



Waitakere City Council
Te Taiao o Waitakere

NOTICE OF MEETING

TOWN CENTRES SUBCOMMITTEE

I hereby give notice that a meeting of the Town Centres Subcommittee will be held on:-

DATE: Monday, 16 February 2009 **TIME:** 9.30 am

MEETING ROOM: Council Chamber

VENUE: Waitakere Central, 6 Henderson Valley Road, Henderson, Waitakere

to consider the business as set out herein and to take any necessary action connected therewith.

11 February 2009

Maea Petherick
COMMITTEE SECRETARY

Telephone (09) 836 8000 extn 8104

MEMBERSHIP:

Councillors	DQ	Battersby, JP (Chairman)	
	RP	Dallow, QPM, JP Deputy (Chairman)	
	BA	Brady, JP	
	JM	Clews, QSO, JP	
	RI	Clow	
	LA	Cooper, JP	
	AK	Corban, OBE, JP	
	MM	Jolley	
	PG	Mitchell	
Councillor	P	Walbran	Auckland Regional Council
Mrs	EAG	Grimmer, MNZM	Henderson Community Board
Mrs	GPJ	Marshall	New Lynn Community Boards
Mr	D	Cosgrove	AMP Capital Investments Limited
Mr	A	Lockie	Westfield Limited
Mr	P	King	ONTRACK
Mr	B	Glover	New Lynn Business Association
Mr	E	Johnston	Henderson Business Network
Mr	P	Clark	Auckland Regional Transport Authority (Observer)

Mayor RA Harvey, QSO, JP (ex officio)

Deputy Mayor (ex officio)

(Quorum 5 members - three of whom must be Councillors)

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(Meeting Room could be subject to change)

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

**AGENDA FOR A MEETING OF THE TOWN CENTRES SUBCOMMITTEE TO BE HELD IN
THE COUNCIL CHAMBER AT WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD,
HENDERSON, WAITAKERE, ON MONDAY, 16 FEBRUARY 2009,
COMMENCING AT 9.30 AM**

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AGENDA FOR A MEETING OF THE TOWN CENTRES SUBCOMMITTEE TO BE HELD IN THE COUNCIL CHAMBER AT WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE, ON MONDAY, 16 FEBRUARY 2009, COMMENCING AT 9.30 AM

1 APOLOGIES



2 URGENT BUSINESS

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

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

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

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



3 CONFLICTS OF INTEREST

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



4 CONFIRMATION OF MINUTES

Meeting Minutes - Monday, 15 September 2008

RECOMMENDATION

It is recommended that the Town Centres Subcommittee resolve to:

Receive the minutes of the meeting of the Town Centres Subcommittee held on Monday, 15 September 2008, as circulated, and that they be taken as read and now be confirmed.



5 CONSULTATION ON STRATEGIC PARKING OPTIONS

GLOSSARY

AMP Capital Portfolio Property Limited	(AMP)
Auckland Regional Council	(ARC)
National Trading Company	(NTC)
Parking Management Plans	(PMPs)
Waitakere District Plan	(District Plan)

EXECUTIVE SUMMARY

The purpose of this report is to provide the Town Centres Subcommittee with the report taken to the Policy and Strategy Committee on the outcome of the consultation process on the options for a strategic approach to parking regulation and management in Waitakere and to inform the Town Centres Subcommittee of the resolution made by the Policy and Strategy Committee.

The Policy and Strategy Committee was requested to consider the feedback on parking issues received from stakeholders and the public.

Feedback was sought from stakeholder groups on 3 options for a strategic approach to parking provision in new developments, as follows:

- **Option 1** - Minimum parking requirements with flexibility
- **Option 2** - Maximum parking requirements with flexibility
- **Option 3** - Strict maximum parking requirements

All of these options are a change from the status quo because of the need to intensify town centres and to encourage a shift away from single occupant vehicle travel. Option 1 is the closest to the status quo, as the only change would be increased flexibility in processing applications for reduced parking provision. The key point of difference between the options is the regulatory approach.

