

Transit New Zealand

Partnering Charter

The participants vision is to actively influence travel patterns and manage corridor traffic conditions, using flow monitoring and control systems together with delivery of traveller information, to optimise the operation of the motorway and its supporting arterials

To achieve this vision, the participants seek to foster an environment conducive to working together in an open and honest manner to deliver the following goals:

1. Achieve change in travel behaviour through travel demand management
2. Improve the motorway system interface with the local arterial network
3. Support the traffic demand management objectives of the Regional Growth Strategy, Regional Land Transport Strategy and Long Term Council Community Plans
4. Deliver reliable travel times within the motorway corridor
5. Actively manage the corridor so as to improve overall efficiency of travel
6. Improve operating safety
7. Improve the travel efficiency for priority vehicles such as public transport and freight
8. Ensure transport system users and operators are well informed
9. Manage the traffic effects of incidents
10. Develop a project that the public can understand
11. Undertake on-going monitoring of and responses to the project impacts
12. Establish and maintain commitments towards continuous improvement of project outcomes

Signatures:

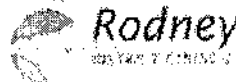
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Draft Principles – Te Atatu Entry Statement SH16

The following are draft objectives and principles in relation to Te Atatu entry statement on State Highway 16. Officers have developed these for consideration by Transit New Zealand as part of its investigation of the widening of State Highway 16.

Agree roles and funding up-front

Organisation which funds influences design

Urban Design Protocols – eg: site responsive (historical etc), links to suburbs

Arts Design Practice – integrated into process

Waitakere feel (Change from Auckland City) ie: reflect eco city – economic, environment, social, cultural.

Sustainable materials and energy sources for lighting

Main entry statement, but some consistent theme/branding at other entry points and interchanges in Waitakere

Consistent with functions of interchange (traffic pedestrians, cyclists) and SH16 (walk/cycleway) and future proofs for widening or bus way and connections across SH16 in future.

Take into account community and Council feedback, the previous design and feedback on that design.

Robust design – graffiti, vandalism.

Aesthetically pleasing

Appropriate scale

Accessible by people where appropriate and safe

Improved walk & cycle connections between Te Atatu North & South

Protect view shafts to Auckland City Harbour Bridge and Rangitoto

Visible at day and night times

Planting and landscaping – eco sourced plants in preference

Drainage and stormwater managed & low impact design & reflect ecowater principles

Design is based around a proposed upgrade of Te Atatu interchange

Quality of finishes

Request an involvement in the Jasmax design team from the beginning – Arts advisor provided by WCC, particularly if WCC pays for artworks

Signage

- all modes
- Waitakere City
- To Town Centres & major destinations e.g. Hospital, Trusts Stadium

PR6:1001
RvB:LL

17 April 2007

Joint Hearing Committee,
Local Government (Auckland) Amendment Act 2004
Chairman Mr Paul Walbran
C/- Auckland Regional Council
Private Bag 92 012
AUCKLAND

Dear Chair and Panel Members

Further to the letter tabled by Peter Spies, Regional Manager, Auckland on 8 March 2007 and his responses to questions from Commissioners, I would like to confirm Transit's intentions with respect to the Hobsonville project and the future of SH16 and SH18 following completion of the motorway.

Mr Spies in responding to questions advised that Transit would be applying for construction funds in June 2007 in relation to the State Highway 18 Hobsonville Deviation and State Highway 16 Brigham Creek Extension projects with a view to starting the interactive tender phase for the Design and Construct contract in July 2007.

Following the Transit Board's decision to not proceed with the Western Ring Route toll proposal consulted on in late 2006, the Specimen Design does not require amendment to cater for toll specific features such as provision of toll lanes in the vicinity of the Hobsonville interchange. Accordingly I have requested that a construction funding application be submitted to Land Transport New Zealand in May 2007 with tendering commencing immediately thereafter. The conclusion of the tender process will provide considerable certainty regarding completion of these State Highway projects.

As the Commissioners will be aware, Transit withdrew its appeal against the MUL shift at an early stage following discussions with Waitakere City Council (WCC) and agreement to signing a Memorandum of Understanding (MOU)

dealing with a number of aspects related to accommodating the MUL shift. These include agreeing infrastructural requirements, for example the Northside Drive overbridge as well as on-going design development with respect to pedestrian and cycle provision. These issues are being managed through a Joint Executive Committee representing both parties who have recently endorsed a cost sharing agreement in relation to the State Highway 18 Hobsonville Deviation and State Highway 16 Brigham Creek Extension projects.

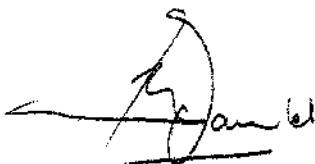
The MOU also allows for ongoing dialogue with respect to the future form and function of SH16 and SH18 following completion of the motorway. Again I can elaborate on previous advice by Mr Spies as I expect Transit to expedite a transfer of revocation of current state highways 16 and 18 where they are by passed by the new works. This will result in their reversion to local roads. I have already initiated the planning for this with WCC as it is consistent with their undertakings to ensure that these roads form part of a sustainable transport system. This will necessitate reaching agreement on matters such as access control and responsibility for managing these both before and following revocation.

It is in our view important that WCC should take an early strong lead in developing Hobsonville Road..

Regarding intensification along Hobsonville Road Transit is perfectly comfortable with ARC's and WCC's desire to provide for this whereby the majority of the vehicular access in relation to new development is provided through service roads at the rear of developments. Contrary to assertions made or inferred in submissions to these hearings such an arrangement would not be in conflict with Transit's expectations of the agreement we have with WCC. The opportunity exists to further develop pedestrian and cycle provisions in the Hobsonville Road corridor. I expect this will be done through on-going joint work by WCC, TNZ and ARTA staff as a part of the planned hand over.

I trust that this letter provides appropriate clarification of Transit's intentions in relation to State Highways 16 and 18 for the Panel.

