Executive Suite :
Extension No. 836 8131 : Civic Centre

OFFICE OF THE DEPUTY MAYOR

28 September 2004

Draft New Zealand Urban Design Protocol
Ministry for the Environment
PO Box 10362
Wellington
e-mail: urban.design@mfe.govt.nz

Attention: Mr Lindsay Gow, Deputy Chief Executive

Dear Sir

Submission to the draft New Zealand Urban Design Protocol

Waitakere City Council would like to congratulate the Ministry for the Environment on preparation of the draft Protocol, and on its recognition of the importance of urban issues to New Zealand's wellbeing.

We are pleased to inform you that Waitakere City Council has resolved to become a signatory to the Protocol, subject to review of the final wording of the Protocol statement. We intend to finalise our sign-on to the Protocol in time for the February 2005 launch, and will undertake to prepare an action plan within six months of our signing.

With regard to the content of the Protocol, Waitakere City Council is concerned at the complete lack of reference to Māori values and perspectives on the design of our communities. We are also concerned to ensure adequate resources and alignment of regulatory frameworks to enable implementation. The remainder of this submission addresses these two points.

Māori Values and Perspectives

We are surprised to note that, whilst championing a 'unique kiwi culture', the draft Protocol contains absolutely no reference to Māori or iwi. If the Protocol is to advocate for a uniquely New Zealand style of urban design, the kaupapa and relationship of tangata whenua with place and space is an essential element of the picture.

Recognising that the process of developing action plans will need to take into account the regional knowledge, values and perspectives of iwi, we propose the following changes:

- That the Protocol make explicit recognition of Māori – as Treaty partners and as an essential element of the 'unique kiwi culture'
- That the Protocol be amended to include discussion of Māori perspectives on urban design. For example, recognising the unique relationship of tangata whenua with the land. The discussion of 'Attributes of Successful Towns and Cities' and the 'six C's' could be revised to recognise Māori perspectives and design needs.
- That the Protocol make greater use of te reo Māori to better reflect the culture and knowledge of Aotearoa.

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We propose that a hui be organised to assist with the development of such knowledge and material, also for use in the implementation toolkit.

In developing a relationship with Māori , the experience of Waitakere City Council and the local Māori community may offer some guidance. Te Taumata Rūnanga was jointly established in 1991, and became a standing committee of Council in 1993. Twelve members are drawn from key Māori groups within Waitakere City including local iwi, Te Kawerau ā Maki and Ngāti Whātua. Te Taumata Rūnanga is a vehicle whereby the voice of Māori in Waitakere City can be expressed, within an environment of Tikanga Māori and Whanaungatanga. Members of Te Taumata Rūnanga attended the Ministry for the Environment consultations on the draft Protocol, and were active in ensuring a Māori perspective in Council's submission.

Implementation

For some years now, Waitakere City Council has been pursuing a work programme that is well aligned with the urban design vision and principles set out in the draft Protocol. Through its town centre revitalisation programme, its work on safety and access by design, and the District Plan, Council has worked to achieve a greater level of sustainability in its built urban form. As co-sponsor of the Urban Form Design & Development work strand of the Auckland Sustainable Cities Programme, Waitakere is leading efforts to promote better urban design across the region.

Waitakere City Council recognises the value of the Protocol in promoting discussion and achieving agreement at a national level about ways to improve the urban design of the nation's cities. However, if the quality of New Zealand's urban design is to improve, we consider that substantial effort will need to be made over and above the basic commitment indicated in the Protocol.

Central government leadership and support for the Protocol will be critical to its effective implementation. To this end, we would like to see the establishment of a strong dedicated Urban Affairs Unit within central government to support implementation of the Protocol.

We acknowledge the range of tools and events proposed in the draft Protocol, and would like to extend an offer of support in their delivery. As a first step, the Urban Form Design & Development work strand of the Auckland Sustainable Cities Programme is planning to organise a regional workshop to provide support to Councils in preparing their action plans, and to explore the possibility of collaborative actions.

Finally, we are concerned to ensure the approach advocated within the Protocol is reflected in relevant legislation. Of particular interest is including urban design concerns in the current review of the Resource Management Act. (For example, by recognising maintenance and enhancement of the urban environment in section 6 or 7, or through preparation of a national policy statement.)

In conclusion, Waitakere City Council welcomes the preparation of the draft Urban Design Protocol. We look forward to receiving the revised final version, and to being able to finalise our signatory status in time for the planned February 2005 launch.

