

**AGENDA FOR A MEETING OF THE CITY DEVELOPMENT COMMITTEE TO BE HELD
IN THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN, WAITAKERE CITY,
ON THURSDAY, 2 JUNE 2005, 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 Chairperson 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 CONFIRMATION OF MINUTES

Meeting Minutes - Thursday, 5 May 2005

RECOMMENDATION

That the minutes of the Meeting of the City Development Committee held on Thursday, 5 May 2005, as circulated, be taken as read and now be confirmed.



4

PRESENTATIONS

A INJURY PICTURE IN WEST AUCKLAND - ACCIDENT COMPENSATION CORPORATION

Accident Compensation Corporation will make a presentation on the injury picture in West Auckland, and opportunities for closer partnership between Accident Compensation Corporation and Waitakere City Council.

B NEW ZEALAND TRADE AND ENTERPRISE

New Zealand Trade and Enterprise will make a presentation on the organisation's strategic direction and services delivered in the Auckland region.

C THE WAITEMATA DISTRICT HEALTH BOARD - HEALTH NEEDS ASSESSMENT AND JOINT PLANNING

Waitemata District Health Board will make a presentation on the strategic priority areas in the health sector. This information will contribute to the Community Outcomes process associated with the Long Term Council Community Plan.



5 NEW ZEALAND TRADE AND ENTERPRISE

PURPOSE OF THE REPORT

The purpose of this report is to provide further information on the presentation from the New Zealand Trade and Enterprise to the City Development Committee.

BACKGROUND

New Zealand Trade and Enterprise is a crown entity formed on 1 July 2003 as a result of the Government merging the services of Trade New Zealand (Government's trade promotion agency) and Industry New Zealand (Government's economic development agency). The aim of the merger was to create a single organisation to deliver seamless, flexible and responsive service to businesses throughout their life cycle, from start-ups to internationally competitive companies.

STRATEGIC CONTEXT

New Zealand Trade and Enterprise is an important regional partner in progressing the Council's economic development objectives. The organisation oversees a range of programmes and associated funding streams for projects that are being delivered through Enterprise Waitakere. It also oversees the Regional Partnership Programme, which is important in the context of the Auckland Regional Economic Development Strategy.

ISSUES

Ms Margaret Farrell, Regional Economic Development Advisor and Mr John Waugh, Auckland Regional Manager will be in attendance, and will address the Committee on the strategic direction of New Zealand Trade and Enterprise, and the services it delivers in the Auckland region.

The role of New Zealand Trade and Enterprise is to support the Government's objective of raising the average income of New Zealanders in line with countries in the top half of the Organisation for Economic Co-operation and Development.

A key focus is to facilitate business capability to help businesses to become internationally competitive in a global market place. New Zealand Trade and Enterprise has an office in Auckland that works with local organisations to promote economic development.

CONCLUSION

New Zealand Trade and Enterprise have asked to present to the Committee on the organisation's strategic direction and services delivered in the Auckland region.

RECOMMENDATION

That the New Zealand Trade and Enterprise report be received.

Report prepared by: Jen Cook, Partnerships and Advocacy Leader: Economic Development.



6 THE WAITEMATA DISTRICT HEALTH BOARD - HEALTH NEEDS ASSESSMENT AND JOINT PLANNING

PURPOSE OF THE REPORT

The purpose of this report is to provide for a presentation on the Health Needs Assessment by staff from the Waitemata District Health Board, to the City Development Committee.

BACKGROUND

The New Zealand Public Health and Disability Act (2000) established 21 District Health Boards responsible for funding and providing health services for the population living in their district. Waitakere City is included in the area covered by the Waitemata District Health Board.

The Health Needs Assessment presented earlier by Board staff forms the basis for service planning and funding of services within the area.

The Waitemata Health Board and the Waitakere City Council share a common mandate to serve the community's interests and enhance their wellbeing.

There has been increasing collaboration between the Waitakere City Council and the Waitemata District Health Board over recent years, particularly through the development of the new Waitakere Hospital and processes associated with the Waitakere Wellbeing Collaboration Project. Over recent months there has been further collaboration involving Rodney District, North Shore City and the Health Board in relation to community planning processes; this has focussed on linkages and areas where the interests of the Board and the three Councils might align.

STRATEGIC CONTEXT

Central to Council's EcoCity vision is the aim of improving the level of wellbeing of residents. Council has taken a facilitative role brokering relationships between service providers and the community and encouraging communities to take greater responsibility for their own wellbeing issues. This role is a key element of Agenda 21 and has been developed through establishing a range of collaborative partnerships with government agencies and community networks.

The Local Government Act (2002) defines a broader purpose for local government as promoting the social, economic, environmental and cultural wellbeing of communities, in the present and the future. In addition, the Long Term Council Community Plan requires council to identify community outcomes and work with other relevant agencies such as the Health Board to address these.

Many of the determinants of health are affected by agencies other than health providers; in particular many of the lifestyle related risk factors require intersectoral responses including council. Many of the activities in this area relate to the 'Strong Communities' strategic platform in the Long Term Council Community Plan 2003/2013.

ISSUES

The Health Needs assessment outlines the key strategic priority areas for the Waitemata District Health Board. The objective of the Health Needs Assessment is to inform both funding decisions and the Board's strategic planning process.

A1-A3

Also attached at pages A1 to A3 is a document entitled "Council Community Outcomes and Long Term Council Community Plans - Areas of Special Interest to Waitemata District Health Board". This document was approved by the Waitemata District Health Board on 27 April 2005 and has been forwarded to the Chief Executives of the three councils in the Board's area as input to each of the community outcomes processes. The document was developed at a Health Board workshop in which staff from each of the councils participated.

The document identifies a number of principles establishing how our respective agencies should work together as well highlighting those issues on which Council and the Health Board need to work together. Among areas of special interest identified for intersectoral/community-based approaches are:

- Healthy Lifestyles
- Children and Young People
- Social Cohesion and Community Development
- Transport
- Housing
- Sharing and Dissemination of Information.

Council plays a key role in relation to each of these areas and has much to gain from continuing to develop responses in collaboration with the Health Board. For example there are opportunities to jointly promote further healthy housing projects in conjunction with housing agencies, particularly for families with children, along the lines of successful initiatives already in place.

RESOURCES

The ongoing work can be addressed through current staff resources within the Strategic Partnerships and Advocacy Section.

CONCLUSION

The Waitemata District Health Board shares a common goal with Council in seeking to improve the wellbeing of the city's residents. There are significant opportunities for both bodies to work together in areas where our respective interests and activities coincide.

RECOMMENDATIONS

1. That the Waitemata District Health Board - Health Needs Assessment and Joint Planning report be received.
2. That the input from Waitemata District Health Board to Council's community planning processes be received.
3. That staff be endorsed in continuing to develop a close working relationship with Waitemata District Health Board as part of Council's engagement and partnering processes and in the development of the Long Term Council Community Plan.

Report prepared by: Tony Rea, Community Partnerships Manager.



7 COUNCIL REPRESENTATION AT THE URBANISM DOWN UNDER CONFERENCE, 18 - 20 AUGUST 2005, WELLINGTON

PURPOSE OF THE REPORT

A4-A6

The purpose of this report is to seek the City Development Committee's approval for four Councillors to attend the Urbanism Down Under Conference from 18 - 20 August 2005 in Wellington, as attached at pages A4 to A6.

BACKGROUND

The quality of the urban environment has been identified as a critical priority for both the Auckland region and for this Council. This conference is a nationally significant event for the urban design profession. It includes keynote presentations from highly respected urban design practitioners and academics, and coincides with several Year of the Built Environment events.

STRATEGIC CONTEXT

The promotion of high quality urban centres is a core platform of Council's Long Term Strategic Plan. The development of a quality public transport system depends on the reshaping where urban growth occurs and greatly improving the quality of urban design at all levels from local to regional. This involves new growth and the redesign of existing areas to enable additional households and economic activity to be accommodated in ways that enhance the places where people live and work.

ISSUES

This report seeks approval for four Councillors to attend the Urbanism Down Under Conference. Representation at the conference will reinforce Council's leadership position in this area, and is an opportunity for Council to continue developing its urban design knowledge and skills.

The Conference is planned to coincide with several national Year of the Built Environment events being held in Wellington. Waitakere City Council is a sponsor of the Year of the Built Environment, so attendance at the Conference will also enable Council to be represented at these events.

RESOURCES

The funding required is for airfares, accommodation and the conference fee. These costs can be met within existing budgets.

CONCLUSION

The City Development Committee is asked to approve resourcing and the attendance of four Councillors at the Urbanism Down Under Conference in Wellington from 18 - 20 August 2005.

RECOMMENDATIONS

1. That the Council Representation at the Urbanism Down Under Conference, 18 - 20 August 2005, Wellington report be received.
2. That the City Development Committee recommend to Council the approval of the attendance (and resourcing) of four Councillors at the Urbanism Down Under Conference in Wellington, 18 - 20 August 2005.

Report prepared by: Megan Howell, Senior Strategic Advisor: Strategy & Development.



8 CORONATION BRIDGE, HENDERSON

PURPOSE OF THE REPORT

The purpose of this report is to seek the City Development Committee's approval to commence the resource consent process to remove the Coronation Bridge located off Great North Road, Henderson.

BACKGROUND

Coronation Bridge is a reinforced concrete bridge that was built in 1911 to replace a wooden bridge over the Opanuku Stream. The bridge is located near the intersection of Great North Road / Henderson Valley Road / Alderman Drive and is only a few metres from the road bridge carrying traffic on Great North Road.

The bridge is part of the Henderson Heritage Trail, which includes landmarks of the historic township of Henderson. For over fifty years this bridge served as a two lane vehicular bridge. Currently it is only used as pedestrian access to the car park near the intersection, and pedestrian access to the western side of Great North Road.