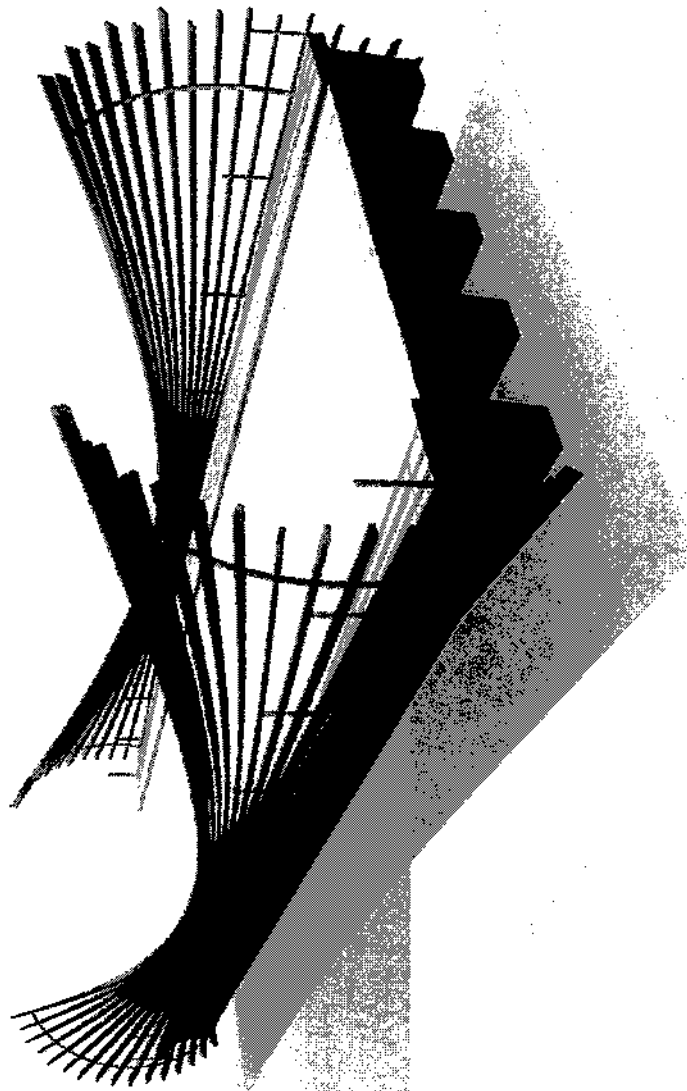
Yours sincerely

A handwritten signature in black ink, appearing to read 'Rick van Barneveld', with a stylized flourish at the end.

Rick van Barneveld
Chief Executive

aldeman drive road bridge concept design by jon mcdonald

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the slats are compressed in the middle and expand outwards, twisting on their own axis to form a circular pattern at either end they explore the compression and tension of wood, to bend in two directions

concept

With the redevelopments of Henderson, Waitakere City Council it is trying to create a city centre, a heart, to the vastness of the area. It is a bringing together to create a focus and strength within a great natural and cultural richness.

The stat concept comes together in the middle to form a central focus and expands out either end. The coming together creates strength and focus, while expanding out creates individuality and diverse richness.

To say we have a heart is also to say we have a body.

To say we have a hub is also to say we have a perimeter.

To say we have a focus is also to say that we have a great wealth and vastness in which to draw from and bring together.

The compression and expansion of the slats explores the relationship between X and Y (the specific and the expanse).

That while we are currently focusing on creating a heart, it also references the great natural vastness and expansive nature of Waitakere.

This travel to the hub is also a journey though into the centre. The stat structure goes around and up over the walkway to give a feeling of going through, to convey a sense of journey, to create that transition though to the central hub.

In the past bridges were constructed using the principal of compression, ie a simple stone arch bridge, and in the modern era bridges are primarily built using tension. This bridge is constructed using pre-stressed concrete which relies on the relationship of compression being greater than the tension. (Concrete works great under compression, but is not good under tension). The stat concept relates to the bridge construction with the combination of the compression and tension of the slats.

The slats are compressed in the middle and expand outwards, twisting on their own axis to form a circular pattern at either end. They explore the compression and tension of wood, to bend in two directions.

relevant research and inspiration

- Current sociology aspects of creating a heart and a hub to Waitakere with Henderson city centre.
- Current redevelopments and architecture of Henderson. This was the layering and interesting use of materials. Along with truth and honesty to materials.
- Bridge types and construction, pre-stressed concrete, compression and tension. There are some amazing bridges around the world, see bridges by Calatrava.
- Objects that work under tension
 - Bicycle wheel, hub and spokes. Such a light lightweight structure, but has so much strength and all works under tension.
 - Violin, again strings under tension, configuration of strings going from flat to curved cross-section.
- Anish Kapoor. *Marsyas* 2002, installation at Tate Modern
 - A sculptor exploring the emotional ideas of journey through in his work.
 - Of presence and absence, being and non-being, place and non-place and the solid and the intangible.
- Although I did research historical elements, I was mostly drawn to current sociology ideas of creating a hub for Waitakere. Oratia stream - place of long sunny days.

m a t e r i a l i t y

Materiality is a very important part to relate the bridge to the new redevelopments and architecture and also to the nature of Waitakere.. This is seen with the layering of materials and truth to materials.

Slats to be laminated wood with dark stain to work with the dark slats of the new Unitec building. Wood is laminated and treated suitable for long term out door use. Cross of section of slats in concept is 250mm by 70mm. They are supported at various points along the bridge by curved metal rails which mount directly onto the side of the bridge. In the middle the slats are joined to each other internally to keep clutter away from the clean lines of the bent slats as they twist outward.

Mounts for slats, in stainless steel. To achieve a similar effect on tighter budget: use steel, then powdercoat to a light metal colour. Use the same principle for car guard rail.

Concrete colour to be a white grey. (If re-colouring the concrete is possible for engineering requirements.)

Walkway to have concrete with exposed aggregate to add to rawness of material.

c a r b a r r i e r r a i l

Would be designed in conjunction with the engineers to complement and fit with the slat concept while also meeting road requirements. Horizontal elements would be preferable. In the concept the car barrier has vertical metal sections with horizontal stainless steel cable. The relationship of the cycleway to the walkway would also be an area that would affect the outcome of the car barrier rail.

l a n d s c a p e

In conjunction with twin streams project and cycle ways, the river banks would be landscaped with local and native plants. Cycle ways and walk ways would be joined to fit with the bridge. Seats would be put either side to provide places of contemplation.

s a f e t y a s p e c t s

The main safety issue would be climbing up the structure. This is primarily dealt with by the slats coming out from the side of the bridge at either ends. The structure comes out from the guard rail by approx 1m and height from the bottom of the guard rail is 3m. Height from edge of cycleway/walkway is 4.5m. The car guard rail could also have vertical elements rather than horizontal to stop climbing up of the guard rail.