Yours sincerely

Carolynne Stone
DEPUTY MAYOR

Draft programme received Mon 24/1/05 @ 11:48 am
sent by Clive Alcock (clive@aaud.com.au)

ie from Clive: full programme + registration forms will be available later this week.

ACNU Sydney
Australian Congress for New Urbanism
PHONE: 1800 196 126
WEB: www.acnu.org
EMAIL: acnu@umia.com.au

18 January '05

About the Australian New Urbanism Congress in Sydney, March 11,12,13 2005

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The Congress aims to bring together key players in the field and interested parties to share experiences in the implementation of innovative urbanism and to assess 'on-the-ground' results. This is timely and critical to the progress of sustainable approaches to development as expressed by the new approach to the fringes of Sydney (North-West and South-West Plans) and our major Cities. Most overarching planning frameworks in Australia are based on Smart Growth, and/or New Urbanist principles, as are increasing numbers of local government planning instruments. A significant number of recent projects built or underway are based on New Urbanist principles.

What is ACNU?
ACNU is a group of Australian practitioners who seek to improve the quality of Urban Development in Australia, and seek to work co-operatively together to this end.

What is New Urbanism?
New Urbanism is a generic name given about 12-15 years ago in America to a mix of Transit-oriented, Traditional Neighbourhood Design, Smart Growth and other projects that shared a number of goals. This has moved on to the situation where American New Urbanists have their own charter, an annual conference, a national secretariat, local sub branches and a major share of the urban design market. In the United States last year a significant number of new real estate projects were 'New Urbanist' based.

Who is Involved?
ACNU is at this stage still an informal grouping of practitioners. We intend to use this conference to construct a formal "not for profit" organisation which can establish and carry out a charter similar to the American CNU charter.

Some of those involved in the organisation of this conference include:

- Annand Alcock Urban Design, NSW
- Evan Jones, NSW DIPNR
- ESD Consulting, Vic (Chip Kaufman & Wendy Morris)
- Roberts Day / DPZ Pacific, WA
- Stapleton Consulting Traffic/Transport, NSW
- TTM Consulting Traffic/Transport, Vic
- Deicke Richards, Queensland
- Ed Blakely, Sydney University
- Mike Scott, the Treadstone Company, NSW

Why is This Congress Important?
The congress is important for a number of reasons:

(i) It brings together practitioners and developers from around the country and overseas to discuss issues, successes, problems, breakthroughs and logjams.
Iii) It will focus on real projects and their implementation. It will feature the most exciting urban design projects in Australia (and from overseas).
(iii) It will facilitate the formation of a formal body representative of Australian practice
(iv) It will explore authentic Australian urbanism, and aim to debunk the myths of style obsessed criticism
(v) It will bring to Australia some of the world's foremost New Urbanist practitioners and Urban Designers from the USA, UK and Canada.

Who Will Attend?

Those with a professional or pecuniary interest in urban development:

- **Practitioners** - Urban Designers, Architects, Landscape Architects, Planners, Engineers, Surveyors, Environmental Consultants
- **Government Employees** - State and Federal employees from Planning, Environmental, Traffic, Transport, Health, Ageing, Education and others
- **Local Government Employees** from Planning, Environmental, Engineering etc
- **Councillors** interested in urban design particularly in new growth areas
- **Developers** involved In Greenfields, Greyfields, Brownfields, Corridors, Residential, Mixed Use & Tourism who wish to know what is going on at the pointy end
- **Financial Institutions** interested in how to improve yields on investment
- **Home Builders** who wish to participate in building communities
- **Academics** - Faculty and students in the built environment disciplines

Congress Structure

The congress will be set out in the following manner:

DAY 1 - OVERVIEW
Comprising International Guests and Australian Designers/Developers, this day is intended to showcase the very best of international and Australian urbanism of particular interest to the development industry (the flow-on from the UDIA conference), local government and urban design practitioners.

DAY 2- THE REGION, THE CITY, THE TOWN & THE CORRIDOR
This session will focus on regional, town/ city centre and corridor development. The intention is to provide a wide range of projects and experiences which will inform practitioners of state of the art projects and practices in greenfields, brownfields and retrofit situations.

DAY 3 - THE NEIGHBOURHOOD

Neighbourhood Design
This session will feature theories and projects relating to neighbourhood design and structure including the Transect, Transit Oriented Development and Liveable Neighbourhoods presented by a variety of international and local speakers with panel sessions.

