

Auckland Regional Policy Statement Review – Key Issues Think Piece

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June 2008

Project Name: Auckland Regional Policy Statement – Key Issues Think Piece
Document Reference: Key Issues Think Piece Report 180608.doc
Date of this version: 18th June 2008
Status of Report: Final - Confidential
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1 Introduction

1.1 Purpose of Report

The operative Auckland Regional Policy Statement 1999 (“the ARPS”) falls for review in 2009. For that purpose the Auckland Regional Council (“the ARC”) has commissioned three “Key Issues Think Piece”.

1.2 Key Questions

Three key questions are posed in the Brief:

- a) What are the key regionally significant issues affecting the Auckland region both now and over the next fifty years?
 - b) What is the order of priority for these issues for the next ten years (2010 to 2020 – i.e. the planning horizon for the proposed ARPS)?
 - c) Why are these particular issues important?
-

1.3 Deliverables and Meetings

The draft Report is due 5pm Wednesday 28th May 2008.

A meeting with ARC officers is scheduled for Monday 9th June 2008.

A final report is due midday Wednesday 18th June 2008.

A workshop with ARC councillors is to be conducted on Wednesday 25th June 2008.

1.4 Constraints

While the report sought is to be “creative” and to fully embrace “future challenges and opportunities”, the review of the RPS remains constrained in fact by two significant factors:

- (i) The statutory prescriptions of the RMA with respect to an RPS, which states:

59 *Purpose of regional policy statements*

The purpose of a regional policy statement is to achieve the purpose of the Act by providing an overview of the resource management issues of the region and policies and methods to achieve integrated management of the natural and physical resources of the whole region.

This is further refined under *section 61 Matters to be considered by regional council policy statements*, and *section 62 Contents of regional policy statements* and, of course, there have been amendments to regional council functions and to Part 2 of the RMA that need to be brought into the RPS; and

- (ii) in view of the extensive policy development process(es) and litigation to date, the existing RPS and regional plans (and any gazetted National Policy Statements or National Environmental Standards) must form the background for the reviewed RPS unless there is good reason to depart from the general (and specific) directions charted by means of those instruments.

In other words, 17 years of policy development and implementation should not lightly be set aside, nor should “battles” won be inadvertently re-opened without good cause.

It is also reasonable to anticipate an enlarged suite of functions following any consequential changes from the recommendations of the Royal Commission on Auckland Governance.

1.5 What must an RPS contain?

Section 59 of the RMA defines the purpose of an RPS in terms of providing an **overview** of the resource management issues of the region and policies and methods to achieve **integrated management** of the natural and physical resources of the whole region. The three words bolded and underlined in that purpose should be kept front-of-mind.

Section 61 constrains the RPS in terms of a regional council’s functions under section 30, the provisions of Part 2, and its duty under section 32 and any regulations; specifies a number of things Council is required to have regard to or take into account (to the extent that these are resource management related); and directs that no regard is to be had to matters of trade competition.

Section 62 then outlines the content that an RPS **must** state – which cascades down from the definition of *the significant resource management issues for the region*. Among other things an RPS **must** state objectives, policies and methods but not rules.

1.6 Amendments to section 30 *Functions of regional councils since 1999*

Amendments to section 30 since 1999, and which new functions therefore may require objective / policy / method consideration under a reviewed RPS, include:

(1) (c) The control of the use of land for the purpose of—

(i) ...

[(iia) the maintenance and enhancement of ecosystems in water bodies and coastal water:]

[(ca) the investigation of land for the purposes of identifying and monitoring contaminated land:]

...

[(fa) if appropriate, the establishment of rules in a regional plan to allocate any of the following:

(i) the taking or use of water (other than open coastal water):

(ii) the taking or use of heat or energy from water (other than open coastal water):

(iii) the taking or use of heat or energy from the material surrounding geothermal water:

(iv) the capacity of air or water to assimilate a discharge of a contaminant:]

[(fb) if appropriate, and in conjunction with the Minister of Conservation,—

(i) the establishment of rules in a regional coastal plan to allocate the taking or use of heat or energy from open coastal water:

(ii) the establishment of a rule in a regional coastal plan to allocate space in a coastal marine area under Part 7A:]

...

[(ga) the establishment, implementation, and review of objectives, policies, and methods for maintaining indigenous biological diversity:]

[(gb) the strategic integration of infrastructure with land use through objectives, policies, and methods:]

...

[(2) A regional council and the Minister of Conservation may perform the functions specified in subsection (1)(d) to control the harvesting or enhancement of aquatic organisms to avoid, remedy, or mitigate—

(a) the effects on fishing and fisheries resources of occupying a coastal marine area for the purpose of aquaculture activities:

(b) the effects on fishing and fisheries resources of aquaculture activities.]

[(3) However, a regional council and the Minister of Conservation must not perform the functions specified in subsection (1)(d)(i), (ii), or (vii) to control the harvesting or enhancement of aquatic organisms for the purpose of conserving, using, enhancing, or developing any fisheries resources controlled under the Fisheries Act 1996.]

[(4) A rule to allocate a natural resource established by a regional council in a plan under subsection (1)(fa) or (fb) may allocate the resource in any way, subject to the following:

- (a) the rule may not, during the term of an existing resource consent, allocate the amount of a resource that has already been allocated to the consent; and
- (b) nothing in paragraph (a) affects section 68(7); and
- (c) the rule may allocate the resource in anticipation of the expiry of existing consents; and
- (d) in allocating the resource in anticipation of the expiry of existing consents, the rule may—
 - (i) allocate all of the resource used for an activity to the same type of activity; or
 - (ii) allocate some of the resource used for an activity to the same type of activity and the rest of the resource to any other type of activity or no type of activity; and
- (e) the rule may allocate the resource among competing types of activities; and
- (f) the rule may allocate water, or heat or energy from water, as long as the allocation does not affect the activities authorised by section 14(3)(b) to (e).]

While a number of the above functions relate to rule making, there is a strong argument for considering regional policy as a means of better defining the purpose of and direction for such regulation.

With respect to the maintenance of indigenous biological diversity (s30(1)(ga)) and the strategic integration of infrastructure with land use (s30(1)(gb)), this is clearly new RPS material – added to which is the ongoing transport and land use integration required under the Local Government (Auckland) Amendment Act 2004.

1.7 Working assumptions (perhaps?)

The RPS needs to look well beyond the presenting issues of moment. As we know, in order to make a good 10 year plan it is necessary to have one eye on the horizon of the subsequent 10 year plan at least in order to secure, and avoid compromising as much as possible, longer term options. Thinking backwards from 2029 is therefore the first objective. The 50 year horizon is more problematic from a sensible planning perspective and, I would suggest, should

relate more to implementation timeframes and cost distribution equity concerns than it does to planning objectives.

In broad statistical terms at the mid-point of 2016 this represents a medium population projection in the order of 1.9 million (or 1/3 more than current), with a median age increase over 2006 of 5 years, an Asian population nearly equivalent to the Maori and Pacific population combined, and a European population comparatively reduced to 55% of the total. Ethnicity projections beyond 2016 become increasingly speculative.

This forecast represents a 36% increase in the Auckland region's population between 2001 and 2026 – i.e. roughly since the time the Regional Growth Strategy and the RPS were signed / became operative. While this clearly makes growth-related regional planning the priority issue, it raises the further question as to whether, and if so how, growth can be managed beyond the 20 year horizon. This must be kept in mind at least for foreseeable future regional infrastructure capacity if for no other reason than it might tip the balance of today's choices – for example the additional costs of tunnelling may be more economically rational if a 50 year horizon is adopted than a 20 year one.

The RPS is entitled to assume on the basis of current public policy directions and commitments, for instance, that the Auckland region's structural water and transport infrastructure issues will be resolved (at least conceptually and in planning terms) over the next 10 - 15 years. That probably leaves energy (and any residual issues over transport planning) as the most obvious "large" infrastructure issue for which incremental provision is critical.