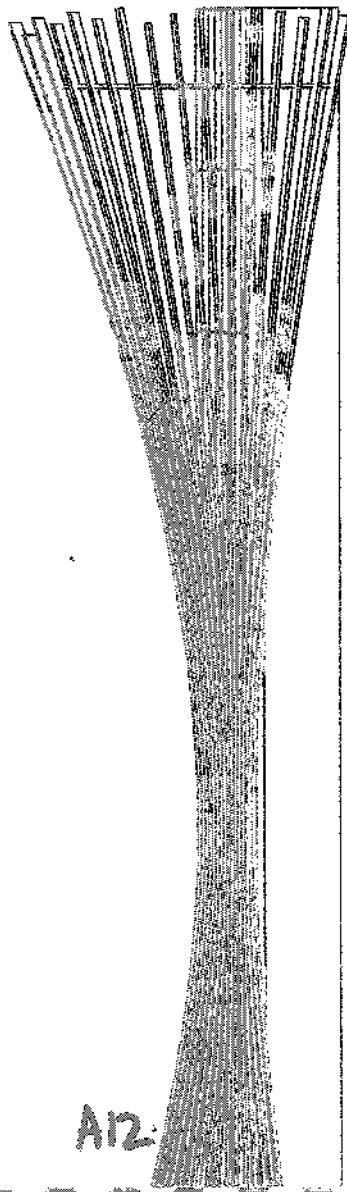
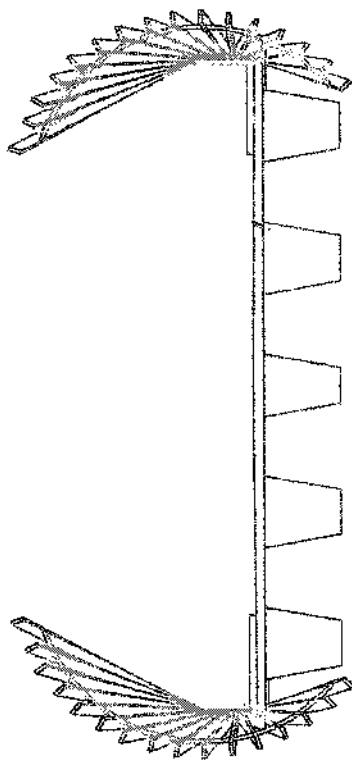
m o d e l

Model is made to scale 1:500
Drawings are also to scale

C o n t a c t

jon mcdonald
jonnymcdonald@gmail.com
021 137 4869

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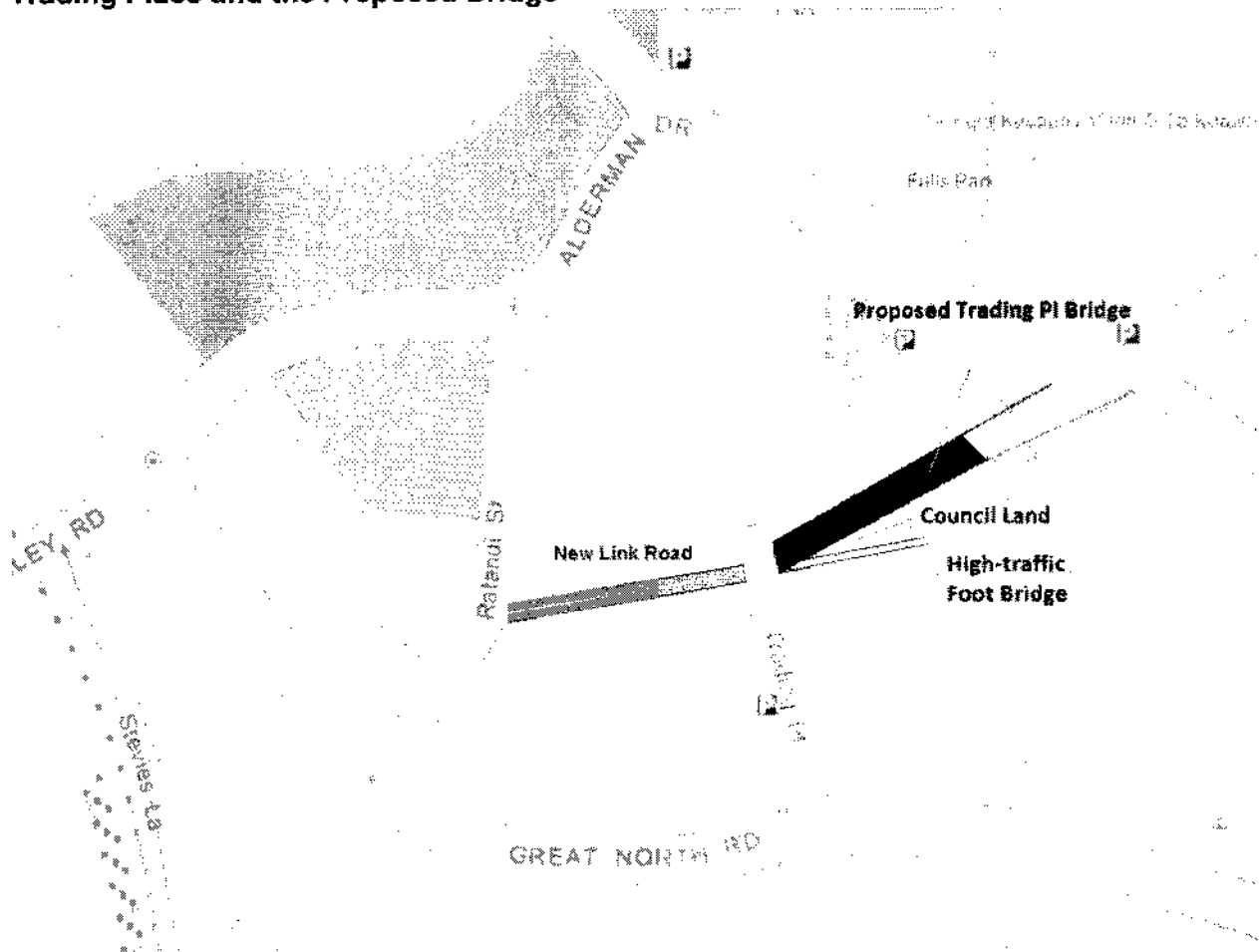
slat structure comes out from guard rail at either end by 1m, height from bottom of guard rail 3m, height from edge of walkway/cycleway 4.5m

Economic, Social, Environmental and Cultural Assessment of the Proposed Bridge at Trading Place Henderson

1. Situation

This Quadruple Bottom Line analysis regards a proposed bridge into Trading Place in Henderson's CBD. The Council has approved the redevelopment of the Alderman Drive/Edmonton Road intersection, and as part of this plan is intending to build a combined road and pedestrian bridge across the Oratia Stream from Edmonton Road to Trading Place. The bridge uses Council-owned brownfield land and bisects a well-patronised Council car park on the Edmonton Rd side of the stream. The following map locates the bridge and other features of interest to this analysis.