Traffic, Transit and Transport

This session will seek to open debate on Transit Oriented Development, Contextual Road Design, Public Transport alternatives and the hoary old chestnuts of road design standards. This session will bring together the very best Australian transport and traffic experts to liaise and debate with urban designers, developers and traffic engineers on the best ways forward.

The Street, The Block, The House

This session will focus on the mechanisms involved in urban design delivery - the Codes, the Guidelines, the Pattern Books - which will provide practical information about how to 'get it on the ground'. It will discuss alternative delivery methods and seek to generate healthy debate about the delivery process.

DRAFT **Conference Programme**

DAY 1 **Friday 11th March** - 'AUSTRALIAN NEW URBANISM - THE KEY TO IMPLEMENTING URBAN POLICY'

Venue : Maclaurin Hall, in Sydney's University's Historic Quadrangle

8.00am **Congress Registration**

9.00am **Welcome**

Professor Gary Moore, Dean of Architecture, Sydney University

9.05am **Introduction to the Congress**

Peter Annand, Annand Alcock, Congress Organisation Chair

9.15am **Regional Urbanism in Australia - Facilitating Urban Solutions and Exemplars**

Evan Jones, NSW Dept of Infrastructure, Planning & Natural Resources

10.00am **Morning Tea** - The Cloisters

THE EVOLUTION OF NEW URBANISM : Chair Evan Jones, NSW DIPNR

10.30am **'A Decade On'….the Momentum of New Urbanism in North America, and its Outcomes**

Stefanos Polyzoides, Moule Polyzoides, Los Angeles

11.30am **Australian New Urbanism in Practice**, with an introduction to the 'Australian New Urbanism' project handbook

Wendy Morris, ESD Consultants, Vic

12.15pm **Panel Discussion and Questions**

Moderator : Evan Jones, Panel : Peter Annand, Stef Polyzoides, Wendy Morris, Ed Blakely

12.40pm **Lunch** - The Holme Building Refectory

NEW URBANISM IN PRACTICE : Chair Chip Kaufman, ESD Vic

1.30pm **Changing the Shape of a Metro Region through New Urbanism, with a Focus on Projects in Washington DC**

John Torti, Torti Gallas, Washington DC

2.15pm **'Liveable Neighbourhoods' - Outcomes of A Code for New Urbanism in WA**

Marion Thompson, ex WA Planning Commission

2.40pm **Ecology and Urbanism - A Habitat for Humans?**

Clive Alcock, Annand Alcock

3.05pm **From the Code to the Transect - Theory to Application in New Urban Projects**

Demetri Baches, DPZ Asia Pacific

3.35pm **Afternoon Tea** - The Cloisters

NEW URBANISM AND DEVELOPMENT : Chair Mike Scott, Treadstone

4.00pm **Developing & Marketing New Urbanism**

Paul Conti, Time Conti Sheffield, WA

4.20pm **Government Development Agencies : Using New Urbanism to Deliver Government Policy**

Sean O'Toole, Landcom NSW

4.45pm **South East Queensland, Australia's Emerging Florida**

Peter Richards, Deicke Richards, Qld and Stephen Bowers, Developer, Qld

5.10pm **Panel Discussion and Questions - New Urbanism & the Development Industry**

Moderator : Mike Scott, Panel : Paul Conti, Sean O'Toole, Peter Richards, Stephen Bowers

5.25pm **Closing remarks for Day 1**, with comments on Urbanism teaching in Australian Universities
Professor Ed Blakely, Sydney University

5.30pm **Drinks** around the Quadrangle

8.00pm 'I'll have a Schooner of New….Urbanism'
Cultural Tour of Glebe's finest pubs, wandering through its wonderful streets.
Moderators(!) : Stephen Moore, Brendan O'Brien

DRAFT **Conference Programme**

DAY 2 **Saturday 12th March - 'REGIONAL GROWTH, RETROFITTING AND RENEWAL'**
Venue : Wallace Theatre, Science Road, Sydney University

REGIONAL URBAN STRUCTURING : Chair Gary Prattley, NSW DIPNR
9.00am **Melbourne 2030 Urban Growth Corridors**
Kobus Mentz, SKM Auckland
9.30am **Reflections on a Decade of Urban Structuring in Practice**
Chip Kaufman, ESD, Vic
10.00am **Sustainable Regional Growth - the UK experience**
Will Cousins, David Lock Associates, Milton Keynes, UK