It may also choose to assume that significant fuel and technology switching will take place over the decade in terms of the reliance upon things such as petrol-based combustion engines and that associated air quality and carbon emission issues are therefore less of a regulatory impediment to personal decisions about and effects from transport options. In other words a situation may well arise that could see an increase in and demand for personal mobility by independent means as the environmental costs are reduced (or stabilised), paradoxically increasing the demand for road time and space – which nevertheless continues to justify arguments for better and more efficient public transport options. Strategies will need to be put in place to anticipate and, whatever way, resolve those expectations in advance to avoid simply deferring a future congestion problem.

That leaves all the current growth management issues, magnified going forward – urban limits; employment land supply; coastal settlements; countryside living; transportation; water quality; heritage protection and preservation; and so on.

2 Policy Overview

2.1 Operative RPS

The Operative RPS is divided into 18 chapters with 6 appendices. In addition 13 plan changes have been notified – arguably the most wide-reaching of these from a strategic direction viewpoint currently being *proposed Plan Change 6: Giving Effect to the Regional Growth Concept and Integrating Land Use and Transport*.

The key issue-statements (emphasis added) are contained in *Chapter 2 – Regional Overview and Strategic Direction*, and state the following:

- 2.3.1 The Region will need to accommodate continued population **growth** and economic development in the foreseeable future;
- 2.3.2 **Urban development** in the Region threatens several environmental qualities and thresholds.
- 2.3.3 **Rural resources** enable people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety. However, the effects of some activities on the resources and the environment of rural areas, including cumulative effects, can be significantly adverse.
- 2.3.4 **Regionally significant physical resources**, including infrastructure, are essential for the community's social and economic wellbeing. The location, development and redevelopment of infrastructure is of strategic importance in its effects on the form and growth of the Region. However, the long term viability of regionally significant infrastructure and physical resources can be compromised by the adverse effects, including cumulative effects, of other activities. These regionally significant resources can equally give rise to adverse effects, including cumulative effects on the environment, and on communities. They can be adversely affected by conflicts if sensitive uses are allowed to develop near them or if they are inappropriately located.
- 2.3.5 Auckland's **transportation system** is essential for the community's social and economic wellbeing and some parts of it are nearing significant thresholds. The transportation system may also give rise to adverse effects.

- 2.3.6 Auckland's **coastal environment** is a fundamental part of its heritage and is sensitive to the adverse effects of inappropriate subdivision, use and development. It is also essential for the Region's social and economic wellbeing.
- 2.3.7 Auckland's **heritage** is important because it gives Auckland its uniqueness and sense of identity, but some of this is under threat.
- 2.3.8 **Tangata Whenua** are under increasing pressure to manage their ancestral taonga.

In turn this gave rise to 9 Strategic Objectives (2.5.1 - emphasis added) as follows:

1. To ensure that provision is made to accommodate the **Region's growth** in a manner which gives effect to the purposes and principles of the Resource Management Act, and is consistent with these Strategic objectives and with the provisions of this RPS.
2. To maintain and enhance the overall **quality of the environment** of metropolitan Auckland, including its unique maritime setting, volcanic features, cultural heritage values, and public open space.
3. To protect the soil resources, amenity values, rural character, landscape values, and mineral resources of **rural areas**, from the regionally significant effects of inappropriate subdivision, use or development.
4. To preserve the natural character of the **coastal environment**, whilst ensuring that the use of the coastal environment by those industries and activities which serve the needs of the Region and which depend on a coastal location is appropriate and efficient.
5. To protect the **intrinsic values** of the Region's natural resource base, and to make appropriate provision for the avoidance, remediation or mitigation of adverse effects on the Region's environment, including the identification of significant natural features and landscapes, and areas of significant indigenous vegetation and habitat, and protection of these from inappropriate subdivision use and development.
6. To promote **transport efficiency**, and to encourage the efficient use of natural and physical resources, including urban land, infrastructure, and energy resources.
7. To preserve and protect a representative range of the Region's **heritage** resources.
8. To **manage** the Region's natural and physical resources in an **integrated** manner.

9. To involve the **Tangata Whenua** as kaitiaki of the Region's natural resources.

And 8 Strategic Policies (2.5.2 – emphasis added) as follows:

1. The use, development and protection of natural and physical resources in the Region is to be managed so that the **Region's growth** is accommodated in a manner and in locations which are consistent with the Strategic Objectives and which promote the sustainable management of those resources.
2. Where significant **degradation of water, air, ecosystems and land** has occurred it is to be remedied or its adverse effects mitigated.
3. **Urban development** is to be contained, within the metropolitan urban limits shown on Map Series 1 and the limits of rural and coastal settlements as defined so that:
 - (i) expansion of urban activities outside the metropolitan urban limits as defined and shown in the RPS from time to time is not permitted;
 - (ii) environmental values protected by the metropolitan urban limits and/or the limits of rural or coastal settlements are not adversely affected, and that the integrity of those limits is maintained;
 - (iii) urban intensification at selected locations is provided for and encouraged. Selection of these places will take into account, amongst other things, any significant adverse effects which arise from the interaction with any regionally significant infrastructure and other significant physical resources;
 - (iv) expansion of rural and coastal settlements outside the limits of existing urban zones and settlements (at the time of notification of the RPS or as shown or provided for in the RPS) is not permitted;
 - (v) the identification and provision of areas for future urban growth are managed through an integrated process on a regional basis and are consistent with the Strategic Direction.
4. **Countryside living** is to be subject to constraints as to location, scale and extent so as to avoid remedy or mitigate adverse effects.
5. The subdivision, use and development of **rural land** is to be managed so that:

- (i) the life supporting capacity of rural soils is safeguarded so far as is practical;
 - (ii) the ability of rural resources to meet the needs of future generations is maintained;
 - (iii) future options to accommodate urban development are not prematurely foreclosed or compromised;
 - (iv) significant adverse effects on the environment, including effects on the rural character of rural areas and on regionally significant environmental values, are avoided; and where avoidance is not practicable, adverse effects are remedied or mitigated;
 - (v) the creation of conflicts between quarrying (and similar activities dependent on locationally specific natural resources) and other incompatible activities are avoided.
6. Provision is to be made to enable the safe and efficient operation of existing **regional infrastructure** which is necessary for the social, and economic wellbeing of the region's people, and for the development of regional infrastructure (including transport and energy facilities and services) in a manner which is consistent with this strategic direction and which avoids, remedies or mitigates any adverse effects of those activities on the environment.
7. The use, development and protection of the Region's natural and physical resources is to be **managed in an integrated manner**, so that adverse effects, including significant cumulative adverse effects, that range across resources or cross jurisdictional boundaries are avoided, remedied or mitigated.
8. Resource management processes in the region are to be carried out in ways which ensure that **affected parties are consulted** at an early stage, and in particular Tangata Whenua involvement as kaitiaki of the Region's natural resources is to be facilitated.

Proposed Plan Change 6 adds additional issues, objectives and policies as follows:

- 2.4.3 [New Issue] - Ad hoc urban redevelopment and land use changes can lead to loss of urban amenities and environmental qualities.
- 2.4.6 [Replaces Issue 2.3.5] - It is important that Auckland's transportation system and its land use is well integrated. Without a high level of integration it will be difficult for the region to meet its social and economic needs and this will result in an inefficient use of resources

and increase the adverse effects the transport system has on the environment.

- 2.4.10 [New Issue] - There is a diminishing supply of vacant business land to provide for future economic development. The location and provision of business land is of strategic importance in its effects on the form and growth of the region.

Economic growth can support a higher standard of living. To provide for the economic well-being of people and communities, the Region seeks to encourage sustainable economic development, whilst protecting agreed social and natural values. A compact urban environment needs to efficiently utilise remaining business land whilst providing sufficient opportunities and flexibility for business growth.