Trading Place and the Proposed Bridge



Trading Place is zoned 'working environment' and has a mix of retail, community facilities, and light industrial activity. There is no resident population in the area.

On its right-hand corner with Great North Rd, is a multi-storey office building with medium-quality, ground-floor retail and on the left is a used-car lot. Moving up the left side of the cul de sac is a multistorey Council parking building, a Citizens Advice Bureau, and the service end of the Central Library and Unitec. Moving up the right side from Great North Rd, retail quality rapidly deteriorates and is mixed with incompatible uses. In order, there is a Mechanic, a long-vacant retail building, a Laundromat, and then Council's empty and

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low-amenity brownfield. At the end of the cul de sac is a Gym, Real Estate Agent, a religious information centre, and a second-hand furniture and electronics store. Evidence suggests that as Henderson has developed, Trading Pl has become starved of access, and as such has become increasingly irrelevant to market demand.

2. Strategic Overview

The bridge results from the Henderson Town Centre Plan. The plan is based on a new vision for Henderson as a strong city centre that will put Waitakere City on the map as a destination for new business and investment. Its goal is a CBD with plenty to do and where people can work, play, shop and learn.

The plan's major strategies include the shift of Council facilities to anchor the city centre, the development of a new central library and rail station, improved public spaces, the Corban Estate redevelopment, and the expansion of Unitec.

To support these strategies is a programme of roading improvements designed to strengthen the CBD and improve traffic flows for the wider area. The latest round of improvements, still in the design phase, includes the bridge in question.

A series of Town Centre workshops, from 1996 on, emphasised the importance of creating road linkages in the block of land north of Great North Road bounded by Trading Pl and Ratanui St to enable intensified development to take place with good vehicle circulation and to enhance and provide access to the Oratia Stream.

The Te Atatu exit from the north-western motorway via Edmonton Road is a key route into Henderson. The proposed road link into Trading Pl combined with appropriate density and purposeful design is expected to provide a significant entry point into the CBD. The bridge is also designed to diffuse traffic coming off Edmonton Rd across a wider street network. Adding a new entrance into the CBD will decrease traffic on the surrounding arterial network. Most important of these arterials is Henderson's main street: Great North Rd. The bridge will pull car traffic from the main street ultimately making it a better retail, social and cultural environment for people.

3. The 4 Bottom Lines

This report presents a brief Cost-benefit analysis of this roading investment decision. A Cost-benefit analysis is a tool for compiling information that can be used to measure total change in 'wellbeing' relating to a decision. In the case of a QBL analysis, wellbeing is defined by the objectives of local government, as specified in the Local Government Act (2002):¹ to promote the economic, social, environmental and cultural wellbeing of the community, in the present and for the future.

Sections 3.1 to 3.4 of this report explore the likely changes in welfare for these aspects of the decision. The final section 4 concludes.

The analysis presents qualitative discussions of the likely streams of benefits and costs over time, and makes a judgement on the likely 'balance of probabilities' to indicate whether the introduction of the proposed bridge acts as a catalyst for improving the 4 wellbeings.

3.1 Economic Wellbeing

3.1.1 Economic Benefit

¹ Local Government Act 2002, s 10(b).

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An explicit goal of the bridge is to provide a more finely-grained street network for drivers and pedestrians. This gives people alternative routes to take, which lessens congestion, and shortens journey times. This saved time could ultimately increase the productivity of people using the network.

A driver has an "opportunity cost" associated with their time spent driving. It can be thought of as the next-best use of their time. If we assume the next best use is working then we can attempt a crude estimation of this productivity impact.²

Traffic engineers estimate that Trading Place presently sees 2,000 trips per day. This is expected to double to about 4,000 trips once the bridge is open. If the average time saved per trip because of the bridge is 1 minute say, and the average opportunity cost for drivers is \$12 per hour, the savings to society over the status quo would be approximately \$800 per day. Over years the GDP effect of the bridge could grow to be significant.

This estimate of course doesn't include the time savings for those using alternative routes who now face less congestion. Nor does it capture the improved access to Council's multilevel carpark, the expected capital uplift of the area, or the effect on the rest of the CBD.

a) Council's Carparking

The bridge will improve visibility of and access to the Council's parking building. This will increase parking revenues, which is a direct benefit to Council. However the bridge impinges on a nearly fully utilised parking lot on the other side of the Oratia stream. These opposing effects are expected to balance out with no net gain or loss to society.

b) Capital Uplift

Another stated goal of the bridge is to enable intensified development. The introduction of the bridge is expected to stimulate private development in this dead area of the city. It will bring more people to the area, who will demand goods and services. The existing uses will be replaced with those that can better provide what the market wants. An estimate of capital uplift is not provided here because of uncertainty as to future use of the area. However, an intensive, higher-value use like mixed-use residential, retail, and office space, could see uplift in capital in the order of tens of millions of dollars.

c) The Effect on the CBD

The bridge will pull traffic away from Great North Road, which will make the retail strip more pedestrian friendly. This is almost invaluable from a retailer's perspective. A pedestrian-friendly environment attracts more people, who tend to stay longer, which means stores are browsed more frequently, and more sales made.

Coupled with this, the capital uplift and improved amenity in Trading Place will drive out incompatible uses like the Car lot and Mechanics, concentrating and extending the retail network, thereby strengthening the CBD. This will allow the retail strip to better compete with the nearby Westfield mall. Better profits will lead to a general lift in the amenity of the area and the supply of better quality retail. A virtuous circle may result from the bridge investment.

The bridge also supports recent investments in the Library and Unitec by improving access to these significant institutions. These investments will not be fully realised without

² Because of time constraints, a more accurate model is considered beyond the scope of this report.

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the bridge. This would mean that investments already made by Council and Unitec would be wasted to some extent. Further, Council has made non-binding agreements with relevant parties, which if not followed through would affect Council's credibility with future investors.

3.12 Cost

There are two economic costs associated with the bridge: its direct capital cost, and the opportunity cost of the land it covers. The direct capital cost is expected to be \$1.7 million. Given the currently poor access, we can assume that the current use (i.e. an empty, low-amenity field) will persist without the bridge, so the opportunity cost for the land is the current price of the land \$280,000.³ Together the economic cost of the bridge is around \$2 million dollars.

3.13 Does the Bridge Catalyse Economic Wellbeing?

Looking at the economic effect of the bridge's time-savings alone, the bridge will cover its monetary cost in short order⁴. The bridge will also catalyse patronage of the Council's parking building, capital uplift in Trading place, and improvements to retail quality and amenity of the main retail strip. The bridge will open the area up, and stimulate improvements to the local economy, which could be large and long-lasting.