In the light of the feedback received, the Policy and Strategy Committee was requested to confirm Option 2 as the preferred option with effect from the 2013/2014 financial year, with Option 1 as the preferred option until 2013/2014. Option 2 is dependant on improved public transport and 2013/2014 is the date when electric rail services are expected to start operating on the Western Line and revised bus services are expected to be fully operational. The preferred options and their respective timeframes will be incorporated into the consultation drafts of the Waitakere City Parking Plan and the Henderson, New Lynn and Massey North-Westgate Parking Management Plans (PMPs).

The Policy and Strategy Committee resolved to adopt the recommendations contained in the Consultation On Strategic Parking Options Report.

RECOMMENDATION

It is recommended that the Town Centres Subcommittee resolve to:

Receive the Consultation On Strategic Parking Options report.

BACKGROUND

1. At its meeting on 2 October 2008, the Policy and Strategy Committee received a report on the development of the Waitakere City Parking Plan. This report identified three regulatory approaches to parking provision in new developments as a means of better delivering on the Council's strategic outcomes:
 - **Option 1** - minimum parking standards with exceptions: under this approach, minimum parking requirements would remain but greater flexibility could be provided to allow less than the prescribed minimum.
 - **Option 2** - flexible maximum parking approach: under this approach the Council could exercise discretion to allow parking above the prescribed maximum.
 - **Option 3** - strict maximum parking approach: under this approach no flexibility will be allowed for developments which require more car parks than the prescribed maximum.

2. The Policy and Strategy Committee at its meeting held on Thursday, 2 October 2008 resolved to:
 3. *Agree to a 2 stage consultation process on the Development of the Waitakere City Parking Plan, with the first stage being around 3 options consistent with the Council's strategic direction:*
 - *Option 1 – minimum parking standards with exceptions;*
 - *Option 2 – flexible maximum parking;*
 - *Option 3 – strict maximum parking;**and the second stage being formal consultation on draft plans.*
 4. *Agree that Option 2 flexible maximum parking be identified as the Council's preferred option, which is consistent with the consultants' strategic advice and on which approach the draft Henderson, Massey North–Westgate and New Lynn Town Centre Town Centre Parking Management Plans have been prepared.*
 5. *Agree to the process of engagement with stakeholders and the public in developing the Waitakere City Parking Plan and the Henderson, Massey North–Westgate and New Lynn Town Centre Parking Management Plans as outlined in the agenda report.”*

1666/2008

3. In November and December 2008 Council officers met with targeted organisations, businesses and town centre residents to discuss the three proposed parking options. Feedback was received at these meetings and from feedback forms which were made available to the public. This feedback has been summarised and presented in this report for the Policy and Strategy Committee's consideration.

DECISION MAKING

4. The decision sought in this report is guidance on the preferred option, taking into account the feedback received from consultation.

Consideration of Community Views

Written Submissions

5. A total of 66 written responses were received, mostly on the form provided, but with some more lengthy responses. Submissions were mostly from residents, but detailed submissions were received from a supermarket group, a property development group, a fast food restaurant chain, the New Zealand Transport Agency and the Disability Information Waitakere Network. Nineteen submitters chose to remain anonymous. A summary of submissions received together with copies of all submissions will be made available separately from this agenda.

Stakeholder Meetings

6. A number of meetings were held with a variety of stakeholders during November and early December 2008. The turnout to the various stakeholder meetings was quite low, but the quality of the discussion was very good. Many of the issues were shared by the different stakeholder groups. There was some confusion as to the meaning of the term "parking maximums". Some stakeholders understood this to mean providing as much parking as possible.
7. Key issues raised during the consultation process included:
 - The competitiveness of Waitakere's town centres and corridors, compared with other centres in the region in respect to the level at which parking maximums are set, and the level of flexibility to grant an exception, that would be a key factor in attracting large tenants (e.g. supermarkets), given that businesses traditionally have located in suburban centres and corridors due partly due to the ability to provide large quantities of parking on site;
 - The competitiveness of main street retail, compared with malls which provide large parking areas;
 - The timing of the introduction of changes in relation to the availability of reliable public transport services;
 - Impacts of a shortage of parking such as parking spill-over into surrounding streets (and mall parking areas) and likely introduction of paid on-street parking or other restrictions;
 - The availability of dedicated park and ride spaces; and
 - Concern that changing the approach to parking will lead to on-street parking being used up and the introduction of paid parking.
8. Other issues raised during feedback included:
 - The need to provide adequate motor cycle parking;
 - The need to provide adequate bicycle parking;
 - The need to provide adequate mobility parking;
 - The possibility of requiring developer contributions for disability parking, in the context of reduced overall parking provision;
 - The need for a pro-active approach to manage parking over-spill, whether created by increased rail commuter traffic or intensified development;
 - There was strong support for the immediate provision of more park and ride facilities, particularly in New Lynn and Glen Eden, it was argued that this should be an integrated part of public transportation improvement, and there was scepticism as to whether feeder buses would materialise;