The proposed changes to the Strategic Objectives section (2.6.1) involve significant new objectives and the reframing of a number of operative ones to result in 19 Strategic Objectives as follows:

1. To ensure that provision is made to accommodate the Region's growth in a manner which gives effect to the purposes and principles of the Resource Management Act 1991 and Section 40 of the Local Government (Auckland) Amendment Act 2004, and is consistent with these Strategic objectives and with the provisions of this RPS.
2. To maintain and enhance the overall quality of the environment of the Auckland Region, within and outside the urban area, including its unique maritime setting, volcanic features, significant landscapes, cultural and natural heritage values, and public open space.
3. To achieve a compact well designed more sustainable urban form served by an integrated multimodal (private vehicles, public transport, walking and cycling) transport system.
4. To develop and manage the region's transport system including road, rail, ferry, bus, cycling and pedestrian networks and services in a manner that supports urban development and land use intensification.
5. To achieve a built environment within the region's metropolitan area and rural and coastal settlements that has a sense of identity and character, has a range of its amenity values, and is visually pleasant, functionally efficient, environmentally sustainable and economically vibrant.
6. To achieve a high level of mobility and accessibility within the Region that provides for an integrated, responsive, sustainable, safe, affordable and efficient movement of goods and people.

7. To protect regionally significant mineral resources and elite land in rural areas, from the adverse effects of inappropriate subdivision, use or development.
8. To protect amenity values, rural character, and landscape values of rural areas, including volcanic cones, from the adverse effects of inappropriate subdivision, use or development.
9. To preserve the natural character of the coastal environment, whilst ensuring that the use of the coastal environment by those industries and activities which serve the needs of the Region and which depend on a coastal location is appropriate and efficient.
10. To protect the intrinsic values of the Region's natural resource base, within and outside the urban area, and to make appropriate provision for the avoidance, remediation or mitigation of adverse effects on the Region's environment, including the identification of significant natural features and landscapes, and areas of significant indigenous vegetation and habitat, and protection of these from inappropriate subdivision use and development.
11. To encourage the efficient use of natural and physical resources, including urban land, infrastructure, and energy resources.
12. To preserve and protect a diverse and representative range of the Region's heritage resources
13. To manage the Region's natural and physical resources in an integrated manner.
14. To involve the Tangata Whenua as kaitiaki of the Region's natural resources.
15. To improve the overall health, well being and quality of life of the people of the Region.
16. To enable the redevelopment, operation and maintenance of existing and provision of new regionally significant infrastructure.
17. To develop a network of high density centres and corridors as the focus for the region's growth.
18. To enable sustainable economic development to occur through business activities in appropriate locations throughout the region.
19. To protect the Waitakere Ranges including the foothills and coastal villages (as shown in Appendix I) from inappropriate subdivision, use and development.

Similarly, the Strategic Policies (2.6.2) are recast under 6 policy headings, each containing multiple policies and up to 15 sub-policies:

- Urban Containment (5 policies)
- Urban Structure (15 policies)
- Urban Design (1 policy)
- Land Use and Transport Integration (2 policies)
- Infrastructure (5 policies)
- Rural Area (4 policies).

In that regard it is important to note that land use planning provisions (sections 38 – 43 and Schedule 5) of the Local Government (Auckland) Amendment Act 2004 continue to “speak” even though the active requirements are essentially dead.

3 Acts, Policy Statements, Strategies et al

3.1 New / Post-RPS legislation and others

Since the 31st August 1999 when the current RPS was made operative, a number of new laws have been enacted that will need to be taken into consideration in the next RPS round.

These include amendments to Part 2 of the RMA – including new sub-sections 6(f) relating to historic heritage, 6(g) relating to recognised customary activities; 7(ba) relating to energy efficiency, 7(i) relating to climate change, and 7(j) relating to renewable energy - as well as the following:

- Energy Efficiency and Conservation Act 2000
- Hauraki Gulf Marine Park Act 2000
- Civil Defence Emergency Management Act 2002
- Climate Change Response Act 2002
- Local Government Act 2002
- Land Transport Management Act 2003
- Aquaculture Reform (Repeals and Transitional Provisions) Act 2004
- Foreshore and Seabed Act 2004
- Local Government (Auckland) Amendment Act 2004
- Maori Commercial Aquaculture Claims Settlement Act 2004
- Waitakere Ranges Heritage Area Act 2008
- Treaty Agreements, Settlements and Relevant Waitangi Tribunal Reports / Findings:
 - Ngati Whatua o Orakei – Agreement in Principle (9 June 2006) – currently under review subsequent to the Waitangi Tribunal’s Report (WAI 1362) on the Tamaki Makaurau Settlement Process (15 June 2007).
 - Wai 674 The Kaipara Report (2006)
 - Wai 686 The Hauraki Report (2006)
- Crown agreements with iwi that are indicative of new resource management arrangements, including:

- Agreement in Principle between the Port Nicholson Block Claims Team and the Crown for the settlement of all the historical Treaty claims of Taranaki Whānui (Wellington) 2007;
- Agreement in Principle between the Crown and Waikato-Tainui for the settlement of the historical claims of Waikato-Tainui in relation to the Waikato River : 2007;
 - Restoring and Protecting the Health and Wellbeing of the Waikato River – proposed Vision and Strategy [Guardians Establishment Committee 2008];
- Agreement in Principle between the Crown and the Kahukuraariki Trust Board for the settlement of the historical Treaty of Waitangi claims of Ngatikahu ki Whangaroa : 2007

3.2 National Policy Statements

The NZ Coastal Policy Statement is operative and the reviewed proposed NZ Coastal Policy Statement 2008 is due to be reported back to the Minister by the Board of Inquiry at the end of 2008 and is therefore likely to be gazetted during 2009 replacing the current NZCPS.

A new NPS on Electricity Transmission is operative.

An NPS on Fresh Water Management is under active development and could be operative by the end of 2009.

An NPS on Renewable Electricity Generation is currently under consideration.

3.3 National Environmental Standards

➤ National Environmental Standards in effect

- The Air quality standard is in force as regulation.
 - The 14 standards include:
 - 7 standards banning activities that discharge significant quantities of dioxins and other toxics into the air;
 - 5 standards for ambient (outdoor) air quality;
 - a design standard for new wood burners installed in urban areas;
 - a requirement for landfills over 1 million tonnes of refuse to collect greenhouse gas emissions.
- Gazetted airsheds.

➤ **National Environmental Standards in development**

The standards listed below are at various stages of development:

- Human drinking water source
- Measurement of water takes
- Ecological flows and water levels
- Telecommunications facilities
- Electricity transmission

➤ **National Environmental Standards being scoped**

The Ministry for the Environment is currently scoping the potential for the development of standards to address:

- On-site wastewater systems
- Contaminated land

It is likely that a number of these NES will become operative by the end of 2009 – especially those in Government’s Sustainable Water Programme of Action and which contain proposed directions to an RPS.

3.4 National Strategies

Government has released numerous strategy documents over the past term and while there is no guarantee that these will be either current or adopted following the next General Election, it seems prudent to have regard to some of the themes that seem to have cross-party support.

These include;

- **Sustainable Development Programme of Action 2003 - 2006**
 - > Sustainable Cities
 - > Energy
 - > Water
 - > Investing in Child and Youth Development
- **Government Priorities 2006 – 2008 (the “Three Themes”)**
 - > Economic Transformation, including
 - World class infrastructure
 - Auckland as an internationally competitive city
 - Environmental sustainability
 - > Families – Young and Old
 - > National Identity
- **The New Zealand Energy Strategy to 2050** clearly sets out the government’s vision for a reliable and resilient system delivering New Zealand sustainable, low emissions energy services, through:
 - > Providing clear direction on the future of New Zealand’s energy system;

- > Utilising markets and focused regulation to securely deliver energy services at competitive prices;
- > Reducing greenhouse gas emissions, including through an emissions trading scheme;
- > Maximising the contribution of cost-effective energy efficiency and conservation of energy;
- > Maximising the contribution of cost-effective renewable energy resources while safeguarding our environment;
- > Promoting early adoption of environmentally sustainable energy technologies;
- > Supporting consumers through the transition.
- The following proposals, strategies and action plans are part of the government's climate change response.
 - > New Zealand's aspiration is to be carbon neutral. To get there New Zealand is adopting the following targets:
 - by 2020, to achieve a net increase in forest area of 250,000 hectares from 2007 levels;
 - by 2025, 90 per cent of electricity generation is from renewable sources;
 - by 2040, per capita transport greenhouse gas emissions are reduced by half of those in 2007;
 - to be one of the first countries in the world to widely deploy electric vehicles;
 - to remain a world leader in agricultural emissions reduction research, and in the early adoption and application of new technologies and processes that reduce agricultural greenhouse gas emissions.
 - **The New Zealand Energy Efficiency and Conservation Strategy (NZE ECS) is an action plan to:**
 - > Promote sustainability as part of New Zealand's national identity;
 - > Improve the quality of life for New Zealand families; and
 - > Drive economic transformation in business.
 - > The NZE ECS targets actions in five areas:
 - energywise homes;
 - energywise business;
 - energywise transport;
 - New Zealand's efficient and renewable electricity system;
 - Government leading the way.
 - **Draft NZ Sustainable Transport – Update of the NZ Transport Strategy – 2007:**

A series of high-level transport specific targets are proposed for each objective under the NZTS within the context of overarching targets already decided by the government in the areas of sustainability, energy and climate change, relating to outcomes for 2040.
Submissions closed 28th February 2008.