3.2 Social Wellbeing

3.21 Benefit

The most significant social benefits will derive from the general improvement the retail strip will see from calmer traffic and a more integrated retail network. An improving retail environment means hospitality and public space will improve.

Opening up the CBD and making it more accessible will also provide better access to the high-amenity of the stream, which could stimulate hospitality and leisure activity on Trading Pl.

The roading improvements also opens up a space currently perceived as edgy. Bridge access to Trading Place is in line with CPTED (crime prevention through design) principles and will increase pedestrian safety through better lighting, and more activity and movement at all times of the day.

Attaching a dollar value to these benefits is beyond the scope of this report; suffice it to say the overall benefit to society is likely to be substantial.

3.22 Cost

The social cost of the bridge is expected to be negligible.

3.23 Does the Bridge Catalyse Social Wellbeing?

Given that social costs are negligible, the bridge will clearly catalyse social wellbeing by improving pedestrian safety, stimulating improved social activity and spaces, and allowing better public access to the Oratia Stream, which in itself offers many social opportunities.

3.3 Environmental Wellbeing

3.31 Benefit

³ NB: as mentioned above, the opportunity cost for the car parking displaced by the bridge is expected to be balanced out by gains made at the Council's parking building.

⁴ About 5.8 years.

Traffic creates spill-over effects (externalities) for people in the surrounding area. This includes such things as: noise, pollution, a sense of danger, poor aesthetics, etc. Without surveying, the relative spill-over effects of traffic using the bridge are difficult to evaluate, and a robust dollar estimates of the harm caused is all but impossible. Such a costly method is beyond the scope of this report.

However, what is clear is that the bridge will spread traffic more evenly across the CBD. Dispersing traffic also disperses its negative effects. So in theory, the bridge will spread traffic externalities more widely and across more people, thereby mitigating harm.

More importantly the bridge directly supports the Twin Streams project. It will provide better access to and views of the Oratia Stream and its many features. It will also stimulate improvements to an area of the stream that is at present relatively low in amenity.

3.32 Cost

While spreading traffic externalities over a wider area is an effective mitigation technique, it also exposes these negative effects to new people who are often more vulnerable to them. In this case they include people that currently use the foot bridge and Trading Place/link road route.

3.33 Does the Bridge Catalyse Environmental Wellbeing?

The additional harm caused to people by doubling the traffic in the area should not be underestimated. However, in relation to the benefits described above, environmental wellbeing is likely to be catalysed by the introduction of the bridge.

3.4 Cultural Wellbeing

3.41 Benefit

The bridge's concept design was produced by artist Jon McDonald and consists of a series of formed horizontal slats that run the full width of the bridge. The artist has referred to the Henderson Library and Unitec Campus as architectural prompts for the materials and form of the artwork. Timber slats are compressed in the centre of the bridge and fan out, twisting on their own axis to form a circular pattern at each end. Visually this creates the feeling of entry to a portal without fully enclosing the bridge. Due to the slats all being pinned together at the centre of the bridge, pedestrians will be able to view the stream from the footpath as they transit over the bridge.

The bridge and its art will be a strong and meaningful entrance statement to Henderson's CBD and will define one edge of the retail environment. The concept would be visible by motorists and pedestrians from some distance away and would offer a sense of arrival without cutting the users off from the surrounding environment.

The bridge and other related "artistic" infrastructure in the city will with time become synonymous with Henderson, adding to its brand value. This improvement in Henderson's brand as a cultural destination could be significant and has a real monetary value. Estimating this value is not easily done however, and is thus considered beyond the scope of this report.

The bridge would also arguably stimulate a "learning effect," as access to the Library and University improves. However, this benefit is expected to be relatively small.

3.42 Cost

The cultural cost of the bridge is expected to be negligible.

3.43 Does the Bridge Catalyse Cultural Wellbeing?

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Given that the bridge will carry a significant artwork that will better define the edge of the CBD, and that cultural costs are expected prove negligible, the bridge is likely to catalyse cultural wellbeing in the city.

4. Conclusion

Trading Place is likely to persist in its current state until access improves. Good access is a necessary condition to sustainable private development and the bridge is likely to stimulate this redevelopment.

The bridge as proposed should generate significant economic, social, environmental, and cultural benefits for Henderson's CBD for relatively little cost, with the economic effects expected to dominate.

It is clear that if Council's plan for this area is rejuvenation, then the bridge investment should be made.

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**Appendix to Housing Action Plan Report
for
City Development Committee meeting 7 June 2007**

Examples of Housing Initiatives that Waitakere City Council could implement

The initiatives are organised into four categories: delivery; policy; advocacy & research; planning and financial incentives.

For each of the initiatives an estimate has been given to their impact, the resources needed to implement them and the likely timeframe for implementation. More work is required to give more accurate indications about these aspects of the initiatives, but for present purposes the following should be of some help:

- Impact: the likely impact of the initiatives on facilitating or encouraging affordable, sustainable, or quality housing has been estimated as either high, medium or low.
- Time frame: of the initiatives are either short-term (within 1 to 2 years); medium-term (within 2 to 4 years); or long-term (5 or more years).
- Resources: the likely financial outlay and officer time required to implement the initiative (these have been estimated).

In the selection of these initiatives, considerations have included:

- Compatibility with Council's main roles in relation to housing that include: regulator; planner; policy maker; leader, advocator and facilitator, and provider.
- Are likely to have medium to high impact and are practicable.
- Can they be achieved given staff and budget constraints and the ability of other stakeholders.
- Implementation is spread across the short-term, medium-term and long-term.
- Do not pose a significant legal risk and comply with legislation, such as the Resource Management Act, the Local Government Act and the Building Act.
- The roles of powerful players in the industry, such as developers, housing providers, financiers, and investors, and Central Government agencies.