There are no other pedestrian facilities provided to the car park or to the western side of Great North Road. The road bridge on Great North Road does not have pedestrian facilities as it was considered that the Coronation Bridge would continue to provide pedestrian access.

STRATEGIC CONTEXT

Under the Urban and Rural Villages outcomes in Council's Long Term Council Community Plan, Council aims to establish Town Centres that are thriving places, providing exciting options for people to live, work and play. Public facilities, places and spaces teem with people; the streets are alive and busy.

In this context the Coronation Bridge forms part of the walking network that provides a safe, pleasant and direct pedestrian access to facilities.

ISSUES

Recent inspections of the bridge have established that the Coronation Bridge is in danger of collapsing due to undermining of the bridge abutments as a result of stream erosion. There is a risk of immediate failure and this will be exacerbated in a storm event when flood flows will increase.

Should the bridge collapse it will pose a danger to public safety and it is likely to damage the existing road bridge on Great North Road. It would also cut all access for pedestrians to the car park and along the western side of Great North Road and this would expose pedestrians to traffic on Great North Road.

If the Coronation Bridge collapsed in a storm event due to high stream flows it is possible that the Opanuku Stream could flood adjoining properties along Henderson Valley Road and Alderman Drive.

In view of the consequences of failure of this bridge, action will be taken to close off the bridge and provide signage to ensure pedestrian safety. The bridge arch constricts the cross section of the Opanuku Stream. This causes a back up of water that in turn floods onto Henderson Park and 16 adjacent properties on Smythe Road and Wilshire Crescent. This has also caused erosion of the southern abutment of the bridge and could result in lateral instability to the bridge itself.

It should be noted that this increase in flood depth does not account for any subsequent blockages that may occur due to the entrapment of trees or debris under the bridge itself. Should this occur flood water depths in excess of those mentioned above can be expected.

RESOURCE CONSENT AND HERITAGE ISSUES

The Coronation Bridge is identified as a Category II Heritage item under the Waitakere City Council District Plan.

Rule 2 of the Heritage section classifies the demolition of any Category II heritage item as a Non-Complying Activity. A Non-Complying Activity requires a resource consent and is the most stringent of the activity categories for which a resource consent can be applied for. The application may also be publicly notified, allowing the public to lodge submissions on the proposal and attend a hearing. Depending on the method of removal, resource consent may also be required for earthworks and vegetation removal.

OPTIONS

Three options are put forward for consideration by the City Development Committee to ensure the long term safety of pedestrians, as follows:

- Repair the existing bridge;
- Demolish the existing bridge and construct a new footbridge in the same location;
- Demolish the existing bridge and construct a footbridge attached to the existing Great North Road bridge.

These three options are discussed below.

Option 1 - Repair Existing Coronation Bridge

This option requires repairs to the abutments, concrete arch structure and improvements to handrails and drainage.

Abutments

Each abutment is made of three reinforced concrete columns supporting the abutment capbeam. These columns are connected by a reinforced concrete back wall which supports the stream bank. Severe scour is noticeable at both abutments. The scour is partly due to drainage conditions on the bridge and around the site and partly due to repetitive flooding of the Opanuku stream.

There is clear evidence that the back wall and middle column of the western abutment are under significant distress from earth pressure. Progressive scouring has considerably undermined the foundations and back wall. This has caused the back wall and middle column to move out about 270mm. The back wall has been scoured out and vertical cracks are running almost the full height of the wall either side of the middle column. The eastern abutment too has been undermined by scour where the bottom part of its back wall eroded away.

The repairs that are required would include constructing new piles to support the abutments as these have only been constructed on the stream banks without supports.

Concrete Arch Structure

Parts of the arch and corners of the columns have the concrete cover spalling, exposing the reinforcement bars. The exposed reinforcement bars are severely corroded. The repairs that are required include reinforcing and protecting the arch structure.

Handrails

The handrails are reinforced concrete of 900mm height. The 900mm height does not comply with the current New Zealand Building Code for handrails. The handrails are cracked and broken in places and new handrails are required.

Drainage

Poor drainage exists on the deck and around the site. The stormwater from Great North Road and adjacent car park is discharged to the stream via the bridge deck causing scour at the abutment walls and foundation. If the bridge is retained, stormwater remedial works are required to address this issue.

Cost

The estimated cost of repairing the existing bridge is \$260,000, plus an allowance of \$30,000 for resource consents. Land Transport New Zealand agreed to subsidise the replacement of Coronation Bridge with funding of up to \$124,800.

In addition \$2,500,000 will be required to address flooding issues in Smythe Road and Wilshire Crescent. This is the estimated cost of purchasing the 16 properties subject to flooding.

Therefore the net cost of this option to Council is \$2,605,200.

Option 2 - Construction of New Footbridge

If the existing Coronation Bridge is to be demolished a new footbridge can be constructed in its place.

The potential of a new bridge in this site allows for a solution which incorporates arts, heritage and design. Positioned between two existing arts bridges (McLeod's Crossing and the Corban Estate Footbridge), it could provide another key marker in a pedestrian link through the Henderson Central Business District and add to the strength of the Corban Estate as an arts and cultural precinct.

The Council's experience to date with arts bridges is that they are ideal projects for the established arts/design approach and that the successful implementation of them adds to the profile of the City as an arts-rich destination with a strong pedestrian focus.

The estimated cost of demolishing the existing bridge and building a new bridge at the same location is \$446,000 plus \$50,000 for resource consents, being a total cost of \$496,000.

This option eliminates the constriction to flood flows and therefore additional works to protect properties at Smythe Road and Wilshire Crescent are not required.

Option 3 - Construct a Footbridge Attached to Great North Road

Under this option, a new walkway could be attached to the edge of the existing road bridge on Great North Road and the existing Coronation Bridge would be demolished.

The cost of this option is \$321,000, including demolition costs plus an estimated \$100,000 for resource consents, this includes an allowance of \$50,000 for Environment Court appeals and represents a total cost of \$421,000.

This is the lowest cost option and addresses flooding issues in Wilshire Crescent and Smythe Road.

This option could be opposed by the community due to the Heritage nature of the bridge, but it is considered to be the most cost effective as the bridge needs to be demolished.

AUCKLAND REGIONAL PLAN: AIR, LAND & WATER CONSENTS

It is likely that the removal of the bridge will be a permitted activity (no resource consent required), depending on the method of removal.

PROTECTION TO PEDESTRIANS UNTIL A LONGER TERM SOLUTION IS IMPLEMENTED

As a temporary measure the lane configuration on Great North Road can be adjusted to provide a 1.5 metre path for pedestrians along Great North Road to access the car park. It is proposed to implement this from June 2005 until a longer term solution is in place.

CONSULTATION

Prior to commencing the consent process a consultation programme will be prepared. Specific consultation will be required with the New Zealand Historic Places Trust and Henderson Heritage Trust. It is recommended that the Chairperson of the City Development Committee be authorised to approve the consultation programme.

RESOURCES

The 2004/2005 Annual Plan made provision for \$150,000 for the repair of Coronation Bridge. As the work will not be able to be completed within the 2004/2005 year, it is recommended this funding be carried forward to 2005/2006.

If Option 3 (demolishing the existing bridge and building an attachment to the existing road bridge) is approved by the Committee, additional funding of \$271,000 will be required in the 2005/2006 Annual Plan.

CONCLUSION

The Coronation Bridge is showing significant signs of erosion and structural failure to the point where there is a risk to public safety.

Action will be taken to close off the bridge, but a decision needs to be made as to the long term options to address this issue.

Three options have been put forward for consideration as follows:

Option 1 - Repair the existing Coronation Bridge at a net cost to Council of \$2,605,200.

Option 2 - Demolish the existing Coronation Bridge and replace it with a new pedestrian bridge at a cost of \$496,000.

Option 3 - Demolish the existing Coronation Bridge and replace it with a new footbridge attached to the Great North Road Bridge at a cost of \$421,000.

It is recommended that Option 3 be approved due to the effect the Coronation Bridge has on the stream, the flooding danger that exists and the potential damage to adjacent structures. In order to give effect to this recommendation it would be necessary to apply for resource consents to demolish the existing bridge.

RECOMMENDATIONS

1. That the Coronation Bridge, Henderson report be received.
2. That approval be granted, working in consultation with the New Zealand Historic Places Trust and the Henderson Heritage Trust on any further issues, to apply for resource consents to demolish the existing Coronation Bridge and construct a new footbridge attached to Great North Road Bridge.
3. That it be recommended to the Long Term Council Community Plan and Annual Plan Special Committee that the \$150,000 provided in the Annual Plan 2004/2005 for the repair of the Coronation Bridge, Henderson be carried forward to 2005/2006 and be authorised to be expended on the demolition or repair of the Coronation Bridge, Henderson.
4. That it be a recommended to Council's Long Term Council Community Plan and Annual Plan Special Committee that additional funding of \$271,000 be provided in the Annual Plan 2005/2006.
5. That the Chairperson of the City Development Committee be authorised to approve a consultation programme prior to the application for resource consents.

Report prepared by: Edwin Dearham, Principal Transport Engineer Planning.



9 PROPOSAL FOR LEASE IN TUI GLEN RESERVE FOR HENDERSON CREEK KAYAK ACTIVITIES

PURPOSE OF THE REPORT

The purpose of this report is to gain approval from the City Development Committee for the provision of a lease and license to operate to Outdoor Discoveries Limited for Eco-tourism and school education kayak trips in Tui Glen Reserve.

BACKGROUND

The Henderson Creek Reserves Management Plan identified the provision of two jetties for water access along the Henderson Creek. One of these is at Tui Glen Reserve on the site of a former jetty while the other is located in the esplanade reserve adjacent to The Trusts Stadium.