10.40am **Morning Tea** - The Holme Building

EVOLVING FROM MALLS TO CENTRES : Chair John Torti, Torti Gallas, Washington DC
11,10am **Understanding Old Centres and Creating New Mixed Use Ones**
Mike Cullen, Patrick Partners, NSW
11.35am **The Developer's Perspective in the Creation of New Centres**
David Maxwell, The Riverview Group, ACT
11.45pm **The Rouse Hill Regional Centre - A Focus for North West Sydney**
Helen Lawson, Landcom NSW and Joe Hruda, Civitas, Vancouver, BC
12.10pm **Ellenbrook Town Centre, Perth**
Mike Day, Roberts Day WA
12.25pm **Kelvin Grove, Brisbane**
John Byrne, Dept. of Housing, Qld
12.45pm **Panel Discussion : Everyone's Talking About New Street Based Centres…Why Aren't We Seeing Them?**
Moderator JohnTorti, : Panel: Mike Cullen, David Maxwell, Helen Lawson, Joe Hruda, Mike Day, John Byrne

1.00pm **Lunch** - The Holme Building Refectory

RETROFITTING : Chair
1.50pm **Retrofitting the fabric - Revitalisation and Infill in Vancouver**
Larry Beasley, Director of Planning, Vancouver, BC
2.15pm **Corridor Retrofitting in Sydney and Hobart**
Peter Annand, Annand Alcock , NSW & Stephen Moore, DPZ Asia Pacific
2.40pm **Retrofitting Box Based Centres - Shellharbour Centre, NSW**
Clive Alcock, Annand Alcock, NSW

3.00pm **Afternoon Tea** - The Holme Building

RENEWING CITY PRECINCTS : Chair Wendy Morris

3.45pm **Transit Oriented Mixed Use in Pasadena - Del Mar Station Precinct, Orenco and other projects**
Stefanos Polyzoides, Moule Polyzoides, Los Angeles

4.25pm **James Street - A Mixed Use Precinct in New Farm, Brisbane**
Kevin Miller, Property Solutions, Qld

4.40pm **SubiCentro and East Perth - Transit Oriented Mixed Use in Perth**
Bill Burrell, Taylor Burrell Barnett, WA

5.10pm **Kogarah Town Square - A New Mixed Use Precinct in Sydney**
Rod Simpson, DIPNR NSW

5.25pm **Panel Discussion and Questions -How do we Achieve Mixed Use with Monocultural Investment Patterns?**
Moderator : Wendy Morris, Panel : Stef Polyzoides, Kevin Miller, Bill Burrell, Rod Simpson,

8.00pm **Conference Dinner** at 'Arena' , Bent Street, in the Fox Studios entertainment & retail precinct at Moore Park,
featuring a ' New Urbanism Roast' by traffic engineer and part-time cricketer Jim Higgs

DRAFT **Conference Programme**

DAY 3 **Sunday 13th March - 'FROM NEIGHBOURHOODS TO THE BLOCK, THE STREET & THE BUILDING'**
Venue : Wallace Theatre, Science Road, Sydney University

NEIGHBOURHOOD DESIGN IN THEORY & PRACTICE : Chair Mick Owens

9.00am Peter Richards, Deicke Richards, Qld : **Issues in Neighbourhood Structuring**
Chip Kaufman, ESD, Vic, **Tullimbah and others**
Samantha Thompson, Taylor Burrell Barnett, WA : **Somerly and Atwell**
Mike Day, Roberts Day, WA **Ellenbrook, Harvest Lakes, St Andrews, Jindee**
Kobus Mentz, SKM Auckland, **NZ update**
Malcolm Mackay, **Perth Neighbourhood Centres**

11.15am **Morning Tea** - The Holme Building

11,45am STREET WARFARE - CHOOSING & WINNING TRANSPORT & TRAFFIC BATTLES : Chair Peter Annand
Professor Peter Newman, WA
Jim Higgs, TTM, Vic
Chris Stapleton, Stapleton Consulting, NSW

1.00pm **Lunch** - Barbecue on the 'Botany Lawn'

CONTROLLING THE OUTCOME : Chair Mike Scott

1.45pm **The Code**
TBA

2.15pm **The Pattern Book and Design Guidelines**
Peter Annand, Annand Alcock, NSW
Cameron Davies, Deicke Richards, Qld

2.45pm **Panel Discussion and Questions - Coding, Pattern Books, Guidelines & the Development Control Process**
Moderator Mike Scott: Panel :TBA, Peter Annand, Cameron Davies, Chip Kaufman

3.00pm **Afternoon Tea** - The Quadrangle,
accompanied by 'The University Carillon Bells Sunday Recital', the largest musical instrument in existence!

