the vacant Scout Hall on Swanson Road.

Residential Intensification

Do Nothing Option

80. This option would see the existing medium density housing provisions of the District Plan, being a 500 metre radius associated with the former location of the train station, being maintained. This would not provide the land use and transportation integration benefits associated with residential intensification within a walking distance of the centre and train station. Residential development opportunities would be constrained by the existing 500 metre radius circle, generally south of Swanson Road, where there are limited opportunities for redevelopment or amalgamation due to the fragmented lot pattern and age of the dwellings.
81. In addition to a growing population, Ranui is also experiencing changes in demographics, which in turn requires the provision of a diversity of housing to cater for a variety of family types. This housing diversity allows residents to move houses within their community according to their needs (e.g. pensioners, singles, single parents with children), as opposed to having to move suburbs to find affordable and appropriately-sized accommodation.
82. This option would be inconsistent with the Urban and Rural Villages - Nga kainga taone tuawhenua Priority of the Community Outcomes for Waitakere, which seeks to provide for well connected town centres where people want to play and work and actively manage intensification.

Extend Residential Intensification to 800 metre Walkable Catchment

83. Ranui is fast running out of greenfield and brownfield land for development into housing. Redevelopment of existing sites in the vicinity of the local centre and train station can provide an opportunity to accommodate population growth in locations where public transport, retail, services, education and increasingly local employment are available. A failure to provide adequate opportunities for intensification in locations that can support land use and transport integration (such as Ranui) will place greater pressures on the edge of the City.
84. This option would result in the expansion of the existing 500 metre radius circle to an 800 metre walkable catchment from the town centre and train station. This approach would recognise the land use and transportation integration benefits derived from residential intensification within walking distance of public transport, local amenities and services. Such an approach seeks to reduce dependence on motor vehicles for people's everyday needs. This approach would be coupled with the application of Proposed Plan Change 18 (City Wide Urban Design Rules) which seeks to ensure that the location, form, scale and design of medium density housing contributes to the character and amenity of the surrounding environment.
85. Further, there has been a significant regional investment in rail services and facilities. There is an opportunity for the community to get more benefit from this investment through a better design response. Such a response would include road and streetscape improvements plus a higher density of residences near the station.
86. This option would support the development of well connected centres where people want to play and work and actively manage intensification (Rural and Urban Villages - Nga kainga taone tuawhenua Priority) and the identification of house as a component of the Toiora - Healthy Lifestyles Priority of the Community Outcomes for Waitakere.

Consideration of Community Views

87. Consultation has been undertaken with the Ranui community as part of the Community Vision Workshop in April 2008 which helped inform the development of the draft RUCP and the Community Feedback Workshop in September 2008. In addition to the community feedback workshop, 24 feedback forms were received in relation to the draft RUCP. The following table summarises the responses from the feedback forms, in relation to the key elements and overall support of the RUCP. It is acknowledged that due to the relatively low response rate, this could not be considered as representative of the views of the entire Ranui community. It does however provide a general indication of support for the various elements of the RUCP.

Key Element of RUCP	Do Not Support	Support	Strongly Support
Two sided town centre & expansion of commercial/business opportunities	4%	50%	46%
Idea and location of village green	13%	54%	33%
Development around Ranui Domain	9%	57%	34%
Swanson Rd & Ranui Station Rd improvements	8%	38%	54%
Residential Intensification	24%	52%	24%
Overall support for RUCP	0%	48%	52%

88. Specific consideration was given to the views of landowners affected by the various town square options. As a result of consultation with these landowners, the draft RUCP was amended from presenting a preferred option, to presenting and analysing all five options considered as part of the formulation of the RUCP. This report seeks that the Committee identify a preferred town square option so as to provide certainty for these landowners.

Preferred Options

Town Centre – Expansion of Retail and Commercial Opportunities

89. It is recommended that a District Plan change is implemented to give effect to the RUCP in relation to the expansion of the Community Environment to provide for future commercial and employment opportunities and to identify street typologies to give effect to the urban design principles of the RUCP.

Pedestrian and Roading Improvements

90. It is recommended that improvements to Swanson Road and Ranui Station Road are implemented to give effect to the RUCP, and in particular to ensure that the quality and safety of the pedestrian environment is given priority. Implementation of the road improvement projects in a staged manner may necessary, and if so the signalisation of the main intersection should be given priority.

Town Square / Village Green

91. It is recommended that a town square is provided in the Ranui centre, to create a central gathering point for the local community. It is recommended that the Committee identify Option 4 as the preferred town square location and provide for implementation of the town square in the LTCCP 2009-2019. Option 4 is considered to be of size suitable to cater for a range of events, is well located in the centre of Ranui with a northerly aspect, is visually prominent and associated with another civic facility. The replacement of the existing library and community centre carpark to provide for the town square will require land purchase and associated development costs, but it is considered that this provides additional flexibility in terms of provision of car parking for the proposed new library, and for any future expansion of the community house. The land acquisition and development costs estimated for this option are considerably less than Option 5, which whilst presenting significant benefits would cost approximately 4.5 times more than Option 4.

Ranui Domain

92. It is recommended that the Committee agree to further investigate the potential to provide public shared lanes around the edges of the Ranui Domain, and to actively improve road frontages on Swanson Road as part of the implementation of the Ranui Urban Concept Plan.

Residential Intensification

93. It is recommended that the Committee agree to prepare a District Plan change to give effect to the RUCP recommendation to provide for an 800 metre walkable catchment from the local centre and train station, for residential intensification. Further detailed analysis of the extent of the walkable catchment, and the best method of intensification would be determined through the District Plan change and associated section 32 analysis.

STRATEGIC CONTEXT

94. The RUCP and RUCIP contributes to the following four Strategic Platforms:
- **Urban and Rural Villages - Nga kainga taone, tuawhenua** - The RUCP and vision for Ranui will provide a clear direction for any future development, support urban intensification within the Metropolitan Urban Limit, and in proximity to public transport and town centre amenities and services. This will ensure the area develops as a thriving place for people to work, live and play.
 - **Integrated Transport and Communication - Te Whakaurunga Waka Te Whakawhiti korero** - The RUCP seeks to ensure that land use and transportation initiatives are integrated. This includes the promotion of residential intensification near the train station to support public transport infrastructure, and improvements to Swanson and Ranui Station Road to place a priority on safe pedestrian and cyclist movement through and around the town centre.
 - **Strong Innovative Economy - He tupuranga kaha ihi wana** - The RUCP seeks to enable further employment and business opportunities through expanded commercial and business opportunities which will have flow on benefits to the local economy.

- **Strong Communities - He iwi kaha** - The development of the RUCP has been based on a high level of community and business participation. The desire to create more active streets in the town centre, improve pedestrian safety and to upgrade essential community infrastructure will contribute to an improvement in the overall wellbeing of the community.

CONSULTATION

95. The RUCP and RUCIP has been prepared in consultation with a wide range of Council officers. Representatives from Transport Assets, Transport Strategy, Leisure Services, Libraries, Parks Planning, Parks Assets, Strategic Projects, Sustainable Development, Social Infrastructure, EcoWater, and Urban Design and Development have all been involved in the development of the RUCP.
96. Update reports were presented to the Policy & Strategy Committee and the Massey Community Board in March and July 2008 respectively.
97. An update report was presented to Te Taumata Runanga on 14 July 2008. Ngati Whatua and Te Kawerau a Maki were invited to all community workshops.
98. A presentation was made to the Elected Members nominated to attend the community workshop on 25 August 2008. This presentation was attended by Councillor Cooper, Massey Community Board Chair Mr John Riddell, Massey Community Board member Ms Judith Fletcher, Te Taumata Runanga Chair Mr Warahi Paki and Te Taumata Runanga member Mr Denis Hanson. Councillor Chan was unable to attend this presentation, but a copy of the presentation was provided to him.