Delivery	
Impact Timeframe Resources	Initiative
Medium impact (but small focus)	<p>Housing for Older Adults (Council owned housing)</p> <ul style="list-style-type: none"> • This initiative is underway and is in partnership with Housing New Zealand Corporation. • The Council is committed to providing good quality, low cost housing for older adults on limited incomes. The provision of social housing helps to ensure that housing can be accessed by vulnerable groups. It also helps to ensure good social outcomes and that the City continues to be diverse, inclusive and vibrant. • 267 units in 11 of the 12 villages will be refurbished. Improvements

	are likely to include insulation, walk-in showers, modernised kitchens, and new windows.
<p>Low impact</p> <p>Long-term</p> <p>Likely resources: To get to implementation stage - 1 officer part-time for 12 months</p>	<p>Co-operative housing scheme</p> <ul style="list-style-type: none"> • Kick start a small housing development to provide some affordable housing that will involve a range of partners from the public and private sector. Ensure the development is small in scale, of high quality design and construction and is energy efficient. • Would help to create a third sector in housing (not-for-profit) and encourage innovation and creativity in this area. This is the kind of initiative that Central Government would like to see. • Some community groups are keen to work in partnership with Council and there is potential to work with developers.
<p>High impact</p> <p>Ongoing</p> <p>Likely resources: 1 officer @ 2 weeks to set-up, then on a needs as basis</p>	<p>Promote use of sustainable building practices and energy efficiency measures</p> <ul style="list-style-type: none"> • Improve awareness and access to sustainable building and energy efficiency advice to increase uptake of such measures during residential construction. • Try to ensure sustainability measures and innovative approaches are considered at an early planning stage. By: <ul style="list-style-type: none"> - Encouraging use of pre-application meetings for all residential housing to raise profile of sustainability issues. - Involving Council's Eco-Design advisor at the early planning stage. This would require more resourcing. • Work with Building Act Administrators over providing better guidelines for such initiatives. • May need a front counter resource.
<p>High impact (but small focus)</p> <p>Short-term</p> <p>Likely resources: 1 officer @ total time of 4 weeks, dependent on external funding – also costs of retrofitting</p>	<p>Improve healthiness and reduce damp and cold conditions in 100 'needy' houses in Waitakere City</p> <ul style="list-style-type: none"> • This would be building on an existing scheme in Waitakere called 'Eco Wise West' (run through Ecomatters Trust). Other schemes include Counties Manukau - 'healthy housing' and in Auckland it is Snug Homes'. • This scheme would aim to increase the number of 'healthy' homes. It would involve working with partners to improve conditions in houses which are cold and damp. It will help residents who are unable to afford to heat their homes adequately in the winter or treat them for damp. • Houses would be chosen through research on a 'needs' basis or by identifying suburbs which have a high proportion of low quality homes. Alternatively, they could be attached to a place based project, eg, "Massey Matters".

	<ul style="list-style-type: none"> • It would be responding to research that has found: <ul style="list-style-type: none"> - Those who need to heat their homes are often least able to afford to do so. - In 2004, almost one third of New Zealand's homes were below the World Health Organisation recommendations of 18°C. For the young, disabled and elderly 21°C is the recommended temperature.
<p>High impact</p> <p>Medium-term</p> <p>Likely resources: 1 full-time officer for 1 year</p>	<p>Centralised housing database – to attract investors</p> <ul style="list-style-type: none"> • A database held by Council would contain information about Waitakere City in a range of subjects, such as education, health, businesses and transport. Information would be provided by other government agencies. • This would be beneficial for attracting business to Waitakere City and tracking how we are doing in terms of social infrastructure provision. • Annual monitoring would be needed to ensure information is kept up-to-date and that we know what existing provisions we have. • Once established it would have the potential to be self-funding and be a 'one-stop shop'. It is popular in Australia (used by Melbourne City Council). • Information could be geographical and in map form. • Future social infrastructure needs have been assessed for Massey and this has helped to identify future business opportunities. Similar assessments are needed for the whole City. • Usefulness: <ul style="list-style-type: none"> - Map out transport links, location of schools etc. - Inform potential investors about the viability of business by looking at the location of other businesses. - Inform potential and current residents when for example, assessing education & transport needs. - Cover land use, demographics, employment data, facilities, amenities such as schools, dentists and doctors and business types. - Help to predict future needs when developing growth plans.
<p>High impact</p> <p>Short-term</p> <p>Likely resources: 2 full-time officers for 6 months</p>	<p>Simplify consent processes and information provision about housing to benefit customers and officers.</p> <ul style="list-style-type: none"> • These improvements would apply to all consents, but priority areas are affordable housing and sustainable housing. • With sustainable housing the consents process tends to be more difficult than usual as it often involves unconventional building practices and use of energy efficiency measures (such as solar panels and solar hot water).

	<ul style="list-style-type: none"> • Improve the service received by customers and make it easier for in-house staff to provide that service, by; <ul style="list-style-type: none"> - Simplifying building and resource consent processes. - Simplifying information that customers receive about housing and the way in which that information is given. - Encouraging pre-application meetings with multi disciplinary team, including Strategy. - Examining how to give special consideration to key groups, such as not-for-profit housing providers and also developers. - Examining whether consent officers could specialise in affordable housing area. • This would require some background research such as: <ul style="list-style-type: none"> - reviewing consent processes and an appreciation of the strengths and weaknesses. - identifying what information is provided on housing, how, and by whom.
<p>High impact</p> <p>Short-term: 1 – 2 yrs</p> <p>Likely resources: 1 officer @ 3 months</p>	<p>Update building and resource consent forms and applications</p> <ul style="list-style-type: none"> • Update consent forms and applications so they look good, are user friendly, and are clear. There are approximately 30 key forms. • This may help shorten the time to process consents and reduce staff time in 'chasing' up incomplete applications.
<p>Medium impact</p> <p>Short-to-medium term</p> <p>Likely resources: 1 officer @ 3 weeks initially, then 1 day a fortnight (or alternatively through Housing Call to Action)</p>	<p>Set up a local landlords charter</p> <ul style="list-style-type: none"> • Form a Landlords Charter for local landlords (especially 'mom & dad' investors) in the City to improve the quality of life for tenants. Work with partners like the New Zealand Property Investors' Federation (NZPIF), and the Auckland Property Investors Association. It will go beyond what is required by legislation, such as the Residential Tenancies Act. • Legal advice would be needed to clarify liability where standards are not met. • The Charter could cover issues like: <ul style="list-style-type: none"> - provision of quality housing (eg. structurally sound, clean, not damp, well ventilated and can be heated at a reasonable cost) - commitment to long-term tenure. - responsive to maintenance and repair needs above that required by law (Residential Tenancies Act). - socially responsible by charging attractive and fair rents, particularly for long-term tenants. - commitment to installing energy efficiency measures over the long-term.
<p>Low impact</p>	<p>Council bylaws consider impacts on housing provision</p>

<p>Ongoing to implement</p> <p>Likely resources: <i>Part of officers work</i></p>	<ul style="list-style-type: none"> • When bylaws are reviewed or new bylaws are developed, consideration has to be given to how it may potentially impact the provision of affordable or social housing. • This will help to raise the profile of the importance of affordable and social housing within the organisation.
<p>Medium impact</p> <p>Ongoing</p> <p>Likely resources: tbc</p>	<p>Establish a community housing trust or other body</p> <ul style="list-style-type: none"> • A Community Housing Trust or Body can be established to work towards the goals of this Plan and to address affordable housing issues. • Advantages include bringing together expertise, providing a specific focus and ability to raise funds. • A key question is the amount of control of the Trust by the Council. There are various formats that would need to be considered. • Consider successful international schemes, such as raising money through a levy on all mortgage arrangements. In the US, the Philadelphia Housing Trust Fund receives \$15 million US dollars a year through this scheme (\$75 per mortgage application).