A7-A8

Funding was allocated in the Annual Plan 2004/2005 to proceed with the building of the two jetties. Both these projects have now begun construction and are to be completed by the end of June 2005. Plans of the jetties are attached at pages A7 to A8 for the Committee's information. Both the jetties will provide all tide access to the creek by ensuring that the main channel is accessible at low tide. This was a specific design requirement to ensure that canoe and kayak access to the creek would be possible at all times. The jetty at Tui Glen is being provided with a pontoon, which will provide easy access in and out of the water and will be the most accessible of the jetty launch sites.

The intention in providing the jetties is to increase the opportunity for water recreation along the creek and to provide increased education opportunities and appreciation of the natural heritage of the creek environment.

The heritage buildings located within Tui Glen Reserve are currently un-occupied, except for one of the buildings which is being utilised by the Maori Wardens. At present the buildings are boarded up. It is intended to try and get better surveillance and use of the reserve at Tui Glen through appropriate leasing of these buildings as and when appropriate.

Outdoor Discoveries Limited has approached Council to consider a proposal to run an education and recreational kayak operation along the creek based from Tui Glen Reserve and utilising the two new jetties for safe access to the creek environment. The proposal requests the use of one of the heritage buildings for use by the organisation for kayak storage and for use of the toilet block and changing facilities on the reserve. The building that Outdoor Discoveries Limited is proposing to lease is located on Lot 12 on DP 6760, whereas the jetty they will use will be located (in part) on Lot 11, DP 6760. Both these lots are classified as recreation reserves under the Reserves Act 1977.

A background to the company and risk analysis assessment are included in the appended report from Outdoor Discoveries Limited.

STRATEGIC CONTEXT

Tui Glen Reserve is composed of the classifications of Recreation Reserve and Local Purpose (Esplanade and Accessway) Reserve under the Reserves Act 1977 and form part of the chain of reserves that are identified in the Parks Strategy 1999 as a City-wide reserve. It has been classified as a City-wide reserve due to its high visibility, its importance as a Green Network Ecological Linkage, and its relationship with the Henderson Town Centre and the number of important and high profile parks along its length.

As a City-wide reserve delegation for decisions around the reserve sits with the City Development Committee. However, due to local interest in the development and use of these reserves comments from the Community Board are included in this report for the Committees information.

The Henderson Creek corridor makes a significant contribution towards both the Green Network and Urban Villages Platforms of Council.

Tui Glen reserve is covered by the Henderson Creek Reserves Management Plan which was adopted by a Subcommittee of the City Development Committee and the Henderson and Massey Community Boards in July 2003.

ISSUES

A9-A21

A copy of the proposal submitted to Council by Outdoor Discoveries Limited is attached at pages A9 to A21.

The proposal is to organise a number of kayaking trips on Henderson Creek, departing from the Tui Glen reserve jetty. These trips will be for a diverse customer base including school education trips, holiday programmes, local community groups and individual kayak rentals.

It is proposed that the extent of the trips would be from Tui Glen south to the motorway bridge. It is also proposed that the trips will incorporate a significant education component as well as potential for assistance with rubbish removal through clean stream programmes.

A maximum group size of 30 individuals is proposed. The group are also requesting consideration of leasing of one of the buildings at Tui Glen for storage of gear such as kayaks. Full details are outlined in the proposal attached to this report.

Management Plan Assessment

The proposal from Outdoor Discoveries Limited has been assessed against the Henderson Creek Reserves Management Plan. The following table outlines how the proposal contributes to a number of policies and objectives within the plan:

Policy	Details	How the Proposal Contributes
2.4	To provide for a variety of recreational pursuits while respecting the needs and values of all users.	Provision of water recreation is not anticipated to impinge on other uses in the reserves and will provide increased variety in water recreation along the creek.
2.6	To increase the use and range of recreation facilities.	Provision of kayak rentals and school trips will make water recreation more accessible to the local community and visitors to the City.
3.2	To improve the value of the area as a connective link between the Waitakere Ranges and the coast and highlight the goals of the Green Network. <ul style="list-style-type: none"> Implement a programme of public education to highlight the goals and work of the Green Network through the use of educational signage and community participation and ownership. 	The proposal will incorporate education opportunities on both the heritage and natural values of the creek and the people undertaking the trips will be active participants in learning about the creek and its adjacent environments.
5.2	To reduce the amount of rubbish that is deposited in the Creek. <ul style="list-style-type: none"> Work with the community to undertake a cleanup of the rubbish and debris along the Creek to improve habitat quality and amenity values. 	The proposal includes opportunities to utilise school groups in small scale rubbish clearance from the creek as part of the trips.
6.1	To increase public understanding of environmental values and processes.	Increased public access along the waterway will highlight environmental issues and the beauty of the creek.
6.2	To facilitate public access to the Creek through the esplanade reserves where practicable.	The operation will increase the number of people utilising and enjoying Tui Glen Reserve and the adjacent Henderson Creek Reserves.

Policy	Details	How the Proposal Contributes
9.5	<p>To use the control of lease agreements to ensure the most effective and equitable use of the Henderson Creek Reserves and facilities.</p> <ul style="list-style-type: none"> • Continue the leasing of areas of land within the reserves to provide for community use and well-being. The leases of facilities such as buildings will be reviewed when the opportunity arises, to ensure maximum potential of the reserve is realised for the community. • Ensure that new applications for leases conform to the criteria as set out in the Community Assistance Policy and the Parks Strategy. In addition the applicant will need to satisfy the Waitakere City Council that the proposed use: <ul style="list-style-type: none"> - Will be in accordance with the Objectives and Policies of this Plan; - Will be in accordance with the Reserves Act 1977; - Will not detract from the existing environment and use of the park; - Will generally provide a benefit to the public which is greater than any adverse effect caused by granting the lease; - Is in an appropriate location; - Will not cater exclusively to any one sector of the public, except where this is provided for and is appropriate in terms of the Objectives and Policies of the Plan. 	<p>The proposal to lease one of the buildings on the reserve is consistent with this policy as it provides for enhancement of the recreational use of the reserve and is not considered to have any negative impact as it is utilising a currently unoccupied building.</p>
Policy 6.3	<p>To establish guidelines for all commercial activity on the reserves to ensure the retention and enhancement of reserve values and use.</p>	<p>The proposal meets all the requirements for the establishment of commercial activity on the reserve and will not diminish any of the reserve values.</p>

Lease Requirements

Section 54(1)(d) of the Reserves Act 1977 provides for lease or licences to businesses on recreation reserves where such businesses are for the convenience of people using the reserve. The kayaking operation is an operation of this type where its activities will better allow the public to enjoy the reserve.

In this case it is proposed that Outdoor Discoveries Limited will lease one of the heritage buildings and enter into a non exclusive licence with Council to operate from the jetty in Tui Glen. The Reserves Act provides that the proposal must be publicly notified and any objections or submissions given full consideration. Iwi must also be consulted and the consent of the Department of Conservation obtained.

The heritage building proposed for lease is adjacent to the existing toilet block and changing facility and is not one of the heritage buildings included in the proposed area for community leases.

The licence to utilise the jetty will include specific clauses that ensure that there is no exclusive use by the company and that the public are still able to utilise fully the jetty facilities.

Possible Henderson Creek Weir

At the Annual Plan deliberations the possibility of a weir at Henderson Creek was raised. EcoWater are currently investigating this proposal and will be reporting to the Projects Special Committee on the feasibility of progressing with such a project. Outdoor Discoveries Limited have confirmed that a weir proposal (as long as it is at the mouth of the Henderson Creek and not forming a barrier further up the creek) would not prevent them from operating on the creek and as such the proposed lease or licence is not reliant on the outcome of the report going to the Projects Special Committee.

Henderson Community Board Comments

A report was presented to the Henderson Community Board meeting held on Thursday, 5 May 2005 to gain comments for inclusion in this report. The Board in general commented that they felt the proposal would be of benefit to the use of the reserve and provide an important water recreation facility within the City. The Board was particularly concerned to ensure that the provision of the lease and license would not preclude general community access and use of the new jetty at Tui Glen and that those provisions be incorporated in the license with Outdoor Discoveries Limited.

The Board made the following resolutions with regard to this proposal. The Board requests the City Development Committee consider these comments in their deliberations on this proposal.

- “2. That it be recommended to the City Development Committee that the proposal from Outdoor Discoveries Limited be endorsed.
3. That the Henderson Community Board provide any specific comments on the proposal for inclusion in the report to the City Development Committee in June 2005.
4. That the lease when granted, does not provide exclusivity to the Outdoor Discoveries Limited by excluding the public at any time.”

RESOURCES

The proposal from Outdoor Discoveries identifies that they will undertake the appropriate restoration and maintenance of the leased building on the reserve and will incorporate signage at their own cost.

A yearly rental will be applied to the lease/license according to the Council policy for leases and licenses. There are no other costs to Council. The proposed term of the lease would be five years with a five year right of renewal.

The Annual Plan 2004/2005 provided a total budget of \$120,000 for improvements to the reserve. This work will include the clearance and cleaning up of the old depot site and development of that for use by the motor caravan association for short-term self-contained accommodation. Work will also include improvements to the heritage area of the reserve, and general upgrading of pathways and grass areas and upgrade of the existing toilet and changing facilities.

CONCLUSION

It is considered that the proposal put forward by Outdoor Discoveries Ltd is consistent with the Henderson Creek Reserves Management Plan and will in fact enhance the use of the Reserve at Tui Glen and appreciation of the Creek environment. The timely provision of the two all-tide jetties along the creek will complement the kayaking proposal and ensure that water recreation becomes an important element of the Henderson Creek Reserves.