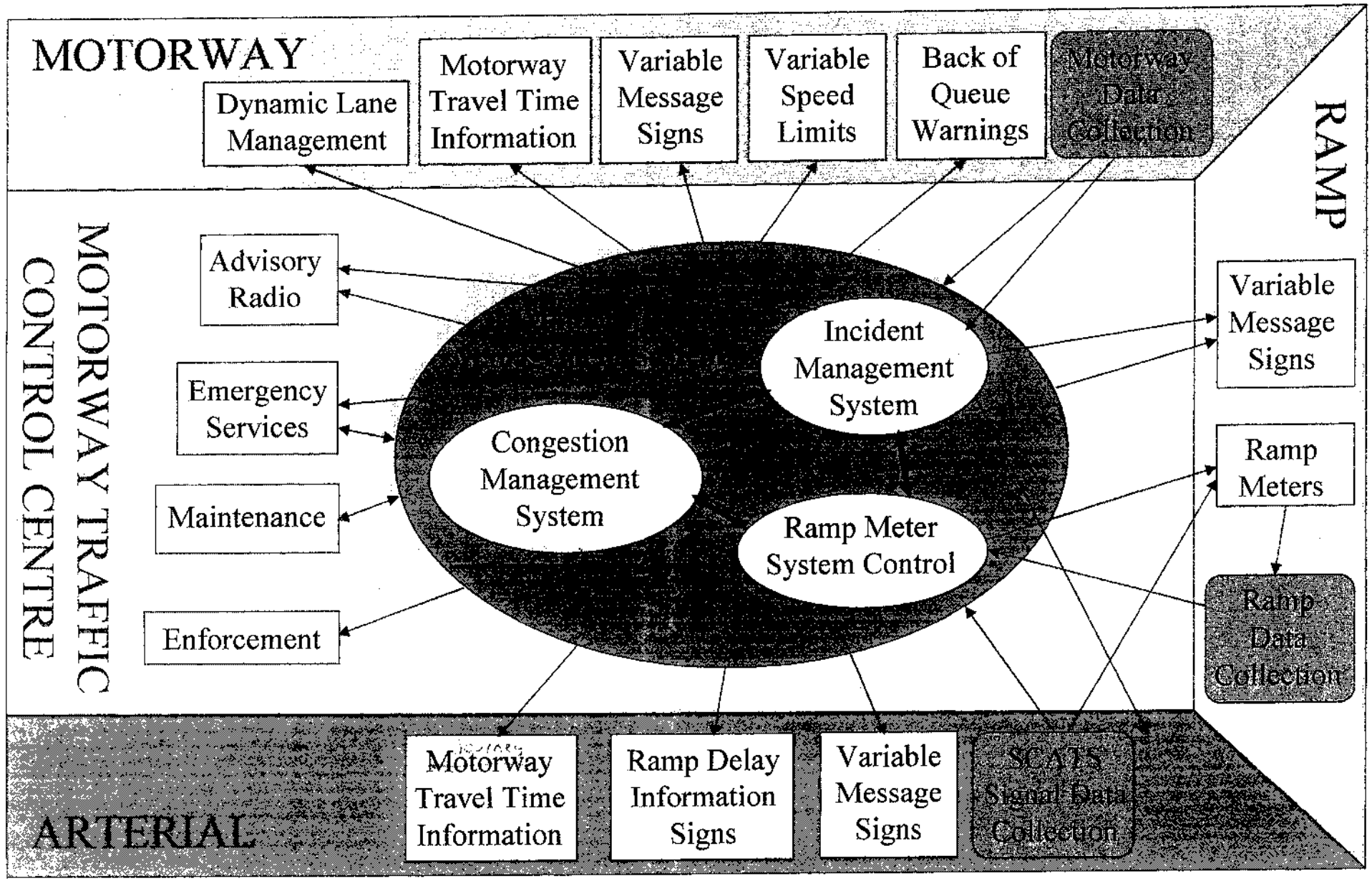
GETTING IT ON THE GROUND : Chair Peter Richards, Deicke Richards, Qld