Policy, advocacy & research	
<p>Medium impact</p> <p>Short-to-long term</p> <p>Likely resources: <i>1 officer and \$30,000 to oversee research by consultant</i></p>	<p>Encourage the use of energy saving measures and sustainable building practices through clear policy and easy implementation of that policy</p> <ul style="list-style-type: none"> • Investigate if there is harmony between the intent of policies about sustainable building and energy efficiency measures and what happens in practice for customers who have to comply with Council procedures and rules. • Big contradictions have been found at another large local Council during a study into barriers and incentives to sustainable building. There were inconsistencies between what policy intended and what actually happened in practice. Often, customers were deterred from using energy saving measures and adopting sustainability building practices due to tough rules and higher costs. The study was prepared for Beacon Pathway Limited in July 2006.
<p>High impact</p> <p>Medium-to-long term</p> <p>Resources: <i>tbc – estimate 2 officers @ 2 months initially to research; may need expert report; ongoing implementation</i></p>	<p>Introduce requirements for the use of energy saving measures and sustainable building practices in residential and commercial properties.</p> <ul style="list-style-type: none"> • Investigate whether requirements can be placed on developers and builders of new residential and commercial properties to use energy saving measures and sustainable building methods. • Building methods could apply to: <ul style="list-style-type: none"> - water generation - waste generation - building design - construction materials • These requirements may be stricter than legislation such as minimum building standards. • This will reduce long-term running costs and reliance on the national energy infrastructure. • Legal advice will be needed to examine the extent to which Council can impose standards that exceed national legislation. The District Plan would be utilised where possible, perhaps in an innovative way to achieve this.
<p>High impact potential</p> <p>Medium term</p> <p>Resources: <i>1 officer @ 1 day a week ongoing</i></p>	<p>Work collaboratively with developers</p> <ul style="list-style-type: none"> • Take steps to develop new or stronger working relationships with developers in Waitakere City. • Steps to include discussions with individual developers to provide some initial focus. Then a series of workshops to examine how developers and the Council could work more closely together.

<p>Low impact but key to success</p> <p>Ongoing work</p> <p>Resources: 1 officer @ 1 day a month</p>	<p>Give effect to the Partnering Agreement with Housing New Zealand Corporation</p> <ul style="list-style-type: none"> • Develop an action plan to kick start some joint initiatives between the Council and Housing New Zealand Corporation to give effect to the Partnering agreement. • The agreement was signed in April 2006 to try and maximise housing opportunities in the City by working collaboratively.
<p>High impact</p> <p>Ongoing work</p> <p>Resources: 1 officer @ 1 day fortnight</p>	<p>Advocate and work collaboratively with Central Government, and local agencies, organisations and businesses.</p> <ul style="list-style-type: none"> • Seek support and resources to implement the initiatives in the Housing Action Plan. • Seek support and resources, in particular, for the provision of affordable and social housing. • Contribute to regional and national debates about proposed changes to existing legislation or plans to introduce new legislation, when this may affect the ability to achieve the intent of the Plan. • Advocate the need for a range of financial packages for first time home buyers on low-incomes. A recent barrier to prospective apartment purchasers has been lender requirements to pay a higher deposit (20% as opposed to 10% or less). Apartments can be low-cost housing and enable people to live in higher density developments.

Planning	
<p>Medium impact</p> <p>Long-term</p> <p>Resources: <i>Officers - tbc (involves changes to District Plan & consultation)</i></p>	<p>Review grounds on which residential developments are consented</p> <ul style="list-style-type: none"> • Examine whether assessment criteria, where relevant, for residential developments in the District Plan, can be extended to include affordable housing as a consideration on whether to grant consent. • This would require District Plan changes. It could be introduced through an integrated plan change, especially for medium density housing. However, may be challenged by an applicant and/or submitter (as it may be difficult to argue under the RMA that the environment effects of a particular application/infringement are only acceptable on the basis of criteria relating to affordable housing). • This could apply to all rules in the District Plan, or just to those concerning density.
<p>Medium impact</p> <p>Long-term</p> <p>Resources: <i>Officers - tbc (involves changes to District Plan & consultation)</i></p>	<p>Introduce affordable housing incentives for developers</p> <ul style="list-style-type: none"> • Investigate the potential to use incentives to encourage affordable housing or allow flexibility for this kind of housing. For example, the use of density bonuses, say when zoning new urban areas or considering proposals for upzoning. • Include in the District Plan where appropriate. However, may be challenged by an applicant and/or submitter (as it may be difficult to argue under the RMA that the environment effects of increased density are only acceptable if a portion of that increase is affordable housing). • Consider a review of the development contribution regime to incorporate affordable housing (see financial incentives below).
<p>Medium impact</p> <p>Long-term</p> <p>Resources: <i>Officers - tbc (involves changes to District Plan & consultation)</i></p>	<p>Encourage low cost, higher density housing</p> <ul style="list-style-type: none"> • Investigate how costs of medium-to-high density housing can be reduced by having fewer requirements in some cases (but not all to protect housing quality). For example, could reduce some "extras" such as omitting car parking spaces, having smaller balconies and less outdoor space and narrower roads. • Council needs to be cautious that these provisions would not give rise to sub-standard housing. For example, how much loss of amenities are the Council willing to compromise? • Check there are sufficient opportunities for alternative housing configurations in medium-to-high density developments. For example, communal living areas in specially designed complexes for older adults.