- There was support for provision of parking buildings in Henderson and New Lynn;
- There was support for additional public parking in Te Atatu Peninsula;
- Currently the Waitakere District Plan (District Plan) and the Parking and Driveway Guideline are inconsistent. It was recommended that in future both the District Plan and the Parking and Driveway Guideline be made consistent with the Waitakere Parking Plan and town centre PMPs; and
- A number of immediate concerns such as parking over driveways, inadequate length of time for on-street parking in town centres, quality of pedestrian access within town centres and limited availability of parking in specific areas.

Timing Issues

9. Feedback was received that suggested caution as to the timing of regulatory changes and related parking management measures. Comments included:
 - There was some scepticism as to whether substantial improvements to public transport, especially in respect to bus transport, would materialise;
 - Reduced parking should not be introduced ahead of improvements in public transportation which are required to facilitate its effectiveness;
 - The Council's initiative was premature and it would have been appropriate to wait for the finalisation of the Auckland Regional Parking Strategy;
 - If Council takes the lead within the region in allowing less parking, this would give a greater competitive advantage to shopping centre and malls in other cities within the region;
 - Timing of paid parking should take into account prevailing economic conditions and hardship; and
 - To do nothing until the Auckland Regional Parking Strategy is operational. AMP Capital Portfolio Property Limited (AMP) noted the stated intention of the Auckland Regional Council (ARC) to amend the Auckland Regional Policy Statement to give effect to the Auckland Regional Parking Strategy. It is a requirement of the Resource Management Act 1991, that territorial authorities give effect to regional policy statements through their district plans. It was argued that Waitakere could face the scenario of amending the District Plan to give effect to the Waitakere City Parking Plan and subsequently further amend it to comply with the Auckland Regional Parking Strategy.

Analysis of Key Issues

10. Stakeholders were advised that changes to the District Plan are not likely until 2013/2014 to coincide with public transport improvements. The economic recession is likely to defer some investment and consideration of introduction of paid parking in town centres. Most of the issues raised can be addressed by timing the introduction of regulatory changes to coincide with major improvements in public transport, as well as clearly addressing these issues in the Citywide and town centre PMPs, as follows:
 - Intra-regional competitiveness can be addressed though setting parking maximums for parking intensive activities such as supermarkets should be set at a level which is an accepted industry standard for supermarkets in town centres;
 - Concerns in respect to main street parking can be addressed through Council's ongoing operational processes as well as in town centre PMPs;

- The request for the timing of changes to coincide with improvements in public transport is a valid suggestion, hence this report is recommending that option 2 only be introduced from 2013/2014 when major improvements in public transport will be in effect;
- Improvements in respect to spill-over management can be addressed through Council's on going operational processes as well as in town centre PMPs;
- Issues relating to park and ride provision will be addressed in the LTCCP as well as in the Citywide and town centre parking plans; and
- Introduction of paid parking will require a separate decision of Council, taking into account a number of factors, including prevailing economic conditions, affordability, impact on retail, and relativity to other centres in the region. These factors will be addressed in the Citywide and town centre PMPs.

Analysis of Other Issues

11. Where appropriate, other suggestions will be operationalised in the course of normal business and/or included in the Citywide and town centre PMPs, as follows:
 - The suggestions concerning cycle, motorcycle and mobility parking are constructive and consistent with the advice provided by the Council's consultants, and will be addressed in the Citywide and town centre PMPs;
 - The suggestions concerning consistency of Council's policy documents are constructive and will be addressed in the Citywide and town centre PMPs; and
 - It is anticipated that the final Auckland Regional Parking Strategy will be available before Council adopts the final Citywide and town centre PMPs, and the ARC will also have the opportunity to make submissions on these. Any issues relating to proposed amendments to the Auckland Regional Policy Statement can be addressed at the time of approving the final Waitakere City Parking Plan and town centre PMPs.