 - > **Government agreed high-level outcome target for 2040:**

- Halve per capita domestic greenhouse gas transport emissions.
- > **Proposed high-level outcome targets for 2040:**
- Travel times by all modes will be predictable.
 - Travel times by principal routes to be improved relative to 2007 for identified critical intra and inter-regional connections, as determined with each region.
 - All individuals have access to the facilities and activities they need, such as work, education, medical care and shopping centres, to participate in society.
 - Public health effects of transport to be at accepted international standard.
 - Local environmental impacts of transport (including air and water quality) to be at accepted international standard.
 - Operate to world best-practice safety standards for all modes of transport.
- > **Government agreed intermediate or detailed targets for 2040:**
- Become one of the first countries in the world to widely deploy electric vehicles.
 - A biofuels sales obligation that will begin at a level of 0.53 percent from 2008, increasing to 3.4 percent of annual petrol and diesel sales by 2012.
 - Reduce the kilometres travelled by single occupancy vehicles in major urban areas on weekdays by ten percent per capita by 2015 compared to 2007.
- > **Proposed intermediate or detailed targets for 2040**
- Identify and remove any barriers to the uptake of plug-in hybrid and full electric vehicles that meet appropriate safety standards.
 - Effective real-time information systems in place to enable road users to plan their journeys to avoid congestion, minimising delay and fuel wastage, by 2015.
 - Road deaths no more than 200 per annum.
 - Over 40 percent of the light vehicle fleet to have four star or better occupant protection (currently ten to 15 percent) by 2015 and 90 percent by 2040.
 - Over 25 percent of light vehicles to have electronic stability control (currently less than five percent) by 2015 and 95 percent by 2040.
 - Lift coastal shipping's share of inter-regional freight to around 30 percent (currently about 15 percent of tonne-kilometres).
 - Lift rail's share of domestic freight to around 25 percent (currently about 18 percent of tonne-kilometres). Increase the public transport mode share of peak hour travel (journeys to work) in Auckland, Wellington and Christchurch from an average of nine percent to 20

percent and work with each region to optimise peak hour travel targets.

- At least double the overall public transport mode share to seven percent of all passenger trips (currently about two to three percent).
- Increase walking and cycling and other “active modes” to 30 percent of total trips in urban areas (currently about 17 percent).
- Ensure a substantial reduction in premature deaths and serious illnesses arising from air pollution from motor vehicles.
- Manage noise to minimise any public health effects.
- No net loss of indigenous vegetation or fauna from infrastructure construction or maintenance.

> **Government agreed targets to reduce harmful emissions from cars and trucks**

- Reduce the rated CO₂ emissions per kilometre of combined average new and used vehicles entering the light vehicle fleet to 170 grams CO₂ per kilometre by 2015 (currently around 220 grams CO₂ per kilometre), with a corresponding reduction in average fuel used per kilometre.
- Ensure 80 percent of the vehicle fleet is capable of using at least a 10 percent blend of bio-ethanol or bio-diesel, or is electric powered, by 2015.

> **Proposed targets that will help further reduce harmful emissions from cars and trucks**

- Thirty-five percent of the vehicle fleet to have emissions technology consistent with Euro 4 (or equivalent) standard by 2015.
- Imported used petrol, LPG, CNG and diesel vehicles (light and heavy) are to be of Euro 4 (or equivalent) standard by 2012.
- Imported new petrol, LPG, CNG and diesel vehicles (light and heavy) are to be of Euro 4 (or equivalent) standard by 2009.

▪ **Towards a Sustainable New Zealand: Carbon Neutral Public Service:**

Carbon neutrality is a three-step approach, and is achieved when an organisation:

- (i) measures the greenhouse gas emissions associated with its activities (these emissions mostly come from burning fossil fuels to generate electricity or as transport fuel);
- (ii) reduces those emissions; and
- (iii) undertakes ‘offset’ projects to remove an equivalent amount of carbon dioxide from the atmosphere or prevent it being released.

- Implementation of the Emissions Trading Scheme and any other associated climate change policy.
- NZ Waste Strategy.

3.5 Regional Strategies

Among the many technical and other reports currently held by the ARC are the following formal Strategies:

- Regional Growth Strategy 1999
- Auckland Regional Economic Development Strategy 2002
- Regional Pest Management Strategy 2002 – 2007
- Auckland Regional Affordable Housing Strategy 2003
- Auckland Regional Land Transport Strategy 2005
- The Regional Open Space Strategy 2005
- Auckland Regional Freight Strategy 2006
- Auckland Region Business Land Strategy 2006

Many of these directly bear upon the subject matter of the RPS.

3.6 Plans

Relevant consideration needs also to be taken of existing operative and proposed / draft plans for the region, which include:

- The Auckland Sustainability Framework, with its 8 Goals:
 - A fair and connected society
 - Pride in who we are
 - A unique and outstanding environment
 - Prosperity through innovation
 - Te Puawaitanga o Te Tangata : self-sustaining Maori communities
 - A quality, compact urban form
 - Resilient infrastructure
 - Effective, collaborative leadership
- and 8 Shifts:
- Put people at the centre of thinking and action

- Thinking generations, not years
- Value Te Ao Maori
- Activate citizenship
- Create prosperity based on sustainable practices
- Reduce our ecological footprint
- Build a carbon neutral future
- Integrate thinking, planning, investment and action
- The Metro Project Action Plan
- Growing Smarter – Regional Classification Project.

In addition the Regional Sustainable Development Forum has identified high priority policy directions in the areas of:

- The 3 Waters
- Social development
- Energy and climate change
- Growing smarter
- Maori aspirations

And indicated further work streams in:

- Improving public transport
- Completing the network
- Digital Auckland region
- Destination Auckland region
- CBD and waterfront
- Building communities
- Regional skills.

3.7 Bills currently before the House

A number of Bills that may influence activities of the ARC over the next RPS period are currently before the House. There is no certainty that these will emerge to be enacted but they should be kept in mind until such as time as they are resolved. They include:

- Affordable Housing: Enabling Territorial Authorities Bill
- Auckland Regional Amenities Funding Bill
- Biofuel Bill

- Biosecurity and Hazardous Substances and New Organisms Legislation Amendment Bill
 - Climate Change (Emissions Trading and Renewable Preference) Bill
 - Land Transport Management Amendment Bill
 - Public Health Bill
 - Public Transport Management Bill
 - Walking Access Bill.
-

3.8 Key International Agency Priorities

NZ should also keep a weather eye on priorities established via international agencies as these are likely to trickle down via the NZ Government through international agreements.

A useful checklist in that regard is provided by the OECD.

The OECD's current priorities for the decades through to 2030 (its red and yellow light issues) are:

- Climate change
 - Global GHG emissions
- Biodiversity loss and renewable natural resources
 - Ecosystem quality
 - Species loss
 - Invasive alien species
 - Ecosystem fragmentation
 - Protected areas
- Water
 - Groundwater quality
 - Surface water quality and wastewater treatment
 - Agricultural water use and pollution
- Air quality
 - Urban air quality
 - PM and ground-level ozone
 - Road transport emissions
- Waste and hazardous chemicals
 - Hazardous waste management and transportation
 - Chemicals in the environment and in products

- Health impacts – specifically from the above.