RESOURCES

99. Resources were allocated for the development of the RUCP in the 2007/2008 budget. No further funding has been allocated for the implementation of the RUCP as details of projects and actions needed to be determined following completion of the RUCP.
- A164-A170 100. The implementation of the RUCP will require a combination of advocacy, regulatory and capital works projects. The RUCIP outlines 46 actions and projects arising from the RUCP, and identifies timeframes for implementation as attached at pages A164 to A170. Many of these actions require staff resources, whilst others are capital works projects that will require funding through the LTCCP 2009-2019. Estimates of costs associated with capital works programmes have been obtained where possible, and are detailed on the attached RUCIP. It should be noted that some of these capital works may be able to be completed as part of renewal programmes.
101. The key priority elements of the RUCP requiring capital works are summarised as follows.

PRIORITY PROJECTS	ESTIMATE OF COST
Swanson Road Upgrade (signalisation of the intersection would cost approximately \$200,000)	\$1,721,713
Ranui Station Road Upgrade	\$1,097,039
Town Square	\$ 772,000
<i>Total estimate for priority projects</i>	<i>\$3,590,752</i>

Note: These are rough order of costs calculated on the basis of current market rates for similar projects as at August 2008 and that estimated land purchase costs are subject to valuation by a registered property valuer and do not include betterment.

IMPLEMENTATION ISSUES

102. The ultimate success of any planning document is dependant upon the willingness and capacity of all stakeholder groups to implement the vision - the community's and Council's vision for Ranui cannot be achieved through public investment alone. The implementation of the RUCP will only occur through the commitment of the Council, local businesses, community groups and key property owners. The Council can influence change in Ranui in five key ways:
1. Allocating funds through the LTCCP 2009-2019.
 2. Implementing approved capital works (e.g. road and streetscape improvements).
 3. Acquiring property in strategic locations (e.g. village green or town square).
 4. Amending the District Plan to enable and encourage development in key parts of the town centre (e.g. rezoning land).
 5. Working with local businesses, community groups and key property owners (e.g. working with the RCDN and RAP).
103. The RUCIP outlines the actions and projects that will help achieve the goals of the RUCP and are broken down into a series of short term (0-5 years), medium term (6-10 years) and long term (10+years) timeframes. Short term steps include District Plan changes and projects that require little infrastructure improvements or cost. Long term projects are those that require more significant capital investments. The overall implementation process will take the cooperation of multiple sectors, both public and private, over a long term timeframe. However the recommendations also include significant measurable steps that will begin the process of implementing the community's vision. The RUCIP also includes projects that are related to Ranui but not a direct recommendation or action from the RUCP but that will contribute to the implementation of the RUCP vision (these are shown in italics).
104. To ensure that the RUCP is implemented it is necessary for the relevant Activity Plans to include the various projects in the LTCCP 2009-2019. It is therefore recommended that the Committee adopt the RUCIP and direct that the LTCCP 2009-2019 include these actions and projects.

Report prepared by: Melanie McKelvie, Senior Strategic Advisor: Urban Design & Development.



8 EARTH HOUR, 28 MARCH 2009

GLOSSARY

Policy and Strategy Committee	(Committee)
World Wildlife Fund	(WWF)

EXECUTIVE SUMMARY

This report outlines the World Wildlife Fund (WWF) event, Earth Hour 2009, and seeks the support of the Policy and Strategy Committee (the Committee) for the Council's participation.

Earth Hour is a community event owned by WWF, in which people in communities and businesses switch off lights for an hour and pledge to reduce greenhouse gas emissions. It began in Sydney in 2007.

The Auckland Regional, North Shore City, Auckland City and Manukau City Councils are participating; and Papakura and Rodney District Councils are considering participation.

RECOMMENDATIONS

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

1. **Receive** the Earth Hour, 28 March 2009 report.
2. **Agree** that the Council participates in Earth Hour 2009.

BACKGROUND

1. Earth Hour began in 2007 in Sydney, as a community project to demonstrate a simple act conducted collectively can make a difference. Earth Hour encouraged business and communities in Sydney to turn off lights for one hour and, where possible, commit to reducing Sydney's carbon dioxide emissions by 5% within 12 months.
2. The 3 core partners were WWF-Australia, Fairfax Media and advertising agency Leo Burnett, Sydney. WWF owns the Earth Hour brand.
3. In 2008, 28 partner cities around the world celebrated Earth Hour. More than 50 million people took part in 35 countries. Christchurch was New Zealand's only official partner city, and Waitakere showed its support by switching off lights in Council buildings. WWF's goal for 2009 is for 1 billion people to take part.
4. In 2008, WWF considered the relationship between electricity consumption and carbon dioxide emissions was not as clear-cut in New Zealand, with its large proportion of hydro-electric generation. In Christchurch, Meridian Energy is the dominant supplier, generating electricity from hydro and wind. It was going to be unlikely that switching off the lights in Christchurch for 1 hour would achieve significant carbon dioxide emissions reductions, so the promotional message was adjusted towards 'living sustainably'. This recognised that Earth Hour is largely a symbolic act to show a commitment to fighting climate change.
5. Colmar Brunton research found 98% of Christchurch people were aware of the campaign, 63% took part, and 70% said they would participate next year. Being involved created a positive halo for the councils and their employees. Polling of Christchurch residents found that of all the partners involved, Christchurch City Council was associated most strongly with Earth Hour. The participation compared well with Sydney, where 59% participated.
6. Despite the largely symbolic nature of the event, Colmar Brunton research found that of those who didn't take part, only 2% said it was 'futile' or 'a gimmick'. Of all the respondents, 4% thought it was a waste of time.

7. WWF has invited Waitakere and the other Auckland councils to participate in 2009, and is working around New Zealand to get other cities involved. Auckland Regional, North Shore City, Auckland City and Manukau City Councils are participating; and Papakura and Rodney District Councils are considering it. To participate in the 2009 event, which takes place from 8.30-9.30 pm on 28 March 2009, the Council would need to commit staff time and money.
8. In 2009, the Earth Hour branding is to be deliberately kept international to send the message climate change is a global issue and together we can make a difference.
9. The primary messages for Earth Hour 2009 are:
 - Turn off your lights for 1 hour on March 28, 2009 at 8.30 pm; and
 - Take part in Earth Hour.
10. The secondary messages are:
 - Register your support for action on climate change;
 - Add your voice to the growing number of people who support the fight against climate change;
 - Everyone's accountable;
 - Encourage all you know to participate; and
 - Earth Hour can help you reduce your carbon footprint.
11. The best results would come from participating in an Auckland region-wide event but offering opportunities in Waitakere for people to participate at local events and at home. This would involve switching off lights in Council facilities; organising a key event in one or more locations; getting businesses, schools and other organisations actively participating; and promoting Earth Hour community-wide.
12. With the involvement of Auckland City and Auckland Regional Councils, there is likely to be a gathering in central Auckland. It doesn't make sense for people from Waitakere to burn fossil fuels travelling to central Auckland for an event. For maximum effect, the event should be held where switching off lights is dramatic. In Waitakere, this could be at a high vantage point such as the Arataki Visitor Centre, or Titirangi, or in town centres such as Henderson Town Centre, Te Atatu North, New Lynn or Glen Eden. Other potential venues include Parris Park and the Trusts Stadium.
13. The success of the 2009 event hinges on the promotional powers of the partners. In Christchurch, The Press initiated the event, and a public relations agency secured valuable radio deals. It is not yet known if the WWF has successfully engaged the New Zealand Herald for the Auckland campaign, or a television or radio broadcaster as a partner for the national campaign.