Options Identified

12. Council consulted on the following options:
 - Option 1 - Minimum parking requirements with flexibility;
 - Option 2 - Maximum parking requirements with flexibility; and
 - Option 3 - Strict maximum parking requirements.
13. A number of variations or alternative options were suggested in feedback. These were:
 - To do nothing and retain the status quo;
 - To abolish all requirements to provide parking; and
 - To operate with both minimums and maximums.
14. An argument in favour of the status quo was made by a number of submitters. It was argued that intensified growth was not in the best interests of Waitakere, as it would disadvantage residents. To accept such an approach would be inconsistent with Council's strategy for intensification in town centres and growth corridors. Officers consider that continuing with minimum parking requirements at current levels in the District Plan would not result in the densities sought in town centres and growth corridors.

15. Advice from Council officers was that it would be a simpler process to remove all requirements for parking provision from the District Plan than to amend the District Plan. Officers consider that, there is a risk that such a laissez faire approach could lead to even greater provision of parking in some developments and would not result in the densities sought in town centres and growth corridors.
16. The National Trading Company (NTC), in their representation on behalf of the Foodstuffs supermarket chain, have argued that parking minimums are required in addition to parking maximums, so that other developers and businesses can not simply rely on supermarkets to provide parking for all-comers. However, such a two tier planning regime would be difficult to withstand legal challenge and would restrict development on small sites. One of the purposes of PMPs is to ensure that there is adequate provision of parking, given that notwithstanding improvements to public transport and high density residential development in proximity to public transport, there will continue to requirement for car parking. Such a shortfall can be addressed, where necessary by the construction of car parking buildings. In addition, supermarket operators are able to introduce parking management measures such as time restrictions and paid parking (with a rebate for their customers).

Preferred Option

A1-A5

17. A detailed analysis of the three options consulted upon is contained in the report on the development of the Waitakere City Parking Plan to the Policy and Strategy Committee at its meeting on 2 October 2008. Relevant extracts from this report are attached to the agenda at pages A1 to A5.
18. There were 25 replies favouring Option 1 and 29 in favour of Option 2, with three replies supporting Option 3, while nine responses did not indicate a preference. From the context of supporting comments it would appear that some of the replies confused "parking maximums" with maximum parking availability. From the context of supporting remarks, up to five supporters of Option 2 and one supporter of Option 3, were seeking more parking provision, not less. At least two supporters of Option 1 are actually in favour of reduced parking provision.
19. It was also apparent that many supporters of Option 1 believe it will assist in the resolution of immediate issues, such as better management of overspill parking in Henderson and provision of Park and Ride facilities in Glen Eden and New Lynn. These issues have arisen under current minimum approach to parking. Officers consider that these concerns can be addressed by a pro-active approach to parking management and promptly addressing the immediate issues raised.
20. There is scepticism about the delivery of a real improvement in public transport, particularly in areas not served by rail. By timing the introduction of a more restrictive regulatory approach to coincide with substantial improvements in public transport provision, these concerns can be addressed.
21. Most supporters of Option 2 believe it will encourage development. This can be taken as an indication of a level of support for the Council's strategic direction including more intensive development.
22. The New Zealand Transport Agency submitted in favour of Option 2, as did NTC. However, as discussed above, NTC did argue strongly that maximums should be set at a level appropriate to facilitate supermarket operations and that there should also be parking minimums to ensure that other developers did not rely on supermarket parking.