RECOMMENDATIONS

1. That the Proposal for Lease in Tui Glen Reserve for Henderson Creek Kayak Activities report be received.
2. That the public notification of Council's intention to grant a lease and licence to Outdoor Discoveries Limited for part of Tui Glen under Section 54(1)(d) of the Reserves Act 1977 be approved.
3. That in the absence of any objections or submissions or following the full consideration of any objections or submissions, the Chief Executive Officer be given authority to seek the consent of the Minister of Conservation and negotiate and execute a lease and licence with Outdoor Discoveries Limited under Section 54(1)(d) of the Reserves Act 1977.
4. That the Henderson Community Board be advised of the City Development Committee's decision.

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



NORTH-WEST WILDLINK

PURPOSE OF THE REPORT

The purpose of this report is to provide the City Development Committee with background information on the North-West Wildlink project, seek the Committee's endorsement of the project and nominate a Councillor to work with officers on its further development, including a regional launch.

BACKGROUND

New Zealand's lowland ecosystems have been significantly reduced from their former extent (by over 80-90%). As with other parts of lowland New Zealand, the Auckland region was once largely covered in native forest (in pre-human times). Now only 30% of the region remains in native vegetation, concentrated mainly within the Waitakere and Hunua Ranges and Gulf Islands. Only fragments remain in-between. Restoration of lowland ecosystems and ecological linkages between these fragments are needed to improve the ecological health and viability of species and habitats.

Ecological linkages and restoration areas play an important part in protecting ecosystems and maintaining and enhancing the quality and diversity of our remaining natural areas. Given the small size and fragmented nature of Auckland's remaining natural areas, and the impacts of weeds and pests on these areas, many of the ecosystems and species found within these fragments are under threat.

In order to protect Auckland's native species and natural areas there is a need to increase the size of fragments, the widths of surrounding buffers, re-establish links between remnants and remove pest animals and plants. The re-establishment of linkages is key to maintaining and improving the biodiversity and natural character of the Auckland region. Without healthy and safe habitat ('stepping stones') for seeds, insects, birds, lizards and other wildlife to move between, the long-term outlook for many natural areas and species survival is poor.

The North-West Wildlink and, more generally, ecological corridors are concepts that several organisations and agencies have considered, that is, how to link remaining habitats to allow the passage of species and build the resilience of natural areas in the region. Over the last few months, officers from Forest and Bird, Auckland Regional Council, North Shore City Council, Department of Conservation and Waitakere City Council have been working in partnership to further develop the North-West Wildlink concept. Ongoing discussions are also being held with Rodney District Council regarding how they can incorporate their biodiversity initiatives into the North-West Wildlink.

The purpose of the North-West Wildlink is to provide healthy and safe links between the areas of habitat in the Hauraki Gulf Islands, Whangaparaoa, rural Rodney forest fragments, North Shore urban bush escarpments and reserves, the Waitakere City Green Network, and the Waitakere Ranges and Foothills. The initial priority for the project will be to build on existing fragments and corridors, and to resource and empower existing environmental groups, Enviroschools, neighbourhoods and community groups.

The North-West Wildlink does not propose to create a continuous, vegetated corridor but rather uses existing natural areas that can contribute to a patchwork of habitats and refuges. Such existing areas include parks, esplanade reserves, stream banks, coastal fringes, open space and backyards. While there are many possible opportunities for ecological corridors through the region, highlighting the North-West area as an ecological corridor enables the community, agencies and Councils to prioritise and co-ordinate efforts to achieve further action on the ground and practical assistance for conservation work. This is one example of agencies and the community working together, prioritising efforts and achieving biodiversity outcomes on a regional scale.

The North-West Wildlink was identified as the best opportunity for a first focus given the existing natural areas, extensive community work and stewardship, the support of agencies and community groups in the area and the opportunity to link existing Council projects - in particular to link Waitakere City Council's Green Network project with a wider regional initiative. The North-West Wildlink will provide a template for future ecological corridor partnerships in other areas of the region. For example, other 'linkage' opportunities that have been identified include linking the Hunua Ranges with the Waitakere Ranges, linking large forest areas such as Atuanui (Mt Auckland) with nearby forest areas and fragments, enhancing habitats and linkages along the Awhitu Peninsula, and utilising the Manukau foreshore to link the Waitakere Ranges to South Auckland. Consideration is also being given to the enhancement of biodiversity along modern infrastructure corridors such as rail and motorway networks.

Currently work is being progressed through regular meetings of an officers group involving Auckland Regional Council, North Shore City Council, Department of Conservation, and Forest and Bird Society. Discussions are underway with Rodney District Council. This group provides the opportunity to coordinate planning and priorities within the regional link and identify and manage any appropriate joint projects.

STRATEGIC CONTEXT

New Zealand's indigenous biodiversity is unique on a global scale, and its lowland and coastal ecosystems are particularly threatened and significantly reduced from their former extent. Lowland ecosystems are a priority for protection and restoration in New Zealand's Biodiversity Strategy.

Auckland Regional Council

For Auckland Regional Council, the North-West Wildlink is well aligned with the heritage outcome vision, the Regional Open Space Strategy (2005) and the relevant natural heritage objectives, policies and methods in the Auckland Regional Policy Statement (1999). It builds on existing restoration programmes, including parks restoration programmes, the Environmental Initiatives Fund and natural heritage and biosecurity programmes. It is a practical example of encouraging and supporting local action to achieve regional outcomes.

North Shore City Council

For North Shore City Council this project aligns with the strategic plan objectives and the Open Space Strategy, and is a practical example of promoting environmental awareness, responsibility and conservation, while protecting ecosystems and greening the city. The project will also encourage both local and regional community partnerships and participation through the linking of natural areas and forest fragments.

Rodney District Council

Discussions are ongoing with Rodney District Council staff to involve them actively in the project. The remnants of lowland forest and wetlands in Rodney District contribute significantly to the remaining extent of mainland lowland and coastal ecosystems in the region, providing important linkages and habitats for flora and fauna between the Hauraki Gulf Islands and other parts of the region.

Forest and Bird

For Forest and Bird, this project fits within their Auckland Naturally vision as a core activity in the Auckland region, and aligns with the Society's central mission to 'preserve and protect the native plants and animals and natural features of New Zealand'. Forest and Bird have offered the Auckland Naturally framework as the regional umbrella for the North-West Wildlink and future corridors. It provides the opportunity to share a common regional vision and objectives and provides a platform for regional partnerships. The Auckland Naturally concept has evolved from being a Forest and Bird project to being a regional project with regional partners and outcomes.

Waitakere City Council

The North-West Wildlink is a regional extension of the Waitakere City Council's Green Network policy. The Green Network has been a key environment policy for the City for over a decade. Through the process of developing the City's environmental policy and the District Plan, areas were selected and identified in the District Plan maps, where it is desirable long-term to restore indigenous vegetation and wildlife habitat. The key to maintaining the biodiversity and natural character of Waitakere City lies in linking together these bush remnants.

The Greenprint sets out strategic action areas for protecting the natural taonga of Waitakere City as follows:

1. *Construct a Green Network which links existing open space, streams and bush remnants into an ecologically continuous network extending from the Ranges, along the stream and road networks, and across open spaces, to the sea.*
2. *Foster a caring attitude towards the natural environment, including the responsible use of resources, and foster community recognition of the role of tangata whenua and of kaitiaki in the management of natural resources.*
3. *Protect and restore Waitakere City's indigenous bush, its plants and wildlife, and the diversity of the ecosystems which are native to this area, and foster community pride and community involvement in protecting the City's distinctive natural ecosystems.*
4. *Protect and restore the natural character of the City's coast, its streams, rivers and lakes, and its estuaries and wetlands, and foster community pride and community involvement in our aquatic environments.*
5. *Protect Waitakere City's land forms and landscapes, ridgelines, skylines and views, control the impacts of development and the environmental effects of rural activities, and ensure that the special character of the rural areas is preserved.*

With over ten years of the Green Network policy being in place today there is:

- Baseline information available on a significant proportion of the natural values of the city, such as native flora and fauna (including aquatic fauna), streams and waterways, landforms and outstanding landscapes.
- A number of ongoing monitoring systems in place.
- A State of the City Report to track progress towards targets and goals.
- The Greenprint and Strategic Plan, District Plan, Parks Strategy, Stormwater Strategy, Weeds Strategy and many Reserve Management Plans in place that recognise and seek to protect and rehabilitate biodiversity and landscape values.

- Some systems in place to provide for exercise of kaitiaki (guardianship) responsibilities by the manawhenua (people with ancestral links) of the city.
- A completed West Coast Plan, facilitated by the Council but developed by the community through a four year community consensus process, setting out goals, targets and actions for the natural environment, built environment, communities and recreation in the West Coast and Waitakere Ranges.
- A Green Network Incentives and community assistance package in place, and some staff resource available to work with landowners, schools, businesses and community groups seeking to improve the environment.
- An eco-sourcing strategy in place, and partnerships formed with a number of plant nurseries in the city.
- Management of the 'three waters' (water supply, wastewater and stormwater) in the city has been revolutionised as it integrates with green network objectives.
- A significant number of demonstration projects for stormwater management and treatment are in place and being monitored, to the extent where there is now confidence that they can be implemented on a wider scale.
- Council owned open space is now managed for its natural as well as its recreational values.
- Environmental weed control and related restoration work is now carried out on Council owned land, and assistance provided for weed control and restoration on private land.
- A much improved Council culture of joined-up thinking, where green network protection and restoration, along with economic and wellbeing concerns, are all considered in Council development initiatives, for example, in the case of planning exercises for new greenfields development land, revitalisation plans for town centres and the design of new civic buildings such as the New Lynn Community Centre, the Massey Library and the new hospital.
- The purchase, with contributions by the Council, of ecologically important land additions to publicly owned parkland, at Big Muddy Creek, Pae o te Rangī, Karekare and Spragg Bush.