DECISION MAKING

Issues

Project management

14. In Auckland, it is envisaged that the participating councils will work together with WWF to co-ordinate the event. An informal working group has been set up and is due to meet on 16 October 2008. Waitakere would need to form its own internal Council Earth Hour group and set up a steering group with representatives from business and the community, including the media.
15. The Council can benefit from the experience gained in Christchurch in 2008. Before Christmas 2007, The Press invited Environment Canterbury, Christchurch City Council, Orion Energy, Christchurch Cathedral and the Canterbury Employers' Chamber of Commerce to commit to Earth Hour 2008 in Christchurch.
16. On 1 January 2008, The Press announced it would be leading an Earth Hour in Christchurch with the support of the organisations. Then The Press approached WWF-New Zealand and set up a partnership.
17. The Press established a steering group in which the key partner was the WWF. Primary supporters were Christchurch City Council, Environment Canterbury and Orion. Secondary supporters who also sat on the steering group were the Canterbury Employers' Chamber of Commerce and Christchurch Cathedral.
18. The WWF believes the roles of the organisations lacked definition, and it would have been beneficial also to have had key businesses and other local influencers involved.
19. Christchurch City Council provided around \$5000, ran a public event in Cathedral Square for Earth Hour, from 8.00-9.00 pm on Saturday 29 March 2008, and assisted in promoting the event. Environment Canterbury provided around \$6000, provided technical expertise and information, promoted Earth Hour internally and externally and ensured civil defence requirements were attended to. Orion provided a financial contribution and measured energy consumption before and during the event, for the media. Christchurch Cathedral promoted the event to churches and on-site, displayed competition artworks and was a focal point for the lights-off on the night. Canterbury Employers' Chamber of Commerce promoted Earth Hour to its members, through its monthly publication and on local television.
20. Earth Hour had 2 full-time employees: The Press assigned a person to lead the marketing aspect. WWF appointed Dairne Poole as project manager. Ital support came from a public relations company and an advertising company.
21. Recommendations following Earth Hour 2008 included:
 - Appoint a project manager;
 - Ensure the campaign has a long-term outlook and relevant objectives and milestones are developed and monitored by the steering group beyond Earth Hour;
 - Define the role of the partner organisations and the expectations of the steering committee and its members;
 - Ensure the steering committee includes a specialist on public relations, marketing and advertising;

- Develop a publicity toolkit, ideas and regular communications; and
- Establish the campaign with a good lead-in time.

Key dates

22. Listed below are key dates for the staging of this event:

- **1 October 2008**
WWF will develop an Earth Hour Measurement Pack outlining ways to measure/report success; and a set of global communication/marketing/public relations tools and templates that can be used nationally and potentially locally.
- **31 October 2008**
Partner cities, towns and districts to have signed up. Waitakere will have established its internal Earth Hour group and external steering group, and will have met WWF and the representatives from other councils.
- **November-December 2008**
National media launch.
- **Mid-February 2009**
National consumer launch.
- **28 March 2009**
Earth Hour 2009.

Options Identified

23. The options are:

- To do nothing, ie, decline to participate; or
- To accept, and allocate staff time, and budget of \$5000.

Assessment of Options

24. The following table highlights some of the wider issues:

	Option 1 – Do not participate		Option 2 - Participate	
	Disadvantages	Advantages	Disadvantages	Advantages
Social	Poor public relations if the eco city is not seen to be a leader in a major sustainability event.		Risk of criticism that this is a token gesture and a gimmick.	Opportunity for staff and all sectors of the community to gather and commit to addressing climate change.
Economic				Opportunity to build relationships with businesses and other enterprises for a “feel good” community event.

	Option 1 – Do not participate		Option 2 - Participate	
	Disadvantages	Advantages	Disadvantages	Advantages
Cultural	Lost opportunity to engage all sectors of the community in a community-building event.			Opportunity to stamp the event with a Waitakere flavour. This is a community-building event that will reflect well on the Council.
Environment	Greenhouse gas emissions are the same as usual on the night and afterwards.		Need to make sure that the carbon footprint of the event does not outweigh its immediate emissions reductions.	The immediate reduction in greenhouse gas emissions, followed by persisting changes of attitudes to energy use that reduce greenhouse gas emissions.

25. To decline to participate would be a missed opportunity to take advantage of a regional, national and international event to focus the community's attention on climate change, for a small investment of Council funding and time. To accept would give the Council access to a regional, national and international marketing and promotional campaign for an event which aligns with the Council's Strategic Direction and Community Outcomes.

Consideration of Community Views

26. If Earth Hour 2009 goes ahead in Waitakere, the project plan includes involvement of community groups, businesses and other enterprises.

Preferred Option

27. The preferred option is to participate in Earth Hour 2009. It offers an opportunity to take part in a high-profile event that promotes sustainability, for a cost-effective investment of staff time and Council funds.

STRATEGIC CONTEXT

28. Because of its intended impact on immediate and ongoing greenhouse gas reductions, participation in Earth Hour 2009 aligns with the Council's Action Plan on Climate Change and Energy. It aligns with the Strategic Direction, particularly the Strategic Priority of Sustainable Development. It also contributes to the Strategic Platforms of Strong Communities and Sustainable Energy and Clean Air. The Community Outcomes of Strong Communities, Sustainable Environment, Wai Ora, Working Together and Vibrant Arts and Culture.

CONSULTATION

29. Staff within Strategy and Public Affairs have been consulted about Earth Hour and were in favour of participation. If Waitakere participates, a cross-Council team and an external team will be set up, comprising comprehensive representation inside and outside the Council. For example, inside the Council, the team would include representatives from Public Affairs, Safe Waitakere, Civil Defence, Libraries and Facilities Management; external partners would include Waitakere Enterprise, businesses, churches, media, community groups and educational institutions.

RESOURCES

30. The budget depends mainly on the amount spent on external media promotion of the event. This hinges on securing strong media partners, both locally, Auckland-wide and nationally. For Earth Hour 2008, Christchurch City Council spent \$5000. Staff time will also be required, from staff in diverse areas of the Council, with some being required to work on the evening of Saturday 28 March. There is no funding currently allocated for this work.
31. Earth Hour 2009 will not be receiving outside funding unless the Council actively seeks it, for example from a commercial sponsor.

IMPLEMENTATION ISSUES

32. Implementation will be according to a project plan developed by the Council group to be set up if the Council decides to support Earth Hour 2009. There will be issues of public safety to deal with when the lights are turned out for an hour. The electricity network provider will need to be prepared for a power surge when the lights go on again.

Report prepared by: Catherine Sheehan, Strategic Advisor, Sustainability Initiatives.



9 DEVELOPMENT OF THE WAITAKERE CITY PARKING PLAN

GLOSSARY

Draft Auckland Regional Parking Strategy	(draft ARPS)
Auckland Transport Strategic Alignment Project	(ATSAP)
Parking Management Plans	(PMPs)
Waitakere City Transport Strategy 2006 - 2016	(WCTS)
Waitakere District Plan	District Plan
Waitakere District Plan Code of Practice, Parking and Driveway Guideline	(Guideline)

EXECUTIVE SUMMARY

The purpose of this report is to consider options for a strategic approach to parking regulation and management in Waitakere. The Policy and Strategy Committee is requested to consider the issues with parking and provide guidance to officers as to what options should be communicated to stakeholders and the public and on the approach to take in communicating these options.

Consultants' reports regarding a strategic approach to parking have been received. Concurrently draft town centre parking management plans (PMPs) for New Lynn, Henderson and Massey North-Westgate have been completed. These reports address key issues such as the supply of parking, charging for parking, the Council's role in providing car park buildings and spill-over effects onto neighbouring areas.

Further guidance is being sought from the Committee as to the process of engagement with stakeholders and the public. Because parking is such a sensitive issue, it is proposed that options are discussed with stakeholders and the public before formal consultation on a detailed draft Waitakere City Parking Plan is undertaken.