23. AMP's preference for Option 1 is based on their concern that the suggestion that maximums are set at the level of current minimums may not take into account the fact that current minimum levels are not consistent throughout the Auckland region. This concern can be addressed through setting parking maximums for parking intensive activities such as malls be set at a level which is an accepted industry standard for malls in town centres.
24. Flexible maximum parking is recommended as the preferred long term option as it is expected to encourage intensive development within town centres and corridors, by reducing the amount of land reserved for parking, while allowing sufficient flexibility not to discourage certain parking intensive developments such as malls and supermarkets. Option 1 - Minimum parking standards will continue to encourage low density developments. Option 3 - Strict Maximum Parking will not allow flexibility in respect of certain developments and car park buildings.
25. In order to take into account timing concerns, particularly those around improvement of public transport, it was recommended that the Policy and Strategy Committee adopt Option 1, Minimum Parking Standards with Exceptions as the preferred option until the 2013/2014 financial year. This will, in particular, facilitate the transit oriented development in New Lynn, which is planned over the next five years. 2013/2014 is the year in which electric rail services are expected to start operating on the Western line and by which time revised bus services and other Public Transport Improvements (such as integrated ticketing) are expected to be fully operational and Option 2 should be introduced at that time.
26. This report was taken to the Policy and Strategy Committee meeting held on 5 February 2009. The Policy and Strategy Committee resolved to:
1. *Receive the Consultation On Strategic Parking Options report.*
 2. *Agree that Option 2 – flexible maximum parking be confirmed as the Council's preferred option for a strategic approach to parking provision in new developments.*
 3. *Agree that that Option 2 – flexible maximum parking, be incorporated into the consultation drafts of the Waitakere City Parking Plan and the Henderson, Massey North–Westgate and New Lynn Town Centre Parking Management Plans, with effect from the 2013/2014 financial year, together with Option 1, Minimum Parking Standards with Exceptions as an interim measure until the 2013/2014 financial year.*
 4. *Agree to continue the process of developing the Waitakere City Parking Plan and the Henderson, Massey North–Westgate and New Lynn Town Centre Parking Management Plans and of consulting on these, as outlined in this report.*
 5. *Agree that stakeholder feedback raised during consultation on the options relating to the regulatory approach to parking be taken into account, where appropriate, into the Waitakere City Parking Plan and the Henderson, Massey North–Westgate and New Lynn Town Centre Parking Management Plans.”*
- 86/2009
27. Feedback on parking management issues could be included where appropriate in the Waitakere Parking Plan and its associated PMPs. Some of the feedback could be passed on to the relevant officers to respond to in the course of normal operational processes.

STRATEGIC CONTEXT

28. There are a number of strategic platforms that are affected by parking, including the following:
- **Integrated Transport and Communication: *Te Whakaurunga Waka Te Whakawhiti korero:***
Parking directly affects access by motor vehicles and also the level of traffic attracted to a centre;
 - **Strong innovative economy, *He tupuranga kaha ihi wana;***
Parking is a critical factor for movement of goods, delivery of and access to services and business travel in Waitakere and across the region. Parking is also a critical factor in terms of the cost and location of development;
 - **Strong Communities, *He iwi kaha;***
Parking affects access by motor vehicles and also other modes. Parking has an impact on affordable housing, the intensification that can be achieved in town centres and growth corridors, and the safety and amenity of these places;
 - **Urban and rural villages, *Nga kainga taone, tuawhenua:***
Parking has a key role in the delivery of the vision for thriving, people oriented town centres; and
 - **Sustainable energy and clean air, *He kaha motuhake. He hau ora pai;***
Parking has an important impact on traffic levels and associated fuel use and emissions. The effects vary depending on the level of traffic that arises from an expansionary or travel demand management approach adopted in the Auckland region.

CONSULTATION

Written Submissions

29. A feedback form was made available at all stakeholder consultation meetings and delivered to Henderson and New Lynn town centre residents. The form was available on the Council Website. This form was also available on request through the Call Centre and at Council reception. Initially the deadline for submissions was Wednesday 10 December 2009. This deadline was subsequently extended to Wednesday, 24 December 2009. A total of 67 submissions were received.

Stakeholder Meetings

30. Officers had the opportunity to make presentations at a number of scheduled meetings of organisations and informal groups. In addition a number of meetings were convened with the specific purpose of communicating with stakeholders. These matters and their key outcomes are summarised as follows:

Date	Stakeholders	Key issues raised
9 Oct & 10 Nov 31 Oct 5 Nov 13 Nov 17-21 Nov	Residents via: Press releases Council's website Waitakere City News article Western Leader advertisement and article Mail drop to residents at Henderson and New Lynn	Concern that this is a subterfuge for the Council charging for on-street parking. Concern that reducing parking on-site will result in people parking in surrounding streets.