In addressing these issues the OECD particularly notes that:

- Tackling climate change and moving to a low carbon economy involves significant structural shifts and that the associated competitiveness challenges / impacts and risk of carbon leakage are best met through strong international co-operation and common approaches (for which we can read *inter-regional* at both national and international scale).
- Business has a central role in leading eco-innovation but governments (read *regional*) need to send clear and consistent signals to support long-term investments.
- Responding to climate change requires a cascade of responsibilities that sees a convergence of top down approaches (e.g. targets) with bottom up approaches (e.g. technology mainstreaming).

The OECD has identified the four key sectors for action as:

- Energy
- Transport
- Agriculture
- Capture fisheries

3.9 Other significant initiatives

The Royal Commission on Auckland Governance is due to report back to Government in December 2008. While this is expected to result in local government reform in Auckland, depending on what the Government of the day decides to do with the Royal Commission's recommendations, it is not expected to change the substantive nature of a Regional Policy Statement.

In any event, it is expected that any relevant changes will be signalled sufficiently well in advance of notification of a proposed RPS, and certainly within the time span between notification and settlement of eventual appeals, that a variation would have enough time to be developed and to catch up for the purpose of merging under clause 16B of Schedule 1.

4 Key Regionally Significant Issues

4.1 Headline Items

In my opinion the only issue that needs serious and managed consideration now in the 50 year timeframe is sea-level rise – and particularly how this is to be managed (now that local benchmarked predictions of the likely range of any rise is becoming more sophisticated) – because there is no sense in setting up a known (or reasonably foreseeable) significant issue for planning authorities in the future to have to resolve.

To illustrate, looking back 50 years to 1958 (the year 'Barnes' Dance' pedestrian crossings were implemented at intersections) - before the harbour bridge and the international airport were opened to traffic (in 1959 and 1966 respectively), the Mangere Wastewater Treatment Plant commissioned (1960), the first locally approved district schemes under the Town and Country Planning Act 1953 were being developed and the Region's population reached ½ million (1964) – we can appreciate how much Auckland has changed and how difficult it is to predict, for planning, purposes, over that sort of timescale.

The key issue for the RPS is therefore to set down clear directions on the major resource implications of growth and to provide sufficient flexibility within that framework for sensible alternatives to emerge. If the focus is too near-sighted or determinative it risks compromising options to uncover better approaches to long term outcomes – assuming that we know the form of these with sufficient certainty and timeliness.

The following are the current headline presenting issues:

- Growth Management
 - MUL
 - Urban form
 - Urban redevelopment and intensification
 - Rural and coastal land
 - Hazards
 - Employment and business land
- Key regional infrastructure
 - Water, wastewater and stormwater

- Transport (including ferries)
- Hubs – terminals, ports and airports
- Energy
- Social and cultural amenities
- Reserves
- Quality of the environment
 - Ecosystems and diversity
 - Water quality
 - Air quality
 - Soil quality
 - Landscape – including volcanic and coastal
 - Coast, the Gulf, harbours and islands
 - Open space and recreation
- Cultural and social environment
 - Heritage
 - Waahi tapu
 - Social infrastructure
- Amenity
 - Urban design
 - Aesthetics
 - Health
 - Noise
 - Leisure and recreation
 - Coastal
- Climate change
 - NZ ETS (proposed)
 - Fossil-fuelled thermal electricity generation capacity moratorium (proposed)
 - Carbon neutrality.

4.2 Other matters

Determining an equitable cost-share distribution across current and future generations for work undertaken in the next 10 year period that secures future options is a side-issue of considerable interest obviously for local authorities.

To that end the next generation RPS should consider giving some direction on ways this might be achieved – for example by not insisting that all discharges in all catchments should meet the same standards where it might be more appropriate for the current planning generation to concentrate its effort on particularly high priority catchments.

5 Order of Priority for Key Regionally Significant Issues

5.1 Priority issues

It is obvious that the key presenting driver for the Region requiring integrated management arises from projected growth and its consequences – particularly in regards to regional infrastructure. In a policy sense this is business as usual for the ARC and the RPS. However the quantum (rather than the rate) of change and the need to determine and make provision for the development of sufficient and timely infrastructural capacity is likely to accelerate over the next two decades.

In the same way that Auckland is now 3 times the population it was 50 years ago, it is reasonable to adopt an assumption that it could be at least 3 times as large in another 50 years – which would take the region's population to somewhere in the order of 4.5 - 5 million people. If that is to be the future – and at some point in the future it is likely to be - then providing for the efficient development of major service infrastructure capacity (including amenity and recreation considerations) that avoids (or at worse signals well in advance) future dislocation to communities is a priority matter for planning authorities today.

The main risk from a concentration on growth-related infrastructural issues is that "softer" resource matters – urban streams, aquatic ecology, natural and built heritage, coastal protection, amenity, identity, etc - are either subsumed or sidelined in the debates around and urgency in meeting those harder infrastructural requirements (and particularly the costs of that infrastructure). This "conflict" is likely to be exacerbated by any consequential decision to enlarge the operational functions of the ARC (or its successor body). The RPS will need to fully address this area of potential conflict.

The sort of issues (in alphabetical rather than priority order) that are or have growth related aspects and that the RPS will need to (continue to) address includes:

- Biosecurity and biosafety;
- Coastal margin development;
- Coastal marine activities and the use of coastal marine space;

- Contaminant (including sediment) discharges;
- Development nodes (centres and corridors) and transport integration;
- Heritage protection and enhancement (natural and built);
- Housing diversity and urban form;
- Industrial / commercial / business land requirements;
- Large buildings and structures;
- Lower density countryside living options and criteria;
- New settlement areas and criteria;
- Open space and recreation requirements;
- Pest management (and particularly exotic pest species);
- Procedures and criteria for reconsidering Metropolitan Urban Limit boundaries;
- Regional infrastructure requirements;
- Regionally significant landscapes and sightlines;
- Sea-level rise and coastal inundation;
- Social infrastructure (including future provision for educational institutions, medical centres and hospitals, residential care facilities, etc);
- Spatial capacity and density agreements;
- Urban stream amenity and aquatic ecosystems.

By and large these are not new policy themes. What is required in the next RPS is to develop a more directive decision framework by which these matters are to be addressed and integrated – and recognition that planning for the Region’s future population will requires more creativity and flexibility in the RPS’ approach to both vertical and horizontal space.

6 Why Key Significant Issues are Important

6.1 Direction and integrated management

The RMA requires the management of natural and physical resources to be integrated. This has both horizontal and vertical dimensions; horizontally with other tiers of local government (assuming some remain), and vertically with central government and its agencies.

In addition it is likely that iwi authorities will be given enhanced co-management powers as a result of Treaty claim settlements and therefore play a stronger role in resource decision making.

It is also important to emphasise the “*significant*” regional resource management issues. Many issues can and are picked up through objectives and policies in regional and district plans – and do not need to be given further direction through the RPS. Clarity of policy approach is important in higher order documents and the temptation to cover all bases risks detracting from that clarity.

As indicated earlier, it is less the issues (important as they are) than the **direction** that is the key for the next RPS. If the RPS is to pick up on carbon neutrality, for example, or integrated transportation planning, then this needs to be integrated through the thinking **behind** the document. Once that direction is clearly articulated other matters such as the routing of infrastructure, provision of new wastewater services, enhanced stormwater treatment, location of new schools and tertiary institutions, intensification of nodes, etc etc, can be systematically addressed in a less “clumsy” way than by means of the rather crude MUL tool (although that is the stand-out policy direction from the first generation RPS).

If the next generation RPS tries to be too broad and to articulate too many policy directions in an uncoordinated or disjointed way, then it is likely to be less successful in achieving the implementation of whatever goals are set. In part this will be the result of disjointed policy, but it will also be because the gate is left open for litigation to unpick any loosely justified policy connections.

In my opinion, **identity**, which derives from and leads to **heritage** both cultural and physical, is the signature key policy direction that should be articulated. Otherwise we bequeath just one more intensified city region to future generations.