Any parking plan needs to assist in achieving the Council's goals to achieve quality, mixed-use, high density development in the town centres and growth corridors where it is a good place to live and do business.

All of the options are a change from the status quo because of the need to intensify town centres and to encourage a shift away from single occupant vehicle travel. The key point of difference between the options is the regulatory approach:

- Minimum parking standards with exceptions;
- Flexible maximum parking approach; and
- Strict maximum parking approach.

In addition to the regulatory approach, a pro-active approach to parking management is proposed to maximise efficient usage of available parking. Paid parking is likely to be a key issue in the consultation and different options for paid parking will need to be explored. The principles of parking management will be articulated in the proposed Waitakere City Parking Plan, with details of implementation in the various town centre PMPs. The current draft town centre PMPs prepared by the consultants are based on flexible maximum approach so would require revision if another approach is adopted.

This report highlights the expected outcomes of each regulatory option as well as key parking management tools. It outlines a proposed process for consultation, based on a first stage with options and initial draft PMPs and a second stage with a draft Waitakere Parking Plan and final draft PMPs.

RECOMMENDATIONS

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

1. **Receive** the Development of the Waitakere City Parking Plan report.
2. **Agree** to a two stage consultation process, with the first stage being around three options consistent with the Council's strategic direction:
Option 1 - Minimum parking standards with exceptions;
Option 2 - Flexible maximum parking; and
Option 3 - Strict maximum parking.
3. **Agree** that Option 2 of Flexible maximum parking standards be identified as the Council's preferred option, which is consistent with the consultants' strategic advice and on which approach the draft Town Centre Parking Management Plans have been prepared.
4. **Agree** to the process of engagement with stakeholders and the public in developing the Waitakere City Parking Plan and the Henderson, Massey North-Westgate and New Lynn Town Centre Parking Management Plans as outlined in this report.

BACKGROUND

1. Traditionally parking policy is contained in the Waitakere District Plan (District Plan) and has been based on the philosophy of “predict and provide” at 85% of peak parking demand. That approach has aimed to accommodate parking on site, without regard to the availability of other travel choices, the impacts on development or the ability to share parking.
2. Currently plans are being developed to enable the Council to use parking as a means of working towards achieving the following strategic outcomes:
 - **High density mixed use town centres and growth corridors** (with priority to town centre development in the first instance);
 - **Improved conditions for new development**, doing business and living in town centres and growth corridors;
 - **Increasing the proportion of trips by** walking, cycling, passenger transport and ride sharing within Waitakere to deliver on Council, regional and national goals for a sustainable transport system; and
 - **Positive social outcomes** resulting from parking management and regulation.
3. The Waitakere City Transport Strategy 2006 – 2016 (WCTS) identifies the following high level parking policy outcomes:
 - Limit supply through changes to the District Plan;
 - Manage on street parking;
 - Extend charging for off street parking; and
 - Provision of park and ride facilities near to selected rail, bus and ferry stations.
4. A suggested parking planning and policy framework for territorial authorities is contained in the draft Auckland Regional Parking Strategy (draft ARPS). The draft ARPS outlines policies to be developed by territorial authorities within this framework:
 - Link District Plan parking standards to public transport accessibility;
 - Give priority to short stay parking;
 - Support land use intensification;
 - Reduce parking provision in high density residential development;
 - Control public long stay/commuter parking provision in parking buildings and lots;
 - Prepare comprehensive parking management plans for centres;
 - Prepare a Regional Plan for implementation of park and ride facilities;
 - Provide public parking facilities that encourage alternatives to the single occupant car; and
 - Communicate the need for change.
5. As a step towards developing the policies and plans outlined in the WCTS and draft ARPS, the Council has commissioned two consultant’s studies:
 - **Waitakere Strategic Parking Advice** - provided by McCormick Rankin Cagney in association with Todd Litman of the Victoria Transport Policy Institute; and

- **Waitakere Parking Study** - provided by the ARRB Group of Perth in association with Transport Planning Solutions of Auckland. Draft Town Centre Parking Management Plans for Westgate - Massey North, Henderson and New Lynn have also been developed as part of this study.

A171-A184 6. The executive summaries of these study reports are attached at pages A171 to A184. (The three town centre PMPs have a common vision statement in place of an executive summary, so one example, from the Henderson PMP is included). From these consultants' reports, it is proposed to produce a Waitakere City Parking Plan and finalise the initial three PMPs. Other PMPs will be prepared at a later date.

DECISION MAKING

7. There is currently a mixed regulatory approach across Waitakere. As a result of recent plan changes, there are parking maximums in Massey North and Hobsonville Airbase and there is now no requirement to provide parking on town centre commercial sites of less than 1,000 square metres in New Lynn. Exceptions to the parking minimum rules, such as for the Council office building in Henderson, have also been permitted through a robust process of notified hearings. However, there are issues with the management of spill-over effects.
8. Parking surveys undertaken by the Sinclair Knight Mertz consultancy group, in 2007 and 2008, in the New Lynn and Henderson Town Centres found that available parking was consistently less than that required by the District Plan. Furthermore, with some exceptions, this parking was not fully occupied, indicating an oversupply of parking. The implication of these findings is that the current requirements of the District Plan are greater than required in practice lead to an oversupply of parking and to an inefficient use of land within town centres and corridors.
9. Intensification of development around public transport nodes is required to provide residential and employment growth. Rail services to New Lynn and Henderson have doubled since the District Plan was notified in 2003 and is set to increase by a further 75% by 2010. Bus services are expected to increase significantly and better serve town centres and growth corridors. Town centre development is expected over the next 10 years which will take advantage of these improvements in public transport.

Issues

10. In order for Waitakere to fully accommodate growth in identified growth centres and growth corridors, factors limiting, or potentially limiting, the intensification of development within town centres and corridors need to be addressed. Balanced against this are businesses' desire for available parking and widely held views by Waitakere ratepayers that free parking should be available close to where they wish to work, shop, and carry out activities, as an entitlement. However, experiences with the introduction of at grade parking in Henderson, show that these reservations amount to resistance to change and can be overcome.

Regulatory Approach

11. The traditional requirement for minimum parking on site has contributed to retail and car based businesses in town centres and corridors. However, the Council's minimum parking rules have been an impediment for developers in relation to high density developments or smaller developments where compliance with minimum parking requirements on site is onerous. If developers comply with the minimum parking requirements, then part of their site is unavailable for development. If developers wish to provide less than minimum parking requirements, then this will trigger a requirement that the consent application is notified and they need to demonstrate that acceptable impacts arise out of providing less parking than required under the District Plan and its Code of Practice, parking and Driveway Guideline (Guideline). In most cases this requirement can deter intensive development because applicants for resource consent will choose to comply with the minimum parking requirements. Options which will reduce the current parking requirements will necessitate changes to the District Plan.

12. The issues identified below relate to achievement of the Council's eco city vision for town centres and growth corridors:
 - The existing regulatory approach to parking is hindering the key strategic goal of achieving high density mixed use developments in town centres and growth corridors;
 - These high density targets will be difficult to meet if the requirement to provide minimum parking on site continues, as the minimum parking standards stipulate the required number of parking spaces for commercial and industrial developments as a ratio of the floor area of the development;
 - The existing regulatory approach restricts sharing of parking and doesn't optimise the use of the car parks that are available;
 - At grade car parks on each site are not an efficient use of land;
 - The Council has not created the market conditions for the private sector to provide car park buildings which can charge for the use of parking. Accordingly, the Council is regarded as the provider of car parks if there is a parking shortage;
 - The existing regulatory approach provides an obstacle to developers who wish to provide fewer car parks than the minimum. This could be an impediment to affordable housing in town centres;
 - There is a risk of "business transference" if parking is restricted in town centres and if businesses wish to provide more parking than regulations permit;
 - Where parking shortages arise the Council is required to manage the spill-over effects on neighbouring areas;
 - The provision of clearways and cycleways on the road network may result in loss of car park spaces;
 - An available supply of free parking in town centres does not support the New Zealand Transport Strategy targets for a significantly greater use of more sustainable modes of travel; and
 - The draft ARPS encourages all territorial authorities within the Auckland region to amend their respective district plans so as to restrict the supply of parking, engage in parking management and to charge for parking in order to meet the strategic land use and transport objectives of the region.