	<ul style="list-style-type: none"> • Include provisions in the District Plan and/or urban design guidelines where appropriate. • Need to ensure that a high quality of building is maintained.
<p>High impact (with small focus)</p> <p>Short term & ongoing</p> <p>Resources: <i>2 officers @ 2 months to set up, then smaller commitment</i></p>	<p>Voluntary agreements with developers</p> <ul style="list-style-type: none"> • Encourage developers to enter into voluntary agreements to provide affordable/social housing in large scale developments or subdivisions. • Ensure that the affordability of the housing is retained in the future. • Queenstown Lakes District Council is having success with these agreements.
<p>Medium impact</p> <p>Medium term</p> <p>Resources: <i>2 officers @ 2 months to set up, then smaller commitment</i></p>	<p>Add affordable housing into the policies of the District Plan</p> <ul style="list-style-type: none"> • Investigate the possibility of introducing affordable housing into the policies of the District Plan. This means it can become a relevant matter when Plan Changes/Variations are proposed or when applications for resource consents are considered. • As a result the impacts of planning changes on affordability, both positive and negative will be addressed. • Likely to require a plan change to strengthen the District Plan.
<p>High impact (visual)</p> <p>Ongoing</p> <p>Resources: <i>part of officers work</i></p>	<p>Design standards for higher density housing</p> <ul style="list-style-type: none"> • Continue to improve the design standards of higher density housing developments so they are attractive to occupiers and passers-by. • Need to ensure that affordable housing does not result in substandard housing quality.
<p>High impact (visual)</p> <p>Ongoing</p> <p>Resources: <i>part of officers work</i></p>	<p>Provisions relating to higher density residential developments</p> <ul style="list-style-type: none"> • Investigate if the provisions for higher density residential developments (such as flats) can increase the opportunities for affordable housing. • This would necessitate a District Plan change.
<p>Medium impact</p> <p>Ongoing</p> <p>Resources: <i>additional officers required</i></p>	<p>Encourage brownfields development and/or open up more greenfields land</p> <ul style="list-style-type: none"> • Council could lead brownfields development (one potential example is Wilsher Village). • Developments on greenfields are likely to be controversial and not always the answer. Greenfield land can be expensive and where is the line drawn? Land has increased in value all over the Auckland region including outside the metropolitan urban limit.

Financial Incentives	
<p>Medium impact</p> <p>Medium term</p> <p>Resources: <i>part of officers work</i></p>	<p>Reduced development contribution levy</p> <ul style="list-style-type: none"> • Investigate possibility of reducing development contributions for developers who include social or affordable housing in large scale developments. • Would be considered as part of the next review of the Development Contributions Policy.
<p>Medium impact</p> <p>Medium term</p> <p>Resources: <i>part of officers work</i></p>	<p>Encourage low cost, higher density housing close to public transport through the development contribution policy or rates policy</p> <ul style="list-style-type: none"> • There is potential to amend the development contributions policy to encourage low cost, higher density housing on land situated within 800 metres of train stations and other major public transport centres. • One possibility, is to separate the large catchment areas outlined in the development contributions policy. Zones closest to transport amenities would benefit from reduced contributions or no contributions, whilst zones furthest away would pay higher contributions. • This would support Council's existing policy about medium density housing, which encourages higher density housing near transport nodes and train stations.
<p>High impact (but small focus)</p> <p>Medium-to-long term</p> <p>Resources: <i>part of officers work</i></p>	<p>Reduce rates for 10 years for low cost housing</p> <ul style="list-style-type: none"> • Owners of newly built low cost housing would benefit from paying reduced rates if the developer registered the housing as low cost with Council. • The key is to ensure that the benefits are shared; the purchaser benefits from reduced rates and the developer benefits from say, reduced development contributions.
<p>High impact</p> <p>Long-term</p> <p>Resources: <i>Officer – 2 weeks initially, then less time ongoing</i></p>	<p>Advocate to Government to allow affordable housing development levies</p> <ul style="list-style-type: none"> • Advocate to central Government to allow for developers to be levied by local Councils for affordable housing, if there are proposals to amend the Resource Management Act or Local Government Act. • The particular needs of Waitakere City in this area should also be highlighted. • Work with other Councils so there is a collective – and more effective voice.

<p>Medium impact (small focus)</p> <p>Medium-term</p> <p>Resources: <i>Officer time tbc</i></p>	<p>Assess the possibility of levying affordable housing contributions on Council-owned land</p> <ul style="list-style-type: none"> • Assess the suitability for an affordable housing contribution from Council-owned freehold land. Criteria will need to be developed to carry out the assessment. A pilot may be needed on several small sites.
<p>High impact (small focus)</p> <p>Medium-to-long term</p> <p>Resources: <i>Officer time tbc</i></p>	<p>Rent to own on Council land</p> <ul style="list-style-type: none"> • One scheme could be that Council waives the deposit when the purchaser buys the house, and the Council receives the deposit when the purchaser sells. • Council's cost of paying interest on the deposit is covered by receiving an increased deposit that the Council receives as a result of the property growing in value. • For example, the Council pays a 20% deposit on a property worth \$300,000 (30k). If the property increases in value over time and is sold for \$400,000, the Council would receive an extra 10k (40k back).
<p>High impact</p> <p>Short-term</p> <p>Likely resources: <i>1 officer for 6 weeks to set up initially, then 1 day per week ongoing</i></p>	<p>Improve healthiness in homes through financial incentives</p> <ul style="list-style-type: none"> • Set up partnerships and contracts with companies to reduce the costs of energy efficiency products for Waitakere City residents. • Economics of scale could be achieved. Products could include insulation, draught proofing, thermal curtains, solar panels and solar water boilers. • Would compliment other schemes, such as Eco Wise West run by Ecomatters Trust.
<p>High impact</p> <p>Short-term</p> <p>Likely resources: <i>1 officer for 120 hours</i></p> <p><i>1 researcher trained in mapping techniques for 40 hours</i></p>	<p>Identify potential land sites for development</p> <ul style="list-style-type: none"> • Identify potential sites in Waitakere City for affordable and social housing developments. In some cases the provision of land may be more beneficial and effective than the provision of other resources. • If agencies can consolidate adjacent small sites into one site of 2000m² then this could allow medium density housing to be built. • Parcels of land owned by central government agencies or by infrastructure providers could be added to a database held by the Council. • Housing New Zealand Corporation & the Council could compile a shared database to show used and unused land. • Sites should be purchased where necessary or a suitable buyer found.

<p>Medium impact (small focus)</p> <p>Medium-to-long term</p> <p>Resources: 1 officer – 2 months</p>	<p>Reallocation of sale proceeds towards the provision of affordable housing</p> <ul style="list-style-type: none"> • Develop criteria to be used to assess whether all or some of the proceeds from any sale of Council-owned land should go towards the provision of affordable housing and implement.
	<p>Consideration of Council providing low-cost loans to not-for-profit providers of affordable housing</p> <ul style="list-style-type: none"> • Assess the risks and feasibility of utilising Council's ability to secure low cost finance on behalf of affordable housing providers and to be a guarantor of loans. • Local Council's tend to have a lower risk profile.