Date	Stakeholders	Key issues raised
12 Nov	Te Atatu Business Improvement District Committee	Concern that visitor parking will be used up and make it difficult for main street retail to compete with malls.
17 Nov	Te Taumata Runanga	Paid parking; Parking for disabled/elderly.
18 Nov	New Lynn Liaison Group	People will still want to park and ride. What level would the maximum be set at?
18 Nov	AMP	Concern about spillover parking onto LynnMall site. Opportunity for joint venture car park building.
18 Nov	Henderson Business Association	P30 on main street is not long enough to support retailers. Concern about paid parking and mobility parking.
19 Nov	Developers Group	Risks with attracting investment from major Australian developers. Opportunities for development of small sites e.g. bar in New Lynn.
19 Nov	Waitakere Pacific Board	Paid parking.
24 Nov	New Lynn Business Association	Impact on existing retail if less parking is provided.
25 Nov	New Lynn residents	Paid parking.
27 Nov	Henderson residents	Overflow parking impacts on surrounding streets. Paid parking.
28 Nov	Waitakere Ethnic Board	-
1 Dec	Youth Council	Need improvements to public transport before introduce changes to parking.
2 Dec	Disability info Waitakere Network	Need a requirement for disability parks off-street. Disability parks on-street need to be well designed.
2 Dec	Waitakere Enterprise	Suggestion to seek input from commercial agents and a wider group of developers.
3 Dec	Glen Eden businesses and residents	Paid parking. Need for park and ride now. Need more parks to serve wide catchment.
4 Dec	Council Officers	Inconsistency of rules between District Plan, Parking Guidelines and potentially the proposed Parking Plans. Inconsistent treatment at different town centres and corridors. Timing of introduction of paid parking.

RESOURCES

31. Adequate resources have been provided in the Annual Plan 2008/2009 to undertake the necessary consultation on the proposed Waitakere City Parking Plan and related town centre PMPs.

Implementation of the Waitakere City Parking Plan

32. Resources to implement the Waitakere City Parking Plan which will be provided for in the draft Long Term Council Community Plan 2009-2019 include the development of additional town centre parking plans, and the review of the District Plan. However, resources to implement the Waitakere City Parking Plan which are not currently being provided for in the draft Long Term Council Community Plan 2009-2019 include the construction of parking buildings in New Lynn and consultation on paid parking.

IMPLEMENTATION ISSUES

Consultation process

33. Having completed the first stage of consultation on options it is planned to conduct a second stage of formal consultation on a draft Waitakere Parking Plan and draft town centre PMPs. The Local Government Act 2002 only provides for one proposal to be considered during formal consultation. Accordingly Waitakere has developed the practice of, where appropriate, undertaking a two stage consultation process, putting forward a number of options for informal consultation, prior to formal consultation.
34. An indicative timeline for the development of the Waitakere and associated town centre PMPs has been developed. The Waitakere Parking Plan and its constituent PMPs are likely to have an impact on the LTCCP 2009-2019. Accordingly, formal public consultation is envisaged in terms of the following timeframe:

Parking consultation report to Policy and Strategy Committee	5 February 2009
Policy and Strategy Committee adopt consultation draft of Parking Plan	6 March 2009
Formal consultation	30 March - 1 May 2009
Hearings	18 - 28 May 2009
Adoption	July 2009
Print and publish Parking Plans	September 2009

Report prepared by: Charlie Inggs, Strategic Advisor Transport.



6 NEW LYNN TRANSIT ORIENTED DEVELOPMENT - ARTS INTEGRATION

GLOSSARY

New Lynn Transit Orientated Development (TOD)

EXECUTIVE SUMMARY

The purpose of this report is to inform the Town Centres Subcommittee of the current progress relating to the integration of arts into the New Lynn Transit Oriented Development (TOD) project and the broader New Lynn Town Centre.

A6-A21

The design process for the integration of specific arts design features within the New Lynn Transport Interchange has been an ongoing series of concepts that have been produced by a range of artists for generic situations commonly found within developments of this type. The current arts integration proposals are attached at pages A6 to A21.

In addition to the generic concepts, detailed work is ongoing on an artistic integration for the walls of the trench in the areas around the Rail Station platform. This work is being undertaken by the appointed lead artist, Louise Purvis.