13. The most fundamental determinant of parking provision in any territorial authority is the district plan requirement in respect of parking provision for new developments. A change to the regulatory approach would therefore be a major driver in any new strategic approach to parking. In this context it is also necessary to control provision of new car park buildings. In the Auckland Central Business District, parking maximums were not accompanied by such controls, and there has been a shift in parking provision from individual development sites to parking buildings.
14. There is evidence from parking surveys which indicates that there is currently an oversupply of parking in Henderson and New Lynn. Notwithstanding such statistical evidence, there is anecdotal evidence parking is not always readily accessible to those who require it, necessitating protracted searches for available parking. Therefore, there is a very real need to manage parking in order to more effectively utilise currently available parking.
15. A limited supply of parking will be required in order to encourage changes in travel modes. To achieve meaningful mode shifts it is necessary to also improve public transport and facilities for walking and cycling.

Parking Management

16. The principle of parking management is to find ways to make efficient use of the car parks that are available both on and off street. A change in the regulatory approach would require parking management techniques and implementation of parking management plans and improvements in pedestrian and cycle facilities and public transport.
17. Parking management techniques include:
 - Shared parking;
 - Regulating parking use;
 - Remote parking and park n' ride;
 - Improved user information and marketing;
 - Smart growth and location efficient development;
 - Improved walkability;
 - Transportation Management Associations;
 - Increased capacity of existing parking facilities;
 - Implementing travel demand management programmes;
 - Paid parking;
 - Commuter financial incentives;
 - Unbundling parking;
 - Provision of bicycle parking;
 - Develop overflow parking plans;
 - Address spill-over problems; and
 - Parking facility design.

Paid Parking

18. Paid parking is an effective measure to encourage mode shift, to replace long stay parking and to manage available parking. Introduction of paid parking where there is currently no charge, is however, inherently sensitive.

19. Currently the trend towards in the Auckland region is towards paid parking in town centres for example in the Auckland Central Business District, Newmarket and Takapuna town centres and Manukau City Centre.
20. Paid parking is a key issue in any parking plan. A key issue for consultation is likely to be whether or not to have paid parking, the amount of the charge and the timing for introduction of paid parking.

Parking Buildings

21. A change to the regulatory approach would therefore be a major driver in any new strategic approach to parking. In this context it is also necessary to consider provision of new car park buildings. This has significant implications in terms of cost (both of the parking building and of parking), use of land in town centres and choice of mode of travel.

Options Identified

Regulatory Approach

22. Three regulatory approaches to parking provision have been identified as a means of better delivering on the Council's strategic outcomes:

Option 1 – Minimum parking standards with exceptions: under this approach, minimum parking requirements would remain but greater flexibility could be provided to allow less than the prescribed minimum.

Option 2 – Flexible maximum parking approach: under this approach the Council could exercise discretion to allow parking above the prescribed maximum.

Option 3 – Strict maximum parking approach: under this approach no flexibility will be allowed for developments which require more car parks than the prescribed maximum.

23. Other regulatory approaches have been identified but are not proposed for consideration by the Committee because of inconsistency with the Council's strategic outcomes and the draft ARPS. They include the status quo minimum parking approach, no minimum or maximum rules, and a parking ceiling for a town centre.

Option 1 - Minimum parking standards with exceptions

24. This is essentially retention of the existing parking minimum requirements of the District Plan accompanied by amendments to District Plan rules and the Guideline to make it more flexible for the Council to allow less parking than the prescribed minimum. Currently, with the exception of small commercial sites in New Lynn, Massey North and Hobsonville Airbase, the District Plan rules and the Guideline require parking on site to minimise impacts on surrounding streets and to provide for vehicle use at peak times.
25. This approach would:
 - Support low to medium density developments in town centres and growth corridors, because this is the traditional approach taken by developers in suburban centres;
 - Allow developments with less parking on site in limited situations;
 - Probably result in a continued oversupply of parking in town centres and growth corridors;

- Defer the need for paid parking on street in town centres and growth corridors; and
 - Defer the take-up of sustainable modes of travel in town centres and growth corridors.
26. This approach would rely on applicants voluntarily requesting the Council to approve fewer car parks than the number required by the rules. The Council could impose conditions on the consent such as a workplace travel plan. This approach is unlikely to address the issues of providing a planning regulatory environment supportive of intensification. However, it could be an interim measure until the District Plan rules and the Guideline are changed under the other options. This would assist applicants who wish to provide less than the minimum number of car parks in a town centre or growth corridor.
27. Adjustments to the Guideline, without adjusting the District Plan and without contradicting or undermining the current District Plan, are likely to be limited. Any such changes to the Code of Practice which go further than this are open to being challenged as inconsistent with the prevailing District Plan.

Option 2 - Introduce Parking Maximums, with a flexible approach to exceptions

28. Parking maximums will be set at a similar level to the current minimum standards, with a site cap on parking provision. A flexible approach to granting an exception for parking above the cap would be available where it is justified and supports the town centre goals. This is the approach favoured in both the Waitakere Strategic Parking Advice and the Waitakere Parking Study reports. This approach would send a clear message that applicants need to assess the level of parking they require and if it is above the maximum, then they need to justify that to the Council. This would apply only in town centres and growth corridors where high levels of public transport provide an alternative form of travel. At the same time it makes it clear that there should be flexibility in respect of those developments that of necessity require parking in excess of the maximum. Examples are supermarkets, malls and bulk retail stores. It is envisaged that the process in these instances would be less onerous than that currently required to provide parking below the minimum, with clear guidelines setting out the circumstances in which the Council would allow an exception.
29. Parking buildings will by their very nature exceed the maximum provisions and PMPs need to provide guidance on the circumstances in which these are provided as well as such matters as the number of car parks, location, quality, and other factors.
30. This approach would:
- Support high density mixed use developments in town centres and growth corridors because it would be possible to provide less parking;
 - Support affordable housing as a component of intensive residential developments;
 - Probably result in a shortfall between the supply and demand for parking in town centres and growth corridors;
 - Probably require to be managed by paid parking both on street and off street;
 - Support a shift to more sustainable modes of travel to and from town centres and growth corridors.

Option 3 - Strict maximum parking approach

31. Parking maximum standards would be set at levels which over time would reduce the number of car parks which could be provided on site. No exceptions would be provided under this approach. This is the approach favoured by the Auckland Regional Council in the draft ARPS (with the added complication that the parking maximums be indexed to availability of public transport over time, on a sliding scale).
32. Lack of flexibility brings with it the risk that some car based development may be discouraged in the town centres and growth corridors. There is increased risk that proposed changes to the District Plan could be challenged through legal proceedings.
33. This approach would:
 - Support, in the long term, high density mixed use developments in town centres and growth corridors which provide less parking;
 - Support affordable housing as a component of intensive residential developments;
 - Probably result in a shortfall between the supply and demand for parking in town centres and growth corridors;
 - Probably need to be managed by paid parking on street and off street; and
 - Support a shift to more sustainable modes of travel to and from town centres and growth corridors.