One of the main success factors of the Green Network programme is the education and empowerment provided through the Community Assistance programme. This particular aspect of the Green Network programme provides for community involvement in Green Network projects and for Council assistance, advice and guidance for residents of Waitakere City to continue Green Network incentives within their own properties. The programme also encourages community ownership and assistance with weeding, planting and improvements on public parks and reserves.

ISSUES

The project is an important mechanism for achieving the responsibilities of regional Councils and Territorial Authorities for maintaining indigenous biodiversity under Section 30 of the Resource Management Act. At present, biodiversity initiatives are supported in a localised manner without looking at the wider possibilities of linking regional resources and landscapes. Aerial maps and ecological survey information for the Auckland region reveal a patchwork of threatened vegetation remnants dotted across the landscape. In some areas, it is also possible to see how this patchwork can be conceptually linked to provide 'ecological corridors' for the benefit of our native biodiversity.

The Local Government Act 2002 requires a local authority to identify community outcomes. In the current Long Term Council Community Plan the Green Network community outcome is *'Streams and Forests will be full of life. The Waitakere Ranges will be permanently protected and a Green Network will link the Ranges and the sea, connecting the everyday lives of the people of Waitakere with the natural world'*.

The North-West Wildlink is a mechanism that connects people's everyday life to the natural world. It provides a conceptual framework to demonstrate to people how individual action collectively comes together to support biodiversity goals. It is a practical project that builds on existing vegetation fragments and draws on the strength of a range of established and potential restoration projects to deliver on-the-ground biodiversity results.

The main aim of the project is to provide practical tools and support for landowners, community groups, schools and others to help them protect, restore and enhance natural areas within a strategic regional context. It is envisaged that this practical support could include:

- The existing Environmental Initiatives Fund - projects within the area of interest for the North-West Wildlink will be given high priority.
- Promoting the existing Auckland Regional Council Parks restoration programmes highlighting Shakespear, Long Bay and the Waitakere Ranges as being part of the "North-West Wildlink".
- Working with other Councils and agencies to provide support and co-ordination for planting days, and providing practical tools (e.g. native plants, bait and traps) for neighbourhood and community group restoration projects.
- Supporting and linking existing community initiatives (eg. Kaipatiki's Backyard Biodiversity project, Uruamo, Friends of the Whau).
- Practical restoration workshops which provide participants with hands-on, practical skills to enable them to control animal and plant pests, undertake planting and look after their backyard/natural area.
- Provision of expert natural heritage, biodiversity and conservation advice and assistance.
- Biosecurity advice and assistance - weed identification, weed removal, animal pest control advice and traps. Utilising the existing Auckland Regional Council pest control programme to target key areas within the North- West Wildlink.
- Linking groups and neighbourhoods within catchments through networking and planting days and profiling other programmes and resources, eg. Weedbusters, Enviroschools etc.

In order for this project to be successful, it relies heavily on the support of all key partners - the community, Auckland Regional Council, North Shore City Council, Rodney District Council, Forest & Bird, Waitakere City Council and Department of Conservation. If agencies are supportive, the next step is to launch the concept to the community to seek feedback and support. It is envisaged that the launch will promote Auckland's biodiversity, the threats facing our fauna and flora and the benefits of ecological linkages. The emphasis will be on engaging and involving as many people as possible and promoting the values of backyards, reserves and open space areas as urban and rural routes and refuges for native biodiversity. The launch will aim to gain direction from the community and unite agencies, community groups and individuals under a combined regional vision for Auckland's biodiversity. A launch date in July 2005 is being proposed.

RESOURCES

There are no budget implications to officers' involvement in North-West Wildlink Officers Group. Any additional budget requirements, recommendations and priorities that evolve from the North- West Wildlink will be brought through the Council's Annual Plan and Long Term Council Community Plan processes.

CONCLUSION

The North-West Wildlink contributes to Council's obligations under the Resource Management Act to maintain indigenous biodiversity as well as address the Green Network's Community Outcome to link communities to the natural world. The Green Network policy currently is one policy that helps deliver these obligations. The North-West Wildlink strongly supports the Green Network policy and provides an extended regional framework, both within a strategic planning context and work on the ground.

This project seeks to develop a partnership between the North Shore City Council, Auckland Regional Council, Forest and Bird, Rodney District Council and Waitakere City Council to achieve practical results in a co-ordinated and integrated way. While currently not part of the Officers Group, discussions have also been undertaken with Rodney District Council to forward their involvement. The North-West Wildlink would seek to:

- Support the development of extended physical linkages of green space through the region.
- Strengthen linkages to other Councils and organisations.
- Provide a mechanism for sharing best practise and developing added value joint projects.
- Facilitate wise use of resources through collaboration and sharing of resources and expertise.
- Build on and enhancing existing projects within each of the agencies and organisations to encourage and support local and community based biodiversity protection and restoration initiatives on a regional basis.
- Provide a conceptual framework for community action groups - demonstrating how the collective actions of different groups come together into the bigger picture.

RECOMMENDATIONS

1. That the North-West Wildlink report be received.
2. That the City Development Committee endorse the North-West Wildlink concept and Waitakere City Council's involvement.
3. That the City Development Committee nominate a Councillor representative to liaise with officers on the North-West Wildlink concept.

Report prepared by: Kim Morresey, Partnerships and Advocacy Leader: Environment and Chris Ferkins, Parks Environmental Co-ordinator.



HAURAKI GULF FORUM

PURPOSE OF THE REPORT

The purpose of this report is to provide a background to the Hauraki Gulf Marine Park Act 2000 and the Hauraki Gulf Forum (the Forum) and to refer a draft Governance Statement and Performance Agreement to the City Development Committee for endorsement.

BACKGROUND

The Hauraki Gulf has long been recognised as being of special importance. The Hauraki Gulf Maritime Park (the Park) and the Park Board established in 1967, were disestablished in 1990 by the Conservation Law Reform Act. However, concerns were raised regarding the integrated management of the area, and in 1992 a Ministerial appointed review of the governance of the Hauraki Gulf was initiated.

The Hauraki Gulf Marine Park Act sets out to achieve better integrated management for the Hauraki Gulf and its catchments and to integrate the statutory management of the area, especially the Local Government Act, the Resource Management Act, Fisheries Act and Conservation Act.

The Hauraki Gulf Marine Park Act has three Parts:

Part One: Improves the statutory management of the Hauraki Gulf and its catchments.

Part Two: Establishes the Hauraki Gulf Forum.

Part Three: Establishes the Hauraki Gulf Marine Park.

Part One - Management of the Hauraki Gulf

Part one of the Hauraki Gulf Marine Park Act recognises the national significance of the Hauraki Gulf, its islands, and catchments and details management objectives for the area. Catchment is defined as any area of land where the surface water drains into the Hauraki Gulf. The streams that run through Waitakere City and into the Waitemata Harbour and their associated catchments are covered by the Hauraki Gulf Marine Park Act. The Waitemata Harbour, foreshore of the City, the seabed and some coastal reserves in the City are part of the Park. Project Twinstreams and the Green Network are some of Waitakere City Council's key contributions to purposes and outcomes sought by the Hauraki Gulf Marine Park Act.

Part Two - Hauraki Gulf Forum

Part two of the Hauraki Gulf Marine Park Act establishes the Hauraki Gulf Forum and sets in place procedures for the operation of the Forum. It is a joint special committee of all the constituent local authorities under the Local Government Act (Section 22). There are obligations on staff and members to report Forum meetings to parent agencies.

The purpose of the Forum is to:

- Integrate the management, and where appropriate to promote the conservation and management of the resources of the Hauraki Gulf, its islands and catchments.
- Facilitate communication, co-operation and co-ordination on matters relating to the statutory functions.
- Recognise the historic, traditional, cultural and spiritual relationship of tangata whenua with the Hauraki Gulf, its islands and where appropriate, its catchments.

In order to progress the mandate of the Forum, the Forum must:

- Prepare a list of strategic issues, prioritise for action and review every three years.
- Prepare and publish a State of the Hauraki Gulf Report every three years.
- Prepare an annual report for presentation to the House of Representatives.

The Strategic Issues document summarises the values of the Hauraki Gulf, outlines the role of the Forum and discusses issues affecting the values of the Gulf. The document identifies objectives to protect values of the Gulf and proposes actions the Forum can initiate to meet those objectives. A list of strategic issues was finalised in 2002 and is due for review in the 2005/2006 financial year. The first Hauraki Gulf State of the Environment Report was released in March 2005. This will be a key document in informing the Strategic Issues review. From this work, the Forum is working towards formulating annual programmes of proposed activities which can be considered through the constituent parties annual planning processes.

The Forum is expected to be a high level regional political forum. Membership of the Forum includes representatives of the Ministers of Conservation, Fisheries and Maori Affairs, political representation of all local authorities within the catchment of the Hauraki Gulf and six representatives of the tangata whenua of the Hauraki Gulf. Councillor Chan is Waitakere City Council's representative on the Forum, with Councillor Cooper as alternate. The Forum meets quarterly. It is supported by a Technical Officers Group which meets regularly to coordinate the Forum meetings and forward matters. The Partnerships and Advocacy Leader - Environment is the Council's representative on this group.

A26-A45

The Forum must agree by majority to any activity or commitment and relies on constituent parties for action. The Forum can not appear before a court or tribunal or spend money it does not have. Projects commissioned by the Forum are funded through an agreed funding formula which allocates costs based on per capita basis. The formula table is included within the draft Governance Statement as attached at pages A26 to A45.