7 Appendix 1 – Visions and Community Outcomes

7.1 Auckland Regional Council

In a recent One Plan briefing the ARC has identified a number of development priorities from its partner organisations. These include:

- > CBD/Waterfront
- > Tamaki community development / Tamaki innovation
- > Flat Bush
- > New Lynn
- > Manukau City Centre
- > CBD-Auckland link
- > Rail electrification
- > Convention Centre
- > CBD Loop
- > Westhaven marina
- > Third Harbour Crossing
- > AMETI
- > Three Waters
- > Western Ring Route
- > Broadband - fibre roll out
- > Carbon neutral Auckland
- > Housing Affordability Strategy - implementation - demonstration projects
- > Retrofitting Auckland suburbs for sustainable building practices
- > Electricity - security of supply
- > Energy - security of supply
- > Rugby World Cup facilities
- > Regional Brand
- > Mangere town centre development
- > Destination Marketing
- > Rolling out integrated ticketing
- > Workforce upskilling project
- > Rapid transit project

- > Rural land use.

7.2 Auckland City's Long-term Plan 2006 – 2016

The Plan states the City Vision as follows:

World leaders

- > **Amazing natural landscapes**
 - Auckland has a unique landscape with twin harbours, the Hauraki Gulf islands and volcanic cones. We are renowned for the sustainable way we keep our environment clean and green. This gives us a great lifestyle, attracts businesses and provides a visitor experience that is second to none.
- > **Global city**
 - Auckland is a youthful, cosmopolitan, safe and equitable global city; a great place to live, welcoming of new migrants and businesses.
 - Our diverse communities, and our pioneer and distinct Pacific heritage, give us a special identity in the world. Auckland's vitality and our special identity stimulate social, cultural and business opportunities.

World class

- > **Lifestyle**
 - Every Aucklander can enjoy the benefits and lifestyle opportunities provided by our location and feels safe throughout the city.
- > **Waterfront and CBD**
 - The waterfront, and its link to the CBD, is a hub that attracts people and business.
- > **Creativity and innovation**
 - Auckland is a magnet for creativity and innovation. We blend the best from the world and New Zealand to create a fresh Auckland style.
- > **Pride**
 - Auckland has a distinct identity. We identify with, and celebrate our city.
- > **Ambitious**
 - Auckland has a smart and sustainable economy. We are well equipped and strive to compete globally.

- > **Vibrant local centres**
 - We have vibrant, distinctive and connected local centres that reflect all our communities. These attract people because of their distinct characteristics.

Big city baseline

- > Auckland is sustainably managed to provide:
 - a protected unique ecology, quality natural and built environment, and protected heritage throughout the city
 - the infrastructure and networks that make the city work for people, visitors and businesses
 - access for everyone to the community and social facilities, networks and services that we need throughout our lives
 - a transport system that works for Auckland and allows us to access what the city and gulf have to offer.

This is further expressed through 21 community outcomes as follows:

Leadership outcomes:

- > **Aucklanders have faith in the future**
 - We feel confident about the direction Auckland is heading and are optimistic for the future. We plan by taking into account not just what we need now, but also what will be needed by generations to come.
- > **Aucklanders trust in leadership**
 - We trust those who look after our city. We look to Auckland City Council, along with many other organisations, to provide leadership.
- > **Aucklanders participate**
 - Every Aucklander has a voice and we get involved in our city. Leadership is based on listening to the voices of our diverse communities.
- > **Aucklanders work together**
 - We all work together – individuals, community groups, businesses, Maori, local councils, central government and many other organisations.

Social outcomes

- > **Auckland is safe**
 - We all feel safe and accepted in our city. We are secure and feel confident in our homes, on the roads, around water, in public spaces and in our communities.

- > **Auckland has successful neighbourhoods**
 - Our local centres and their neighbourhoods build strong communities – they are vibrant and well designed, with plenty of green spaces and places for people to mix.
- > **Aucklanders have affordable housing options**
 - Housing in our city is close to services, transport and the places where we work, play and meet. Many types of housing are available, meeting the differing needs and requirements of individuals and families, including being affordable.
- > **Aucklanders are healthy**
 - Our communities promote healthy lifestyles. When we need care, we have easy access to the information, social services and health care that we need.
- > **Auckland has strong communities**
 - Our communities are strong, friendly, inclusive and flexible. Being happy and inspired, communities respond well to changes in our city and welcome new people from other places and cultures. Everyone is helped to settle and made to feel like they belong. We get involved in our communities, taking part in and drawing strength from them. In particular, we support and nurture our children and young people, and we value their input.
- > **Aucklanders have opportunities to learn**
 - We have opportunities to learn throughout our lives, giving us the education and life skills we need.

Economic outcomes:

- > **Aucklanders have real transport choices**
 - Our city has a choice of efficient and affordable transport for people and goods. We can cycle, walk, take public transport or drive a car. Public transport is clean, safe and reliable. It is easy for us to find and use, offering a good alternative to cars. All of our city's transport is well planned and managed. Different types of transport connect, making it straightforward to get around the city and beyond.
- > **Aucklanders have the right work skills**
 - Our city has a highly trained and well educated workforce. We have the skills that employers need and equal access to employment, education and business opportunities. We get the training we need and we make full use of the skills of new people who move here. Our economic well-being continues to improve, giving us security and helping us enjoy the lifestyles our city offers.

- > **Auckland is a great place for business**
 - Our city is a great place to live and do business. We enjoy strong economic growth and balance it with environmental and social well-being. Our city has a world class reputation as a business location. We encourage innovation and entrepreneurship and are on the cutting edge of research and science. We have the infrastructure needed for sustainable economic development and greater productivity. As a result, people, investment and businesses are attracted here from throughout New Zealand and the world.
- > **Auckland has a thriving CBD and dynamic local centres**
 - Our city centre is prosperous and vibrant. It acts as a flagship for the city, attracting visitors and forming a commercial hub for the region, New Zealand and countries within the Pacific rim basin. The economies of our local centres are dynamic and strong, creating focal points for our communities and helping them to thrive.

Environmental outcomes:

- > **Auckland is well cared for**
 - Our city continues to grow, and this growth is planned and managed in a sustainable manner. We make sure that the needs of both current and future generations are met, and that the city benefits. All of us care for and protect our city. Maori are recognised as kaitiaki (guardians) and their role in caring for and managing iwi, hapu and whanau resources is supported. All areas of the city have the infrastructure and services that our communities need.
- > **Auckland is beautiful and clean**
 - We value our city's natural environment and unique features – its volcanic cones, rivers and waterways, the sea and beaches, the many and varied open spaces, its islands, and the Waitemata and Manukau harbours. We have easy access to these places and make sure that our city remains clean, healthy and safe. We protect the environment and, as a result, birds, fish and wildlife flourish here.
- > **Auckland has a distinctive identity**
 - Our city has a distinctive identity, reflecting its international status, Maori and Pacific heritage, and the many people who have settled and made their lives here. Buildings, town centres and roads are safe, attractive and of good quality. They maintain the feel of our communities and fit well with the surrounding natural environment. We preserve and protect Auckland's historic buildings and architecture.
- > **The Hauraki Gulf and islands have a unique identity**
 - We prize the Hauraki Gulf, its islands and its place in the city. The gulf's environments and its residents' lifestyles differ from the rest

of the city and this means that a different balance of growth and protection is needed.

Cultural outcomes:

- > **Auckland is interesting and enjoyable**
 - Our city is stimulating, with a variety of affordable recreation, sport, artistic and cultural events happening citywide. We enjoy the recreation, sporting and lifestyle opportunities our city provides – its abundance of water and coast, volcanic cones, bush, islands, parks and open spaces.
- > **Aucklanders welcome diversity**
 - We value and celebrate our city's many people. People from every culture and walk of life feel comfortable living here.
- > **Auckland is creative and vibrant**
 - Our city is vibrant and full of energy. It has a strong identity of culture and heritage. Innovation is celebrated and art and artists are encouraged. The city forms a national and international hub for creativity.

Auckland City has identified 28 new projects that represent a \$2.3 billion investment.