Quadruple Bottom Line Comparative Assessment of Options

34. The table below shows a quadruple bottom line assessment of the three options:

		Social	Economic	Environment	Cultural
Option 1	Disadvantages	Less likely to have affordable housing in town centres.	Less agglomeration benefits in town centres. Provision of car park buildings to meet parking shortfalls less likely	Low densities in town centres creates pressure for sprawl	Fewer opportunities to live in or enliven town centres
	Advantages	Available parking and car based access	Ability to have car based activities in town centres	Encourages car based development	Less changes to current status quo
Option 2	Disadvantages	Likely to result in parking supply not meeting demand for car parks in town centres. May be a push towards accessing town centres by walking cycling and public transport.	Some car based business may locate outside town centres. Car based activities wishing to locate in a town centre would need to justify car parks beyond the maximum.		Clearer contrast between town centres and suburbs.

		Social	Economic	Environment	Cultural
		Likely to create spill over problems in surrounding residential areas that need to be managed			
	Advantages	Increased densities likely to support higher levels of public transport in town centres. Greater mix of people in town centre.	Easier to provide high density development in town centres. Agglomeration benefits from more people living and working in town centres.	Higher density in town centres reduces pressure to sprawl. Increased use of public transport, walking and cycling to access town centres.	Greater opportunities for cultural activities in town centres, with higher numbers of people living and working therein. A mix of affordable and higher value residential development.
Option 3	Disadvantages	Very likely to result in parking supply not meeting demand for car parks in town centres. Will be a strong push towards accessing town centres by walking cycling and public transport. Very likely to create spill over problems in surrounding residential areas that need to be managed	Car based business will locate outside town centres. Car based activities wishing to locate in a town centre would not be accommodated .		Clearer contrast between town centres and suburbs.
	Advantages	Increased densities likely to support higher levels of public transport in town centres. Greater mix of people in town centre.	Easier to provide high density development in town centres. Agglomeration benefits from more people living and working in town centres.	Higher density in town centres reduces pressure to sprawl. Increased use of public transport, walking and cycling to access town centres.	Greater opportunities for cultural activities in town centres, with higher numbers of people living and working therein. A mix of affordable and higher value residential development.

Note: Paid parking is likely to be introduced with all three options, but is most likely with option 3 and least likely with option 1.

Draft Town Centre Parking Management Plans

35. Draft town centre PMPs have been prepared for Henderson, New Lynn and Westgate-Massey North town centres. Feedback on these has been obtained from the Henderson, New Lynn and Massey Community Boards respectively. Informal stakeholder consultation, followed by formal public consultation will be conducted concurrently with that for the Waitakere Parking Plan. The current draft PMPs are based on Option 2 and will need to be re-written if another option is selected.

Paid Parking

36. The first issue to address will be whether to charge for Council owned public parking areas in town centres and growth corridors. This has already been implemented in Henderson town centre, where outcomes include:
- Better security for cars and people;
 - Cost recovery - user charges paid for the upgrade within 2 years and cover the costs of ongoing maintenance and depreciation and return on land;
 - User pays;
 - Council no longer subsidises free parking;
 - Encourages mode shift to public transport, walking and cycling; and
 - Need to manage spill-over effects on surrounding streets.
37. The next stage of paid car parking is to consider this in relation to on street car parks. This would provide market conditions for people to make choice about using public transport and active modes or driving a car. Paid on street parking will also provide market conditions for investment in car park buildings and an appropriate number of on-site car parks. Other impacts will include:
- Encouraging compliance with time limit restrictions;
 - More likely to be used by those who can afford parking cost and are likely to spend more at retail outlets;
 - Less likely to be used by those who cannot afford the cost and are likely to spend less at retail outlets;
 - Generating revenue which can be reinvested in the town centre / growth corridor; and
 - The need to manage spillover effects on the fringes of the town centre / growth corridor.
38. All three options for a change in regulatory approach are expected to result in better use of available car parks and putting pressure on available car parks. The consultants advise that the Council should consider introducing paid parking when occupancy levels of on street car parks reaches 85%. At that level, it is difficult to find a car park space and issues arise with parking beyond the restricted time period.
39. However, because of the inherent sensitivity of paid parking, further factors, in addition to the 85% occupancy levels, need to be considered when determining the timing of proposed on street paid parking. These should include:
- The timing of the introduction of further improvements to public transport, including the bus service review, integrated ticketing and rail electrification;
 - The anticipated impact on business;

- The social impacts on residents visiting town centres;
- The completion of infrastructural projects, such as town centre upgrades and the New Lynn Transit Oriented Development.; and
- Competitive advantage with other centres both within Waitakere and within the Auckland Region.

Parking Buildings

40. It is important that the Council's role in respect to parking buildings is clearly defined. If it is the default provider, this should be in the context of limiting parking supply, rather than maximising revenue. The Council's role would depend on the regulatory approach adopted and the extent to which the private sector would be involved.

Consideration of Community Views

- A185-A188* 41. Community views will be canvassed through informal stakeholder consultation as well as formal public consultation. The views of the Henderson, New Lynn and Massey Community Boards have been canvassed at workshops to discuss the Henderson, New Lynn and Massey North-Westgate PMPs. The workshop with the Massey Community Board was on Wednesday, 3 September 2008; the workshop with Henderson Community Board was held on Thursday 4 September 2008 and the workshop with New Lynn Community Board was held on Friday, 5 September 2008. Notes of these workshops are attached at pages A185 to A188.

Preferred Option

- A189-A190* 42. At a workshop for Councillors, held on Wednesday, 3 September 2008, there was some support for Option 2 – Flexible maximum parking as a preferred option. The notes of this workshop are attached at pages A189 to A190. At their workshops the Community Board Members were more reserved on this issue, at their 3, 4 and 5 September workshops, and at the 3 September 2008 Massey Community Board workshop particular concerns were raised regarding this approach, although parking maximums already apply to the Massey North area within the proposed Massey North - Westgate Town Centre.
43. Option 2, Flexible maximum parking is recommended as the preferred option as it will encourage intensive development within the town centre and corridors, by reducing the amount of land reserved for parking, while allowing sufficient flexibility not to discourage certain parking intensive developments such as Malls and Supermarkets. Option 1 - Minimum parking standards will continue to encourage low intensity developments. Option 3 - Strict Maximum Parking will not allow flexibility in respect of certain developments.
44. At the Councillors' workshop, held on September 3 2008, there was also support in principle for the introduction of paid on street parking, but concerns were raised over the timing. Again the Community Board Members were more reserved on this issue, at their respective workshops. At the 4 September 2008 workshop with Henderson Community Board Members raised particular concerns with the possible detrimental effects of paid parking on Henderson Town Centre businesses.

STRATEGIC CONTEXT

45. There are a number of strategic platforms that are affected by parking, including the following:

Integrated Transport and Communication: *Te Whakaurunga Waka Te Whakawhiti korero*

Parking directly affects access by motor vehicle and also the level of traffic attracted to a centre.

Strong innovative economy, *He tupuranga kaha ihi wana*

Parking is a critical factor for movement of goods, delivery of services and business travel in Waitakere and across the region. Parking is also a critical factor in terms of the cost and location of development.

Strong Communities, *He iwi kaha*

Parking affects access by motor vehicles and also other modes. Parking has an impact on affordable housing, the intensification that can be achieved in town centres and growth corridors, and the safety and amenity at these places.

Urban and rural villages, *Nga kainga taone, tuawhenua*

Parking has a key role in the delivery of the vision for thriving, people oriented town centres.

Sustainable energy and clean air, *He kaha motuhake. He hau ora pai*

Parking has an important impact on traffic levels and associated fuel use and emissions. The effects vary depending on the level of traffic that arises from an expansionary or travel demand management approach adopted in the Auckland region.