Part Three - Hauraki Gulf Marine Park

The purpose of the Park is to:

- Recognise and protect in perpetuity international and national significance of the land and the natural and historic resources.
- Protect in perpetuity and for the benefit of people and communities natural and historic resources.
- Recognise and have regard to historic, traditional, cultural and spiritual relationship of tangata whenua.
- To sustain the life-supporting capacity of the soil, air, water, and ecosystems of the Gulf in the Park.

The Park includes:

- Conservation estate wildlife refuges/sanctuaries, reserves, marine mammal sanctuaries and marine reserves, wetlands in the Hauraki Gulf including Waitemata Harbour, its islands and coastal area.
- Crown reserve along the coast controlled and managed by local authorities under the Reserves Act 1977.
- Crown owned foreshore and seabed (except Defence Areas).
- Seawater.
- Mataitai reserves (identified traditional fishing grounds) and taiapure (local fisheries where a committee nominated by the local Maori community may recommend the making of regulations to manage all types of fishing).

A22 Additional public land, including parks, reserves, open space and buildings, can be added to the Park through agreement with the administering body. Private land within the catchments of the Park can also be added to the Park with consent of the owner, as agreed by the Minister of Conservation that it is in accordance with the purpose of the Park. A map of the Park and its catchments is attached at page A22. The management of the Park is the responsibility of the Department of Conservation.

STRATEGIC CONTEXT

The Forum has a role under the Hauraki Gulf Marine Park Act to integrate the management of resources of the Hauraki Gulf, its islands and catchments and to facilitate co-ordination on matters relating to the statutory functions of the constituent parties of the Forum in relation to the Gulf. Waitakere City Council is one of the constituent parties of the Forum as the local authority with statutory powers for part of the catchment of the Gulf.

The direction of the Hauraki Gulf Forum's Strategic Issues document in its protection for the environmental, social/recreational, cultural and economic values of the Park aligns well with Waitakere City Council's own EcoCity approach. The 'Green Network' strategic platform contains a vision that *'would see streams and forests full of life, the Waitakere Ranges permanently protected and a Green Network in place linking the Ranges to the sea, as well as connecting the everyday lives of the people of Waitakere with the natural world.'* This vision expresses the key relationship of how activities within Waitakere City impact on the health of the Hauraki Gulf. The Council's history of collaborative partnership most notably expressed through the Collaboration Forum also aligns with the approach of the Hauraki Gulf Forum.

ISSUES

A23-A25 A review of the Hauraki Gulf Forum was released in September 2004. It identified a number of recommendations to enhance the work of the Forum. The executive summary of that report and the Forum's associated resolutions are attached at pages A23 to A25.

Two key recommendations have been progressed by the Forum.

Governance Statement

Highlighted in the review of the Forum was that aside from the Hauraki Gulf Marine Park Act itself, there is no formal governance framework that records the values, practices and ethics that the Forum would apply.

The review recommended *'strengthening the governance framework by developing a Forum governance statement that clearly sets out the nature of the Forum, how it will operate, what it will do and not do, and what level of commitment is expected of constituent parties'*.

The Forum resolved at its Wednesday, 30 March 2005 meeting:

- "b. That the Forum refer the attached draft Governance Statement (attachment one) for endorsement by the relevant committees (or other appropriate approval mechanisms) of the constituent parties."*

C256-08

A26-A45 The draft Governance Statement is attached at pages A26 to A45. It is noted that the draft Governance Statement for the Forum includes ensuring that adequate funds are allocated for activities of the Forum through the annual planning process. Two areas within the draft statement that could be considered for strengthening are the role of the Chief Executive Officers' forum including a regular report to that forum and inclusion of an Annual Work Programme into Section 10 - Key approved planning and policy documents.

Performance Agreement

The Hauraki Gulf Marine Park Act states that *'constituent parties may, from time to time by agreement with the appointee, appoint one of their number to be the administering authority for the purposes of the Part [part two of the Hauraki Gulf Marine Park Act] for a period of no less than 3 years'*. To date the Auckland Regional Council has undertaken this role. The review of the Forum noted that *'there is no direct accountability mechanism between the Forum (the governance level) and the administering authority or technical officer group (management level)'*.

The review recommended *'formalising accountability between the Forum and the administration/technical support by developing a performance agreement between the Forum and the administering authority'*.

The Forum resolved at its Wednesday, 30 March 2005 meeting:

- "c. That the Forum refer the draft Performance Agreement between the Forum and its administering Authority (Auckland Regional Council) (Attachment 2) for endorsement of the constituent parties."*

C256-08

A46-A47

The draft Performance Agreement is attached at pages A46 to A47. Officers have no suggested improvements to this document.

RESOURCES

As per the Forum's funding formula, a budget of \$19,000 has been allocated in Waitakere City Council's 2005/2006 Annual Plan. Projects will include the development of a communications' plan and priority responses to the State of the Environment Report.

CONCLUSION

The establishment of the Hauraki Gulf Forum is legally required through the Park Act 2000. The Hauraki Gulf Marine Park Act sets out to achieve better integrated management for the Hauraki Gulf through the establishment of the Forum. The Forum provides an opportunity for the various responsible agencies to share information and best practise, take a major lead role in the Gulf's management, achieve integrated management and set common environmental objectives. The direction of the Forum and the Hauraki Gulf Marine Park Act in their protection for the environmental, social/recreational cultural and economic values of the Park aligns well with Waitakere City Council's own Eco-city approach.

The review of the Forum highlighted the need for two key pieces of work to further enhance the work of the Forum; the development of a Governance Statement for the Forum and a performance agreement between the Forum and its administering body, the Auckland Regional Council. The Forum at its 30 March 2005 meeting referred both the Governance Statement and the performance agreement to the constituent parties for endorsement. Two areas within the draft Governance Statement that could be considered for strengthening is the role of the Chief Executive Officers' Forum including a regular report to that forum and inclusion of an Annual Work Programme into Section 10 - key approved planning and policy documents. Officers have no suggested improvements to the draft Performance Agreement.

RECOMMENDATIONS

1. That the Hauraki Gulf Forum report be received.
2. That the Hauraki Gulf Forum draft Governance Statement be endorsed in principle.
3. That the Hauraki Gulf Forum Performance Agreement be endorsed in principle.
4. That the Forum representative be authorised to agree to any further amendments as may be proposed to finalise these documents at the next scheduled Hauraki Gulf Forum meeting.

Report prepared by: Kim Morresey, Partnerships and Advocacy Leader, Environment.



12 WAITAKERE CITY TRANSPORT STRATEGY

PURPOSE OF THE REPORT

The purposes of this report are:

- to seek from the City Development Committee approval of the proposed programme for the development of a transport strategy for Waitakere City;
- to progress the development of a vision and objectives; and
- to seek approval that Strategic Option 5 of the draft Regional Land Transport Strategy be used as the basis for the development of Waitakere City's transport strategy.

BACKGROUND

The strategic direction for transport in Waitakere City is set out in the transport and communication platform of Waitakere City's Long Term Council Community Plan. There are a number of documents which underpin this strategic direction, including:

- The Regional Land Transport Strategy 2003;
- The draft Greenprint;
- The draft Waitakere City Integrated Transport Strategy 1999;
- Strategies at a lower level, such as the walking and cycling strategy.

As part of the Long Term Council Community Plan process, community outcomes are being developed and activity plans are being prepared. Waitakere City Council requires a transport strategy that incorporates these community outcomes and provides direction for the activity plans which will produce the ten year programme.

A draft transport strategy was received by the Council in 1999 but was not approved largely because it was not developed with input from all key stakeholders, it did not include a list of projects for implementation, the cost of implementing the strategy was not determined and the strategy did not balance the needs of all transport users.

In December 2004 a Councillors' workshop received a presentation on the current strategic direction of transport in Waitakere City. A further workshop was requested to discuss further the integration of land use and transport.

STRATEGIC CONTEXT

The Land Transport Management Act 2003 and the Local Government (Auckland) Amendment Act 2004 have significantly altered the planning, governance and funding of transport in the region. These need to be aligned with the New Zealand Transport Strategy to contribute to an integrated, safe, responsive and sustainable land transport system.

The draft Regional Land Transport Strategy 2006 provides a strategic and policy framework against which Waitakere City Council can prepare its transport strategy and transport programme. In April 2005, the Regional Land Transport Committee adopted a preferred strategic option for the draft strategy. Option 5 prescribes a medium level of funding for travel demand management measures, a high level of funding for passenger transport and a medium level of funding for road construction.

Waitakere City Council's transport strategy must take into consideration and be consistent with the provisions in the Regional Land Transport Strategy.

ISSUES

Proposed Programme for the Development of the Transport Strategy

The programme to develop a transport strategy for Waitakere City has broadly been divided into four stages:

- **Stage 1** comprises the identification of community outcomes as part of the Long Term Council Community Plan process. These will guide the outcomes required from a transport strategy.
- **Stage 2** comprises preparation of a first draft and identification of strategic options and is programmed for completion by the end of June 2005. This work will be done by officers and Councillors with input from representatives from Auckland Regional Council and Auckland Regional Transport Authority. Activity plans will need to be reviewed for alignment with this draft strategy.
- **Stage 3** involves engaging key stakeholders in the review of the strategic options and completing all outstanding work required to prepare a final draft transport strategy ready for public consultation and is programmed for completion by December 2005.
- **Stage 4** comprises public consultation as part of the Long Term Council Community Plan process, including any hearings that may be required, leading up to full adoption by Council in June 2006.

Transport Strategy Content

It is proposed that the strategy will refer to all forms of transport and identify non-transport initiatives that significantly affect transport outcomes. The strategy will cover the 10 year period 2006 to 2016 and also include an action plan for the Council with a detailed 3 year programme and an indicative seven year programme. It is proposed that full and summary versions of the strategy will be developed.