3.30pm **Linking Planning & Development**
Mike Scott, Treadstone, NSW
Munira Mackay, Mackay Urban Design, WA
Built Form and Building Design -Implementation Outcomes and Issues
Michael Condoleon, Cosmopolitan Constructions, NSW
Tony Tribe, Giles Tribe Architects, NSW
Kim Crestani, Order Architects, NSW
John McQuade Architects, WA

4.50pm **'Get it Off Your Chest'** - Open Mike / Debate, and consideration of future initiatives
Moderator: Evan Jones Panel : Mike Scott, Wendy Morris, Chip Kaufman, Clive Alcock, Peter Annand

5.25pm **Closing Comments**
Peter Annand, Congress Chair

5.30pm **Conference Closes**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Motorway ration plan raises fear of backlog

17.12.04
by MATHEW DEARNALEY

Plans to ration scarce space on Auckland's motorways with traffic lights at every on-ramp have raised fear among city leaders that backlogs of vehicles may choke their streets.

Transit New Zealand promises close collaboration with local councils in drawing up design specifications to ensure a fair allocation of space along the entire motorway network, and to manage any flow-on effects on suburban roads.

Multinational teams of consultants will complete a "traffic demand management" investigation for the Southern Motorway by March 31, and for the Northern and Northwestern motorways three months later.

They will be required to assess ways of linking "ramp-metering" controls to information systems to help motorists plan their journeys better, even to the point of reconsidering whether they need to set out in the first place.

Roadway sensors will feed traffic information to lights at on-ramps, and to motorists through electronic signs, radio bulletins, cellphone text-messages and a website.

But North Shore Mayor George Wood fears longer delays for motorists queuing to join the flow of traffic crawling south to the Harbour Bridge, and believes projects such as the Northern Busway and studies into road pricing or tolling should be undertaken first.

Auckland City planners also want assurances from Transit that the burden will not fall unduly on drivers trying to squeeze on to motorways from central suburbs, clogging up feeder streets, while those from further away enjoy relatively clear runs.

Manukau City Council's transport committee is also wary of impacts on its streets, after mixed results from a ramp meter trial at Mangere Bridge, where drivers already queue at traffic lights to join the Southwestern Motorway at peak times.

Transit's travel demand project director, Peter McCombs, emphasised yesterday that his agency wanted a "complete management system" for the motorway network to make travel times less erratic and trips easier to plan.

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DRIVES

A11

Asked about concerns that controlling on-ramps may push more people to live at motorway extremities, contrary to anti-sprawl objectives of Auckland's regional growth strategy, he said Transit was keen to manage all traffic movements.

Mr McCombs acknowledged this could include using variable speed limits to slow motorway traffic in mid-stream, allowing more room for motorists to join the network from on-ramps along the way.

The scheme may ultimately involve tracking every vehicle from the time it joins a motorway to when it leaves, although he said information would be encrypted so number-plate details could only be used for traffic management.

Mr Wood said Transit's proposals needed a huge amount of consultation with communities because of a risk of skewing the motorway network at the expense of thousands of commuters using the North Shore's main on-ramps.

He was particularly concerned about the 50 per cent of southbound Harbour Bridge traffic joining the Northern Motorway at Onewa Rd or Esmonde Rd.

"The motorway is working at saturation capacity at the moment and rearranging or putting in measures right now won't change the speed of traffic."

Mr Wood said the only real way of coaxing car drivers onto public transport was to bring in some form of road pricing to discourage peak-time motoring, but he suspected the Government was dragging the chain on the eve of an election year.

Auckland City transport spokesman Garson Bell said his council would support anything that increased traffic efficiency, but would be concerned if motorway rationing meant drivers chose to stick to arterial roads earmarked for rapid bus transport.

Mr McCombs said the aim of controlling on-ramps was to prevent the breakdown of mainstream traffic flows, which were hard to reverse once past a critical point.

HOW IT WORKS

Sensors every 500m along the motorway check the traffic.

If it gets too heavy, they activate traffic lights on motorway on-ramps.

Information from the sensors can also be sent to electronic signs, radio bulletins, cellphone text-messages and a website to help motorists plan their journeys.

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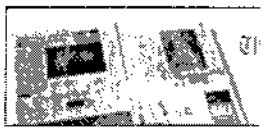

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