CONSULTATION

46. Council staff input has been obtained in relation to key issues such as parking maximums over a number of years. The consultants engaged to assist in the development of the Waitakere City Parking Plan have obtained input from staff across the council. The key concerns raised by staff are about business transference away from the town centres and growth corridors, the resources of the Council to actively manage parking in town centres and growth corridors, and the public acceptance of changes, particularly paid parking.

RESOURCES

47. Adequate resources have been provided in the Annual Plan 2008-2009 to undertake the necessary consultation on the proposed Waitakere City Parking Plan and related town centre PMPs.
48. Resources to implement the Waitakere City Parking Plan would need to be considered as part of the Council's consideration of the Long Term Council Community 2009-2019 Plan as there will be significant resource and budget implications associated with the measures which the Waitakere City Parking Plan is likely to introduce.

Consultation process

49. It is proposed that the process for consultation be based on a first stage with options and a second stage with a draft Waitakere Parking Plan and draft town centre PMPs. The Local Government Act 2002 only provides for one proposal to be considered during formal consultation. Accordingly Waitakere has developed the practice of, where appropriate, undertaking a two stage consultation process, putting forward a number of options for informal consultation, prior to formal consultation.
- A191 50. A tentative timeline for the development of the Waitakere and associated town centre PMPs is attached at page A191. Informal stakeholder consultation is envisaged, followed by formal public consultation.

Implementation of the Waitakere City parking Plan

51. Measures to implement the Waitakere City Parking Plan will need to be considered as part of the Council's consideration of the Long Term Council Community Plan 2009-2019.

Report prepared by: Charlie Inggs, Strategic Advisor Transport.



10 URBAN REGENERATION FRAMEWORK FOR THE NEW LYNN TOWN CENTRE

GLOSSARY

Transit Oriented Development	(TOD)
Local Government (Auckland) Amendment Act 2004	(LGAAA)
New Lynn Urban Regeneration Framework	(the Framework)
Auckland Regional Policy Statement	(ARPS)

EXECUTIVE SUMMARY

The purpose of the report is to update the Committee on the Urban Regeneration Framework for the New Lynn Town Centre (the Framework). This document sets out a framework for the urban regeneration of New Lynn and provides an integrated approach to dealing with the complex land use and transport issues that are integral to the redevelopment of the town centre.

Since the document was adopted by Council as a draft for discussion in May 2008, Council officers have engaged with key stakeholders in the New Lynn Town Centre to present the framework and to provide an opportunity for feedback to be received. To date the responses have been mostly positive and have formed the basis for ongoing discussions between the Council and stakeholders.

A comprehensive review of the Council approved concept for the New Lynn Transit Oriented Development Project (TOD) has been undertaken and has established that the Council approved concept continues to meet all project objectives. The Urban Regeneration Framework has been updated to reflect the current approved option.

The framework document sets out the basis for the next phase of design work in the Town Centre. This report seeks that the Council's adopts the Framework as a final document.

RECOMMENDATIONS

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

1. **Receive** the Urban Regeneration Framework for the New Lynn Town Centre.
2. **Approve** the Urban Regeneration Framework for the New Lynn Town Centre.

BACKGROUND

1. New Lynn is one of Waitakere's 3 main town centres. It is identified in the Auckland Regional Growth Strategy as a sub-regional centre with the role of accommodating a significant portion of the City's population, business and employment growth over the next 50 years. In regional terms, New Lynn provides one of the best opportunities to develop a mixed use transit oriented town centre, as required by the Auckland Regional Growth Strategy, Local Government (Auckland) Amendment Act 2004 (LGAAA) and the Regional Policy Statement (ARPS).

Plan Change 17

2. In response to the LGAAA the Council initiated a comprehensive 'Growth and Transportation Integration' Programme. The programme has a number of elements, and with regard to New Lynn in particular it signalled the Council's intention to develop a plan change to the Waitakere City District Plan in order to:
 - Manage and direct urban growth into the town centre in an integrated manner;
 - Facilitate intensification in the town centre by addressing concerns around urban design outcomes;
 - Address specific issues of reverse sensitivity, urban amenity and management of the redevelopment of the New Lynn Town Centre through a specific policies, rules and assessment criteria;
 - Ensure district plan objectives, policies and rules supports and better integrate intensified land use to support viable public transport and investment in transport infrastructure; and
 - Introduce a New Lynn Urban Concept Plan, to give a clear vision for the town centre and direct future development to ensure that it provides a high quality urban design response that is integrated and in the form of compact development that contributes to the overall function of the town centre.
3. The Council's approach to planning for the future development of the New Lynn Town Centre has been to manage and provide for further intensification in and around New Lynn while encouraging a higher standard of development within the Town Centre. This is to support the community well being and provide for economic growth and by giving effect to both the ARPS and the LGAAA (giving effect to the ARPS is also a requirement of the Resource Management Amendment Act 2005).
4. The approach has been underpinned by specific consideration of schedule 5 of the LGAAA. In particular, Council has considered the following principles of the LGAAA in its planning of the New Lynn Town Centre:
 - Urban Form: Creating an urban form that ensures transport and land use patterns are aligned to achieve sustainability, efficiency and liveability in Waitakere City;
 - Transport: Facilitating integrated transport management;

- Environmental: reducing adverse effects of transport on air, water, quality, heritage protection and reducing community disruption; and
- Intensification: supporting sustainable urban form and sustainable land use intensification.

New Lynn Transit Oriented Development Project

5. In December 2006 Central Government announced the allocation of \$120 million for the trenching of the railway line that runs through the centre of New Lynn. Over the last 18 months Council have been working closely with Ontrack and the Auckland Regional Transport Authority to develop the design and form of the transport interchange. Construction is now underway and the trench works are due to be completed by mid 2010.
6. The investment in the TOD project and changes to the regulatory framework for New Lynn provides an opportunity to develop a transformational urban renewal framework for the New Lynn Town Centre to guide its transition from the centres history as an industrial and suburban centre to a post industrial economic hub. The New Lynn Town Centre needs a focused development framework which can draw on the 15 years of consistent strategic thinking which has taken place in New Lynn and provide guidance as to how the Council could achieve the necessary growth that is required to support the TOD while retaining the areas essential character and addressing the transport and land use needs of the centre.

New Lynn Urban Regeneration Framework

7. In December 2007, Common Ground Urban Design Consultants were engaged to develop a preliminary master plan for the development of the New Lynn Town Centre. The purpose of this work was to document how land use in New Lynn might respond to the District Plan changes and transit oriented developments taking place in the Town Centre. This work was intended to form the basis for the next phase of town centre redevelopment and to understand more clearly how the District Plan provisions might facilitate development options and how this will respond and relate to the proposed transit oriented development.
8. Council officers worked with Common Ground over a 3 month period to work through the development of the framework. Council Officers supplied context and background information on previous work that has taken place in New Lynn and information on the local businesses and stakeholders. The Framework has therefore been informed by the last 15 years of consistent strategic thinking for New Lynn and collates all strategic visioning into one document.
- A192-A246 9. The Framework was completed in April 2008 and then presented to the Policy and Strategy Committee in May 2008 as a draft document for discussion, as attached at pages A192-A246. The Policy and Strategy Committee resolved:
 1. **Receive** 'An Urban Regeneration Strategy and Concept Plan for New Lynn's Town Centre: Draft for Discussion' document as tabled at the meeting of the Policy and Strategy Committee held on Thursday, 8 May 2008.
 2. **Approve** 'An Urban Regeneration Strategy and Concept Plan for New Lynn's Town Centre: Draft for Discussion' as the discussion document to progress the wider vision for the New Lynn Town Centre which will:

- *Include meetings and discussions with all key New Lynn stakeholders;*
 - *The ongoing development of further concept and design details for individual precincts;*
 - *A report back to Council of progress and any key decisions that are required.*
3. *Note that the resolution of Council, passed at its meeting on 10 October 2007 (3621/2007), is the agreed position of the Council for all funding and consent applications in respect of the New Lynn Bus and Rail Interchange.*