A48-A49

The proposed strategy needs to underpin the overriding priorities for the City and in particular the established long term vision of Waitakere as an EcoCity with sustainability as the over-arching priority and principle. Key themes that need to be incorporated into the strategy are sustainability, land use integration, travel choice and behavioural change. Attached at pages A48 to A49 is officers' current thinking on the development of a vision and objectives for the draft Transport Strategy and is intended for discussion and development. The views of the Committee and further ideas on the vision, objectives and strategic options are sought. It is proposed that a workshop be held with Councillors from the City Development Committee to discuss and agree the vision, objectives and strategic option development. This could be combined with a consideration of the integration of land use and transport.

As reported in a separate agenda item, the Regional Land Transport Committee adopted strategic option 5 as the basis for the draft Regional Land Transport Strategy. The adoption of the final Regional Land Transport Strategy is expected by November 2005.

Much planning work is being done over the next six months to develop the Council's Land Transport Strategy and programme and the development of walk and cycle, bus priority measure, roading and travel demand management programmes. These need to be based on a long term plan for the region. Strategic option 5 is the best available basis for the preparation of these plans and programmes. These would need to be reviewed if a different strategic option is adopted by the region late in 2005.

CONCLUSION

An inclusive process to develop a transport strategy for Waitakere City has commenced. Guidance on the vision, objectives and strategic options is sought to help with the preparation of the transport programme and a draft transport strategy. The final strategy is programmed for adoption by the end of June 2006 to coincide with completion of the revised Long Term Council Community Plan.

RECOMMENDATIONS

1. That the Waitakere City Transport Strategy report be received.
2. That the process for development of the transport strategy be approved.
3. That a workshop be held with Councillors to consider the proposed vision, objectives and policies and further assess the matter of land use and transport integration.
4. That Strategic Option 5 in the draft Regional Land Transport Strategy is used as the basis for the development of Waitakere City's transport strategy.

Report prepared by: Kevin Wright, Manager: Transport Strategy.



REGIONAL LAND TRANSPORT STRATEGY 2005

PURPOSE OF THE REPORT

The purposes of this report are:

- to update the City Development Committee on the development of the draft Regional Land Transport Strategy, and
- to identify the issues for inclusion in a submission on the draft Regional Land Transport Strategy.

BACKGROUND

The Auckland Regional Land Transport Committee is responsible for updating the 2003 Regional Land Transport Strategy to comply with the requirements of the Local Government (Auckland) Amendment Act 2004 and the changes introduced by the Land Transport Management Act 2003.

A number of strategic options have been evaluated against objectives adopted by the Regional Land Transport Committee. On 22 March 2005 the Regional Land Transport Committee adopted Strategic Option 5 as the basis on which officers complete the draft Regional Land Transport Strategy.

The draft Regional Land Transport Strategy 2005 is intended to be made available for public consultation over the period mid June to mid August 2005. It is proposed that in October 2005 the Regional Land Transport Committee will agree the final Strategy and recommend its adoption by the Auckland Regional Council in November 2005.

STRATEGIC CONTEXT

The Regional Land Transport Strategy 2006 provides strategic guidance and policies on transport and supporting the Regional Growth Strategy in the Auckland region.

Auckland Regional Transport Authority is required to develop a regional land transport programme which gives effect to the Strategy. Auckland Regional Transport Authority also submits the application for funding of the regional transport programme on behalf of the Councils in the region, but not on behalf of Transit New Zealand.

The Regional Land Transport Strategy 2006 provides a strategic and policy framework against which Waitakere City Council can prepare its transport strategy and transport programme.

ISSUES

Update on Development of the Draft Regional Land Transport Strategy

Waitakere City Council has participated in the development of the draft Regional Land Transport Strategy 2005:

- At a political level through Councillor Stone's representation on the Regional Land Transport Committee.
- At an officer level through participation in the technical work done by the region's technical advisory group and the overview by the Regional Transport Executives group.

Each part of the draft strategy has been developed in open and iterative manner with monthly reporting to the Regional Land Transport Committee.

Six strategic options were identified, with different allocations of available funding for roads, passenger transport and travel demand management. These were evaluated against the objectives. A verbal presentation will be made at the meeting to outline the differences between the strategic options.

A50-A51

Strategic Option 5 is described as a mixture of high passenger transport, medium travel demand management and medium roads. Attached at pages A50 to A51 is the list of projects that comprise Strategic Option 5 for modelling purposes. These should not be regarded as a definitive list of projects that represent this option. The Regional Land Transport Strategy cannot refer to individual projects. Therefore, Auckland Regional Transport Authority will need to determine the list of projects that will deliver on the outcomes that are sought from Strategic Option 5, as set out in Chapter 9 of the draft.

Strategic Option 5 scored well relative to other options, with the exception of Option 6 (which had a higher spend on travel demand management and a lesser spend on roads). A description of the options and the evaluation are to be included in materials provided for the public consultation.

The recommendations of the Regional Land Transport Committee at its meeting on Tuesday, 22 March 2005 were:

- "b) That Strategic Option 5 be adopted as the basis on which officers will complete the draft of the Regional Land Transport Strategy.*
- c) That before the next review of the Regional Land Transport Strategy (due to be completed in 2008) further work be done on the High TDM, High PT, and High Road packages to better understand the risks and issues associated with those packages.*
- d) That preference for Option 5 recognises the need to continue to work on investigating and protecting the ability to construct transport infrastructure (both roading and public transport) that may be required longer term.*
- e) That sufficient funding is allocated to enable the completion of the planning phases for the strategic transport projects recommended for the Region over the next 10 years.*
- f) That the Regional Land Transport Committee continue to advocate with Central Government for additional funding to address Auckland's transport needs."*

Representatives from Manukau City Council, Rodney District Council, Franklin District Council and the Automobile Association of New Zealand Inc voted against the recommendation (b).

Issues for Inclusion in a Submission on the Draft Regional Land Transport Strategy

It is proposed that the following be included in the Waitakere City Council's submission on the draft Regional Land Transport Strategy:

1. That the Council supports Strategic Option 5.

Option 5 represents a significant change in direction for the region by providing greater importance on the role of travel demand management and the need to upgrade passenger transport infrastructure and services. This is consistent with the Waitakere City Council's EcoCity direction, which is seeking more sustainable forms of transport, greater choice and ways to manage the demand for travel.

There was substantial agreement amongst the representatives of the Regional Land Transport Committee regarding Option 5. Those who voted against Option 5 had a preference for Option 3 which involves a medium level of expenditure on passenger transport and a greater level of expenditure on roading. That is unlikely to provide a sustainable solution and the evaluation indicated a lesser contribution to some of the strategic objectives compared with Option 5.

2. That concern is expressed regarding the level of contribution to the economic development and environmental objectives.

None of the strategic options that were evaluated indicate that positive impacts on economic development and environmental objectives could be achieved, compared with 2001. More innovative ways of implementing programmes is required in order to achieve a greater contribution to these objectives. It is also evident that there are things outside the control of the region which are required in order to have an effect on these objectives. Examples include:

- More funding is required so that transit oriented development supports employment, transport projects have full mitigation of environmental effects and positive environmental programmes to offset the overall effects of the transport system.
 - Some form of road pricing is required in order to manage the demand for travel and also to provide a sustainable funding source.
 - Better planning and integration of transport and development projects.
3. That the support from Transit New Zealand is sought in relation to Strategic Option 5 so that the Transit New Zealand programme is aligned with the regional programme.

The state highway programme that is adopted by Transit New Zealand will have a significant effect on outcomes and the availability of funds for the rest of the regional transport programme. Transit New Zealand needs to be encouraged to develop a programme that fits with the region's transport programme.

4. That consideration be given to providing more guidance in the Regional Land Transport Strategy regarding specific transport corridors, including mode share targets.

The draft Regional Land Transport Strategy provides high level strategic and policy direction for the region, but does not provide direction regarding the use of key transport corridors such as Great North Road and State Highway 16. An important lever in the 2003 Regional Land Transport Strategy is the mode share target in relation to key transport corridors. It is a political assessment whether such direction should be given by the Regional Land Transport Committee or whether the Auckland Transport Authority and Transit New Zealand should take up the responsibility for determining use of key transport corridors.

RESOURCES

Strategic Option 5 will require a significant increase in expenditure on transport in the Auckland region over the next ten years in order to deliver on the outcomes sought. This will need to be addressed at a regional and local level as the regional and Waitakere City transport programmes are developed. The development of Waitakere City's transport strategy and Long Term Council Community Plan will determine the extent of the transport programme in Waitakere City.

CONCLUSION

The draft Regional Land Transport Strategy has been developed in a collaborative manner and represents a significant change in direction for the region by providing greater importance on the role of travel demand management and the need to upgrade passenger transport infrastructure and services. This is consistent with the Waitakere City Council's EcoCity direction, which is seeking more sustainable forms of transport, greater choice and ways to manage the demand for travel.

RECOMMENDATIONS

1. That the Regional Land Transport Strategy 2005 report be received.
2. That the Council endorse and support Strategic Option 5 of the draft Regional Land Transport Strategy.
3. That the issues considered in this report and as raised by the City Development Committee be included in a submission on the draft Regional Land Transport Strategy.
4. That the Chairperson of the City Development Committee, Councillor Hulse and Manager: Transport Strategy be delegated authority to approve the Council's submission on the draft Regional Land Transport Strategy.

Report prepared by: Kevin Wright, Manager: Transport Strategy.



14 AUCKLAND REGIONAL ECONOMIC DEVELOPMENT STRATEGY - STEWARDSHIP AND IMPLEMENTATION FOR 2005/2006

PURPOSE OF THE REPORT

The purpose of this report is to up-date the City Development Committee on progress with the arrangements for the long-term stewardship and implementation of the Auckland Regional Economic Development Strategy under the wing of the Auckland Regional Council.