The following is a summary of the main project / programme initiatives:

- > Buying land and carrying out construction work to develop a better road network between Auckland and Manukau;
- > Carrying out stormwater work to cater for growth and reduce flood risk;
- > Improving water quality through stormwater works;
- > Upgrading footpaths;
- > Building new swimming pools in Otahuhu and Avondale;
- > Hauraki Gulf islands: developing ecotourism infrastructure and upgrading the transport network;
- > Making our land safer;
- > Protecting the environment through new recycling initiatives;
- > Promoting diversity and migrant settlement;
- > Developing the CBD waterfront (including the Wynyard Point tank farm);
- > Facilitating high-quality urban developments (Development with Vision);
- > Restoring Pah Homestead;
- > Transforming Aotea Square;

- > Contributing to regional, national and international facilities (such as a redeveloped Eden Park and/or a convention centre);
- > Developing public spaces at Westhaven Marina;
- > Improving access to the harbours and waterfront;
- > Making community facilities more accessible;
- > Undertaking additional transport initiatives;
- > Improving school transport safety;
- > Further developing Tamaki Edge;
- > Protecting and enhancing local centres;
- > Extra funding for the Arts Agenda;
- > Developing council and university partnerships (Learning Quarter);
- > Economic growth and development;
- > Expanding the programme of free and council-supported events;
- > Building a new library in Otahuhu;
- > Expanding the library collection; and
- > Building the first stages of a New Zealand precinct at Auckland Zoo.

Specific projects identified as priorities over the next 10 years include:

- > Carrying out an \$83 million programme to upgrade the city's 2200km network of footpaths to make walking a viable and attractive travel option;
- > investing an additional \$44 million in our stormwater system to reduce flooding and cater for population growth;
- > developing the CBD waterfront, including Wynyard Point and the surrounding area, to provide much-needed capacity for growth in a central location and a significant international tourist and visitor attraction. This project will cost \$338 million over the 10 years;
- > dedicating \$56 million to improve public access to Auckland's two harbours, including land purchases and development to create new parks around the harbours;
- > buying land and carrying out building work to develop a better road network between Auckland and Manukau. This \$800 million project aims to unlock the economic potential of the area;
- > spending \$400,000 each year on initiatives such as the walking school bus programme and developing "Travelwise" for school programmes. We also aim to reduce the number of children injured on their way to school by studying the causes of crashes near schools and spending \$6 million to improve infrastructure such as pedestrian crossings;

- > undertaking works of \$11.7 million to develop ecotourism infrastructure and upgrade the transport network for the Hauraki Gulf islands. This will support ecotourism on Great Barrier (and other key islands) and make it easier for visitors and residents to move around on Waiheke;
- > committing \$20.4 million for two new swimming pools to bring the facilities available to the people of Otahuhu and Avondale in line with the rest of our city;
- > committing \$100 million to create some amazing regional, national and international facilities such as a redeveloped Eden Park and/or international convention centre;
- > dedicating \$425 million to building a quality urban city with vibrant local communities and a people-focused revitalised CBD (we call it Development with Vision).

In addition this Plan identifies four major trends that are particularly important to Auckland's future:

- > Population growth and demography;
- > Auckland economy;
- > Fuel and energy costs;
- > Tourism and the future movement of goods.

7.3 Franklin District Council Community Plan 2006 – 2016: Our Blueprint for the Future

Franklin District's Vision is:

“Franklin – a country lifestyle in harmony with our environment.”*

*environment in its fullest sense – land, sea, business, work, cultural, spiritual, community, recreational.

The key community outcomes identified are:

- > **Franklin: an Economically Strong Community**
 - Business and appropriate industry is encouraged in and into the District;
 - Employment opportunities in the District are promoted;
 - The District hosts a wide range of sporting, cultural and community activities and events;
 - All town centres are developed to their potential and maintained.
- > **Franklin: a District that is Easy to Get Around**
 - To enhance the safety of the transport network;
 - To provide and maintain roads to a standard appropriate for their level of usage;

- To provide improved opportunities for the use of public transport;
- The District and its amenities are easily accessible to all groups.
- > **Franklin: a Safe, Healthy and Active Community**
 - The District is a safe place to live in;
 - Adequate, appropriate and accessible health services are available within the District;
 - High quality recreational facilities and activities are available throughout the district, which are accessible to all groups.
- > **Franklin: A Culturally and Socially Vibrant and Inclusive Community**
 - Individuals, communities and community groups are valued and fostered;
 - We are a family-focused community where all families are valued and supported;
 - The District's rich cultural make-up is valued and fostered;
 - The District's elderly citizens are valued and cared for;
 - The District's young citizens are valued and catered for;
 - The District's citizens with disabilities are valued and catered for.
- > **Franklin: A Place of Special Character and Healthy Natural Environment**
 - The special character of the area is preserved and enhanced;
 - The natural environment is preserved and enhanced.
- > **Franklin: Well-Managed Growth for Quality Living Environments**
 - Infrastructure meets current needs and expected growth in the future;
 - Living environments are attractive, well designed and safe.
- > **Franklin: An Educated and Enabled Community**
 - High quality education facilities meet all the needs of the community;
 - Education options meet all the needs of the community;
 - Education goals are set to meet the expectations of the community.

Key issues identified in this Plan are:

- > Maori representation;
- > Growers stadium;
- > Service centre changes;
- > Kerbside recycling in rural areas;

- > Regional funding (opposition to further);
- > Civic centre;
- > Development and financial contributions;
- > Changes to fees and charges;
- > District growth strategy;
- > Tuakau refuse collection.

7.4 Manukau City – Long Term Council Community Plan 2006 – 2016

Manukau City's Vision is:

“Tomorrow’s Manukau – Progressive, Proud and Prosperous”

This Plan identifies 7 key themes associated with 30 community outcomes:

- > **Educated and Knowledgeable People** - people who possess the skills and expertise to achieve their goals:
 - Manukau is recognised for an effective education system that produces confident, innovative and skilled people;
 - All Manukau people have access to information that allows them to make informed decisions about education;
 - All members of the Manukau community have the opportunity to be engaged in supporting or guiding the work of their local schools;
 - All people have access to life long, quality education pathways that strengthen social, economic and cultural well being;
 - All Manukau people have access to information and communications technology to accelerate their learning.
- > **Healthy People** - healthy well-housed people, who are economically secure, active and involved:
 - Appropriate health services will be accessible for all Manukau residents;
 - Manukau will have high standards of public health;
 - Healthy choices will be easy choices for all Manukau people;
 - Inequalities as barriers to well being are reduced for Manukau people;
 - Manukau acknowledges cultural health as an essential component of community well being.
- > **Moving Manukau** - a transport system with good fast links around the city and region:

- The people of Manukau have safe and convenient transport networks that provide access from their homes to work, education, leisure and services;
 - Business in Manukau is able to transport goods and services economically and efficiently throughout the City and the region;
 - Manukau will have fully integrated, affordable, safe, clean and user-friendly public transport services.
- > **Safe Communities** – a crime free Manukau in which all people are safe from crime:
- People in Manukau will be free from burglary, theft, and property damage;
 - Manukau’s families and communities will be free from violent crime;
 - Manukau’s public spaces will be crime free;
 - Manukau will have visible and effective crime prevention services.
- > **Sustainable Environment and Heritage** - a green city with dynamic economic development and responsible environmental management:
- Manukau’s natural and cultural heritage and significant sites are recognised, protected and enhanced;
 - Development in Manukau is sensitive to the need to protect cultural heritage and promote environmental well being;
 - The natural qualities of Manukau’s lakes, streams, waterways and coastlines are protected and enhanced;
 - Manukau is clean, green and pollution free;
 - Manukau parks and recreation spaces will be safe, well maintained and designed to reflect the aspirations of their local communities.
- > **Thriving Economy** – a city that is economically prosperous:
- Manukau is the best location in the Pacific Rim for business to invest;
 - Manukau is a logistics and distribution hub for the Pacific Rim;
 - Manukau has a highly skilled and educated workforce which supports a thriving economy;
 - Manukau will be a high quality destination for national and international visitors.
- > **Vibrant and Strong Communities** - people who are proud of their city, feel safe and have a sense of belonging:
- Rural and urban growth in Manukau is managed to protect sensitive environments, enhance lifestyle options, and improve transport efficiency;

- Manukau’s town centres will be designed to reflect the distinctive character of their local communities, and will be commercially vibrant, well maintained, and safe;
- Places, spaces and events that celebrate and strengthen the identity of all cultures within Manukau are maintained and improved;
- Manukau people are engaged with their communities regardless of age, ability or ethnicity.