745/2008

DECISION MAKING

10. Using the urban design principles of connectivity, sustainability, concentration and vitality the Framework plan highlighted seven projects comprising strategic sites of change in New Lynn which when redeveloped would collectively deliver on the vision for the redevelopment of the Town Centre.
11. **Merchants Quarter** - is the character area in New Lynn and should be redeveloped to reflect its history as a trade and retail area. It is proposed to comprise a network of pedestrian priority lanes and courtyards supporting a mix in uses and activities.
12. **Transit Centre** - the investment of the under-grounding of the rail lines provides an opportunity to integrate the rail and bus into a safe and efficient public transit centre, overlooked by constant activity of pedestrians and surrounding developments.
13. **Axis Retail Quarter** - the privately owned Lynn Mall site has the potential to be transformed over time into an efficiently designed and appropriately scaled retail development comprising a mix of retail, residential, commercial parking and public open space land uses.
14. **Main Street Quarter** - Great North Road and Clark Street are characterised as main streets and form the central axis through a mixed-use retail and business and residential town centre core that supports the transit centre. These streets have unique characteristics and streetscapes that need to be defined and enhanced.
15. **Crown Lynn Residential Quarter** - (Claypitts Living 6 Area) provides the opportunity to create a sustainable residential neighbourhood within walking distance to a new transit centre and mixed-use town centre. This area requires significant density intensification to support the TOD.
16. **Rewarewa Residential Area** - the currently suburban neighbourhood is identified in the district plan for future residential growth in low rise apartments.
17. **Portage Business Quarter** - business and light industrial fringe surrounds the town centre.
18. These projects areas as urban interventions are distinct and can be implemented independently through the development of very clear concepts and plans. Under the development detailed master plans for each quarter or precinct can deliver on the Council's and the Regions vision for New Lynn by guiding the creation of a vibrant, viable and creative Town Centre.

Prioritisation of Projects

19. In addition to providing an outline for the future work programme for the whole Town Centre the Framework suggests where the Council can focus its attentions in the short term redevelopment of New Lynn. It is considered important for the Council to drive the key urban intervention that will transform the image of the Town Centre. This can be done in the Merchants Quarter where Council is already a significant land owner and the area which has historically operated as the 'heart' of the centre.
20. The Framework highlights that key to the transformation of the Town Centre is the re-branding of New Lynn. It is considered that this re-branding can be initiated by the application of quality urban design and by developing a good public realm. The development of the Merchants Quarter can make a direct impact on the form and amenity of this area and will therefore send appropriate signals to the private sector as to the scale and amenity that should be provided in New Lynn. In addition the redevelopment of the Merchants Quarter provides an opportunity to provide a point of difference within the centre and to tailor any redevelopment to the needs of the community and/ or reflect the changing population demographics, within the centre.

Issues

Transport Interchange

21. At the time that the Framework was produced the Council were still reviewing what the optimum land use surrounding the transit interchange would be. At that point in time the location of the platforms and the station entrance and exit points had not been finalised and there were still several variables influencing the final location. The development of the Framework provided an opportunity for Council officers to undertake a review of the Council approved design to ensure that the objectives of the TOD were still being achieved. The Council approved design of the TOD was subject to an internal review by Council officers and was reassessed from the perspective of public transport benefits, economic benefits, urban design/ town centre benefits and traffic and transport. After a comprehensive internal process it was reconfirmed that the current design as approved by Council on October 2007 was met all those objectives of the TOD and would contribute positively to the redevelopment of the Town Centre.

Document Changes

22. Since May 2008 the Framework has therefore been updated to reflect the approved transit interchange design. The updated concept for the TOD predominantly resulted in required changes to the various images to reflect the approved roading layout, location of buses and railway station entrance and exit points. The overall principles and implications for the Framework has not altered from that outlined in the Council approved draft for discussion.

STRATEGIC CONTEXT

23. New Lynn Town Centre is considered a high priority redevelopment area within the Auckland Regional Growth Strategy as a key growth node and transport centre. Facilitating an integrated transport and land use development plan that will assist a shift from current low-density development towards suitable intensification and mixed use will attract quality amenity, businesses and employment to the centre. This will place New Lynn Town Centre in the right position to capitalise on future western line transport and technology improvements for further growth.

24. Within Waitakere, the New Lynn Town Centre regeneration project will benefit many of the City's nine Strategic Platforms, notably "Urban and Rural Villages", "Integrated Transport and Communication", "Strong Innovative Economy", and "Strong Communities".

CONSULTATION

25. Since May 2008 consultation has been undertaken with the key internal departments within Council including Parks, Transport Assets, Resource Management and Consents Services. These teams were provided with the opportunity to comment on the Framework and to discuss the implication of the framework on their future work programmes.
26. Consultation was also undertaken with key stakeholders in New Lynn. Stakeholders were presented with the framework and had an opportunity to provide feedback to Council officers. To date, feedback has been relatively positive where all stakeholders acknowledged that the Framework is based on that same consistent strategic thinking which has informed the last 15 years of Council planning for New Lynn. Most importantly all stakeholders are supportive of the proposed process forward and have indicated a commitment to work closely with the Council in the development of the proposed precinct plans. Several stakeholders have already begun to base their own master planning on the principles of the Framework document

RESOURCES

27. Funding for the next phase of Town Centre design work has been allocated in the LTCCP budget of the New Lynn Integrated Project.

IMPLEMENTATION ISSUES

Next Steps

28. Once the Framework is adopted by Council a work programme will progress the next phase of planning work in the Town Centre. The first stage of work will be to develop the overarching design principals for New Lynn which will inform the development of each of the individual precincts.
29. It is considered likely that in parallel to this process some precincts may advance in their planning more quickly than others. The Merchants Quarter, due to its proximity to the transit interchange and joint venture opportunities, is anticipated to progress in its detailed planning over the next 12 months.
30. In addition the Crown Lynn Residential Quarter (Claypitts) is likely to progress over the next 12 months as the planning for this precinct is partly implicated in the short term by the LGAAA appeal resolution process.
31. As precinct plans advance additional reports will need to be brought to the Committee seeking approval for a proposed planning process, stakeholder engagement and the consultation programmes required

Report prepared by: Caisey Marter, Strategic Advisor Urban Design and Development.



11 PROPOSED LOCAL AREA PLANS - UPDATES

Provision is made in the agenda for a 30-minute update from Council officers on the Proposed Local Area Plans - Updates.



12 ROYAL COMMISSION - ISSUES AND UPDATES

Provision is made in the agenda for a 30-minute update from Council officers on the Royal Commission of Inquiry into Auckland Governance.



PUBLIC EXCLUDED MATTER

13 NEW LYNN TOWN CENTRE: MERCHANT QUARTER DEVELOPMENT

This item will be considered in the Confidential Supplement of the agenda, and has been circulated to members separately with this agenda.

PROCEDURAL MOTION TO EXCLUDE THE PUBLIC

That the public be excluded from the following part of the proceedings of this meeting, namely New Lynn Town Centre: Merchant Quarter Development.

The general subject of the matter to be considered while the public is excluded, the reason for passing this resolution in relation of the matter, and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of the matter to be considered.	Reason for passing this resolution in relation to the matter	Ground(s) under Section 48(1)(a) for the passing of this resolution.
New Lynn Town Centre: Merchant Quarter Development.	The withholding of information is necessary in order to: <ul style="list-style-type: none">enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	That the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist.

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 7(2)(i) of that Act which would be prejudiced by the holding of the relevant part of the proceedings of the meeting in public as follows:

- This report contain information which if released could affect Council's negotiations.*