RECOMMENDATION

It is recommended that the Town Centres Subcommittee resolve to:

Receive the New Lynn Transit Orientated Development - Arts Integration report.

BACKGROUND

1. The first concept design for the transport infrastructure was presented to Council at a workshop held on 10 July 2007. Feedback from Council was then incorporated into the final concept design and submitted to Council for approval at its meeting of 10 October 2007. The following information was presented to the Culture and Community Committee on 10 December 2008 for information only. The concepts contained within this report have been approved by the Infrastructure and Works Committee at its meeting held on 4 February 2008, the Infrastructure and Works Committee has overall responsibility for the oversight of the TOD project.
2. Areas of focus for Louise Purvis and her collaboration with Architectus and artists have focused on the following items or sites:
 - Trench walls within the Rail Station;
 - Sculptural Markers positioned atop glass screens around open sections of the trench. (Markers reference similar works positioned on the rear wall of the New Lynn Community Centre);
 - Pattern design for casting into the four concrete road bridges that will cross the Rail Trench;
 - Carved or cast Crown Lynn back stamp's (makers mark) sites to be confirmed;
 - Large scale drawings of Crown Lynn items located in the trench, below the interchange; and
 - Sculptural seating for Rail Station platform.
3. In addition to the Transport Interchange work, there are a number of other projects that are in the planning and concept stages:

- New Lynn Hotel project. Artist John Radford has been commissioned to produce a concept for a sculptural work that references the recently demolished New Lynn Hotel. Potential sites for this work are the Titirangi rail over bridge, the small reserve on the corner of Great North Road and Rata Street, New Lynn;
- Todd Triangle, series of brick sculptures produced by ceramic artist Peter Lange. These works are from Lange's "Tokens of the Game" series and are to be funded from contingency funds from the refurbishment of Todd Triangle that was completed in 2007; and
- The Arts team are also providing input into the New Lynn Urban Regeneration Strategy and Concept Plan and developing concepts that fit within the framework this document.

DECISION MAKING

There is no decision making required for this report.

STRATEGIC CONTEXT

4. The TOD project is aligned with a number of strategies, as follows:
 - The Regional Growth Strategy, whereby New Lynn has been identified as a regional growth centre;
 - The Regional Land Transport Strategy;
 - The Council's Transport strategy;
 - Council's plans for urban intensification and economic developments;
 - Councils Heritage Strategy; and
 - Councils Arts and Culture strategy.
5. The TOD project is also aligned with Council's Community Outcome: Vibrant Arts and Culture where the City's arts and culture is reflected and appreciated in the every day life of the community and the City is itself a work of art. Council participates in creative pursuits and has a deep and wide perception of arts and cultures in the City, which leads to a sense of place and identity and an arts rich urban, public space.

CONSULTATION

6. The following consultation has taken place with regard to this project:
 - Ongoing participation with the Design Integration Group, architects, and other key stakeholders is continuing as the project advances;
 - A series of community meetings have taken place to offer members of the local community an opportunity to contribute source material for use by the artists, to the project;
 - Consultation with iwi is an ongoing process, with new developments being presented to iwi through the fortnightly consultation process; and
 - Presentation to the Infrastructure and Works Committee, 4 February 2008.

RESOURCES

7. Funding for the projects contained within this report are identified as follows:
- The Arts components of the TOD project are costed within the overall project budget;
 - The funding for the New Lynn Hotel concept is included within draft budgets (\$100,000 Capex) for 2009/2010;
 - Funding for the Todd Triangle artworks produced by Peter Lange are funded from contingency funds from the Todd Triangle redevelopment budget and a \$10,000 contribution from Creative New Zealand. The total cost for the purchase and installation of the proposed artworks is \$50,000; and
 - In addition to the Creative New Zealand funding, the draft Annual Plan 2009/2010 allocation of \$100,000 for New Lynn Arts infrastructure will be the source of the budget for this project.

IMPLEMENTATION ISSUES

8. There are a number of technical and regulatory (e.g. Fire Regulation) issues which need to be addressed for the projects to progress.

Report prepared by: Mark Osborne, Senior Arts Project Co-ordinator.