BACKGROUND

The Auckland Regional Economic Development Strategy is designed to accelerate economic growth in the Auckland region. The region adopted the strategy in October 2002. Since that time interim governance and implementation arrangements have seen progress made under the strategy. Governance is currently provided by the Establishment Group, a Joint Committee of the Auckland territorial local authorities and Maori. Waitakere is represented on the Establishment Group by Councillors Hulse and Clow. Implementation is carried out by a sub-committee of the Establishment Group, the Implementation Leaders Group which is supported by a project office.

Over the previous months one of the work programmes for the Establishment Group has been the identification and adoption of sustainable long-term stewardship and implementation arrangements for the Auckland Regional Economic Development Strategy. The region's councils, including Waitakere City, considered and agreed that the long-term sustainable arrangements for the Auckland Regional Economic Development Strategy would be it to be under the wing of the Auckland Regional Council.

It was initially envisaged that the Auckland Regional Council would establish an office to deliver elements of the Auckland Regional Economic Development Strategy and a regional partnership to provide guidance on the delivery of the Auckland Regional Economic Development Strategy. Since that time the Auckland Regional Council has been familiarising itself with the regional recommendations and making the necessary decisions to give effect to the spirit of those recommendations.

In late December 2004, the Auckland Regional Council accepted responsibility for leading the Auckland Regional Economic Development Strategy. At its March 2005 Council meeting the Auckland Regional Council considered the form and functions for the delivery of the Auckland Regional Economic Development Strategy. In summary, the Auckland Regional Council resolved to establish a stand-alone business unit to deliver regional economic development activities under the Auckland Regional Economic Development Strategy banner. It also agreed to establish the Auckland Regional Economic Development Forum (Forum), constituted as a committee of the Auckland Regional Council, to provide stewardship for on-going development, implementation, monitoring and review of the Auckland Regional Economic Development Strategy.

At its meeting on Tuesday, 3 May 2005 the Establishment Group resolved:

That the Establishment Group endorse the Auckland Regional Council's plan to establish an economic development service delivery role that will lead the implementation of Auckland Regional Economic Development Strategy and the Auckland Regional Council be requested to give serious consideration to urgent consultation with Te Paepae Taumata.

That the Establishment Group accept the Auckland Regional Council's proposals for the future governance of Auckland Regional Economic Development Strategy.

That the Officers Working Group report to the Auckland Regional Economic Development Strategy Establishment Group in June 2005 on options for how the Territorial Local Authorities may effectively interface with the Territorial Local Authority member on the Forum for Regional Economic Development in Auckland.

A52

A summary of the new structure is provided at page A52.

STRATEGIC CONTEXT

The creation of a strong innovative economy is one of the Council's nine strategic platforms. The Waitakere Economic Development Strategy draws the relationship between local and regional economic development actions with the aim of progressing Waitakere's sustainable economic development. Under all six of the objectives of the Waitakere Economic Development Strategy the influence of wider economic development policies and actions are noted as impacting upon Waitakere's own potential for sustainable economic development. Waitakere City is one of the primary stakeholders in regional economic development, and due to the location of Waitakere within the Auckland metropolitan region, the region is a stakeholder in Waitakere.

ISSUES

Stand-Alone Business Unit

At its March 2005 meeting the Auckland Regional Council decided to adopt a Stand-alone Business Unit for the Auckland Regional Economic Development Strategy delivery office. This Stand Alone Business Units will have the features of a council controlled organisation, including a board and statement of intent, but would remain legally within the Auckland Regional Council. The Auckland Regional Council would lead the implementation of specific regional projects, operating in the 'regional gap' where there is space in delivery. Areas previously identified include regional promotion, act as a single point of facilitation for inward investment, and facilitate regional projects such as the major regional initiatives funded by New Zealand Trade and Enterprise.

Auckland Regional Economic Development Forum

Recognising that delivery of the Auckland Regional Economic Development Strategy requires collaboration of multiple partners, the Auckland Regional Council has adopted what it is calling a 'confederate approach', to create a network of networks. This approach aligns with the regionally endorsed development of a partnership approach with a centralised leadership group of 12 individuals. Its role will be to create an over-arching forum for partner agencies and groups involved in developing and implementing the Auckland Regional Economic Development Strategy. The secretariat functions for the network will be supported by a joint officers group from local authorities and other organisations involved in implementing Auckland Regional Economic Development Strategy.

The 12 individuals on the Forum will be drawn from:

- Auckland Regional Council - 2 Councillors, one of whom will be Chair
- Territorial Authorities - 1 nominee
- Economic Development Agencies 1 - nominee
- Education and Skills - 2 appointees
- Infrastructure Providers - 2 appointees
- Labour Organisations - 1 nominee
- Business - 1 appointee
- Pacific - 1 appointee
- Maori - 1 appointee

The territorial local authority member of the Forum will be expected to bring a local authority perspective to discussions. As with other sectors represented on the Forum, the territorial local authority representative is expected to work back into a network. The Establishment Group is being asked to consider the merits of formal or informal networking arrangements at its 7 June 2005 meeting. The mood of the May Establishment Group meeting was that an informal arrangement would be preferable and would overcome the transaction costs associated with a formal mechanism.

Transition Arrangements

The Auckland Regional Council has developed three workstreams to give effect to the transition of the current project office into the new structure, establishment of the Stand Alone Business Units and establishment of the Forum. These workstreams will see the Stand Alone Business Units operational by 1 July 2005 and the Auckland Regional Council officers have recommended that it be formally constituted at the Auckland Regional Council meeting on the 23 June 2005. These actions are in line with approach considered by the region's councils, including Waitakere, in late 2004. The Committee should note that the process for transitioning to the new arrangements has moved forward and that actions are being taken to ensure successful transition by the start of the 2005/2006 financial year.

With the creation of these new structures the Establishment Group will no longer have a formal role. The joint officers working group will be recommending to the Establishment Group at its 7 June 2005 meeting that it continue to have an informal role as the interface between the territorial local authority representation on the Forum and the region's local authorities.

Territorial Local Authority Nomination to the Auckland Regional Economic Development Forum

The Committee should also note that one of the further actions required of the Establishment Group to ensure a smooth transition to the new structure is nomination of a territorial local authority representative on the Forum.

The Establishment Group at its 7 June 2005 meeting will be nominating a representative from its membership to go forward to the Forum. The Establishment Group will then need to recommend to its constituent councils that they endorse the proposed candidate, as the Establishment Group does not have the delegated authority to make such an appointment.

Regional activities relating to the transition of the Auckland Regional Economic Development Strategy are moving quickly. A verbal update on activities will be provided at the meeting.

RESOURCES

Under the arrangements outlined in this report the core costs of the Auckland Regional Economic Development Strategy are to be budgeted for by the Auckland Regional Council, whilst local authorities and other participating members are expected to contribute to resource the joint officers group, and individual projects as appropriate.

CONCLUSION

The Auckland Regional Council has agreed to the recommendations of the region's councils that it take responsibility for the Auckland Regional Economic Development Strategy. It has developed internal work programmes to ensure the transition from the existing governance and delivery structures are as seamless as possible and that the new arrangements are effective from 1 July 2005. The establishment of an Auckland Regional Economic Development Forum, to be constituted as a committee of the Auckland Regional Council, is part of the new structure to give stewardship to the Auckland Regional Economic Development Strategy. This Forum will be a partnership with representatives from major stakeholders having a seat on the Forum and operating into wider stakeholder networks. Local authorities will have 1 representative on the Forum. The Auckland Regional Economic Development Strategy joint officers working group will be asking the Auckland Regional Economic Development Strategy Establishment Group to nominate a representative from its membership to go forward to the Forum. The Establishment Group will then need to recommend to its constituent councils that they endorse the proposed candidate, as the Establishment Group does not have the delegated authority to make such an appointment.

RECOMMENDATIONS

1. That the Auckland Regional Economic Development Strategy - Stewardship and Implementation for 2005/2006 report be received.
2. That the City Development Committee note that the Auckland Regional Economic Development Strategy Establishment Group at its Tuesday, 7 June 2005 meeting will be considering if it is appropriate for its current local authority members to take on an informal role to provide the interface between local authorities and their representative on the Auckland Regional Economic Development Forum.

3. That the City Development Committee note that the Auckland Regional Economic Development Strategy Establishment Group will be requested to nominate a local authority representative on the Auckland Regional Economic Development Forum at its meeting on Tuesday, 7 June 2005, and that constituent councils will then be asked to endorse this nomination.
4. That the City Development Committee note that the Auckland Regional Council will be establishing an Auckland Regional Economic Development Forum to provide stewardship for on-going development, implementation, monitoring and review of the Auckland Regional Economic Development Strategy.
5. That the City Development Committee note that the Auckland Regional Council, as part of the implementation of the Auckland Regional Economic Development Strategy, will establish a Stand-alone Business Unit within the Council structure to deliver economic development activities.

Report prepared by: Jen Cook, Partnerships & Advocacy Leader: Economic Development.



REPORTS FROM THE SUBCOMMITTEES

15 PROJECTS SPECIAL COMMITTEE

THE SPECIAL COMMITTEE SUBMITS THE FOLLOWING REPORT OF ITS MEETING HELD ON WEDNESDAY, 4 MAY 2005

MATTERS CONSIDERED

A53-A55
C1

The Special Committee dealt with a number of items for which it has delegated powers to act and a copy of the minutes of the meeting is attached at pages A53 to A55 and as set out on page C1 in the Confidential Supplement.

The Special Committee Recommends:

That the Meeting report of the Projects Special Committee held on Wednesday, 4 May 2005 be received.

RP Dallow, QPM, JP

CHAIRPERSON