7.5 North Shore City 2006 – 2016 City Plan

North Shore City’s Vision is:

“Our city is prosperous, dynamic and diverse, and

- > **offers a range of quality lifestyles;**
- > **has an abundance of education and employment opportunities;**
- > **has an abundance of leisure, entertainment and cultural opportunities;**
- > **is easy to move around;**
- > **is safe;**
- > **values and protects our environment.”**

The Plan identifies 6 challenges as follows:

- > Growth and development
- > Environment
- > Managing transport
- > Social
- > Cultural diversity
- > Economic development.

It also identifies 4 themes as critical for the success and achievement of community outcomes:

- > **Leadership** - Council and community leadership is vital for our city’s success.
- > **Celebration** - Celebrating what we have, identifying and promoting what we are.
- > **Community** - Cohesion, a sense of belonging, a sense of place.
- > **Partnerships** - Sharing ideas, resources and progressing together.

The 15 community outcomes are:

- > **Parks and Open Spaces**
 - Our parks and open spaces are attractive and meet the needs of our community.
- > **Natural Environment**
 - Our natural environment is protected, enhanced and promoted.
- > **Transport**
 - Our transport systems are safe, reliable, efficient and environmentally friendly.
- > **Built Environment**
 - Our built environment is of a high quality.
- > **Housing**
 - Our housing meets the needs of the community.
- > **Personal Safety and Crime**
 - Our people feel safe and secure in their everyday lives.
- > **Education and Training**
 - Our education and training opportunities reflect our communities' diverse needs.
- > **Community Services and Facilities**
 - Our city services and facilities meet the needs of the community.
- > **Physical Activity, Sport and Personal Health**
 - Our people have the opportunity to be active, fit and healthy.
- > **Business and Economy**
 - Our economic environment is visionary, vibrant and sustainable.
- > **City Identity and Branding**
 - Our city identity and brand is recognised, promoted and celebrated locally and internationally.
- > **Employment**
 - Our city attracts, retains and grows businesses that provide a range of quality employment opportunities.
- > **Arts and Culture**
 - Our city celebrates our diversity with arts, music and culture.
- > **Our People**
 - Our people have a voice, their diversity is celebrated, and our youth are cherished and supported.

- > **Heritage**
 - Our natural and built heritage is protected, promoted and celebrated.

**7.6 Papakura District Council Long Term Council Community Plan 2006 – 2016:
Progress Papakura**

The Plan states the following community outcomes:

- > **Accessible and cared for natural environment:**
 - Appropriate recreational facilities are available around water and forest areas;
 - There is sustainable recreational use of the natural environment;
 - Access to the natural environment and recreational opportunities is encouraged through integrated physical infrastructure (i.e. roading, walkways);
 - People take collective responsibility for the care of our natural environment.
- > **Safe and stable community**
 - Our physical environments enhance personal safety;
 - There is minimal graffiti and littering in the District;
 - A range of quality housing in well-planned neighbourhoods is available throughout the District;
 - Residents demonstrate commitment to the long-term wellbeing of the District;
 - People living and working in the District are aware of and can influence decision-making that affects the community.
- > **Fostering involvement in arts and recreation:**
 - The District has well developed and maintained centres for arts and recreation activities;
 - A variety of accessible and attractive places and opportunities for recreational activity cater for people of all ages and abilities;
 - People are healthy through involvement in recreational activity.
- > **Pride in our community and heritage:**
 - Papakura District has a strong and positive identity;
 - Our important cultural and heritage sites are known and protected;
 - There is a sense of community pride and belonging among District residents;
 - People in Papakura celebrate and support our cultural heritage.

- > **Town Centre as the heart of the District:**
 - The Town Centre is vibrant and attractive;
 - The Town Centre area has both a strong business presence and a variety of leisure opportunities;
 - The Town Centre has a distinctive identity embraced by residents;
 - There is a mix of boutique and chain stores in the Town Centre.
- > A well planned built environment:
 - The District's infrastructure is sustainable and caters for the community's diverse needs and activities;
 - New developments are designed to enhance people's quality of life, health, and social connectedness;
 - Roading and public transport infrastructure is integrated and functions;
 - Beauty and functionality are balanced in our built environment.
- > **Healthy lifestyles:**
 - The way we plan and use our environment promotes healthy lifestyle choices;
 - People have access to and are encouraged to participate in a range of activities that promote personal health and wellbeing;
 - People and communities have access to a range of appropriate health services and resources.
- > **Releasing the potential of our rangatahi:**
 - A range of quality educational and vocational opportunities are available to our youth;
 - Youth development is supported by role models and mentors;
 - Quality facilities and events encourage youth participation in recreation and leisure activities;
 - Youth initiatives within the District are encouraged and supported.

7.7 Rodney District Council – Long Term Plan 2006 – 2016

The Key community outcomes translated from Vision Rodney 2003 and restated are:

- > **A country look and feel.**
- > **Contained and distinctive towns and villages.**
- > **Maintained lifestyles and environmental care.**
- > **Safe and healthy communities.**
- > **Jobs and opportunity in Rodney.**

> **Locally determined futures.**

The 4 key issues identified in the LTP are:

- > Growth
- > Changing legislative environment
- > Three waters infrastructure
- > Transport infrastructure.

7.8 Waitakere City Council - Long Term Council Community Plan 2006 – 2016

The Plan confirms 5 strategic priorities:

- > **The Treaty of Waitangi (Te Tiriti o Waitangi)**
 - **The Vision:** People in the city are proud to uphold the Treaty of Waitangi
- > **Sustainable Development**
 - **The Vision:** Waitakere City development demonstrates ongoing progress towards a sustainable society.
- > **First Call for Children**
 - **The Vision:** A city where children and youth; participate in the development of the city; play and hang out safely; have good health care, education and housing; are free from violence; develop their own cultural identity and enjoy the city's diversity; access integrated transport systems; enjoy clean air water and green spaces; are free from poverty.
- > **Safe City**
 - **The Vision:** Waitakere City - a safe place to be.
- > **Lifelong learning**
 - **The Vision:** A city where everyone can access flexible, creative and inspirational affordable learning and can participate in city life.

In addition, 9 strategic platforms are identified:

- > **Urban and Rural Villages** (*Nga kainga taone, tuawhenua*)
 - **The Vision:** Town Centres are thriving places, providing exciting options for people to live, work and play. Public facilities, places and spaces teem with people; the streets are alive and busy.
- > **Integrated Transport and Communication** (*Te Whakaurunga Waka Te Whakawhiti korero*)
 - **The Vision:** Public transport and communication systems provide fast, effective services to the whole city. Transport systems are integrated, innovative and environmentally responsible.

- > **Strong Innovative Economy** (*He tupuranga kaha ihi wana*)
 - **The Vision:** Waitakere is a place of innovative economic activities, providing local, quality work and development options for its people. Environmentally responsible businesses are supported and flourishing.
- > **Active Democracy** (*He tikanga pai ki ta te iwi e hiahia ana*)
 - **The Vision:** People feel that they can make a difference. There are high levels of community participation and respect for each other's views.
- > **Strong Communities** (*He iwi kaha*)
 - **The Vision:** People are active, informed, healthy and content. They feel safe and there is a strong sense of community. Our city is a great place for children. We enjoy our diversity of lifestyles and people.
- > **Green Network** (*He tuituitanga kakariki*)
 - **The Vision:** The Waitakere Ranges will be permanently protected. There will be a network of bush and trees, (the Green Network) from the Ranges, through town centres and suburbs, to the coasts, bringing the natural world into people's everyday lives and filling the streams and forests with life.
- > **Three Waters** (*Nga Wai e toru*)
 - **The Vision:** Waitakere takes an innovative approach to managing drinking water supply, wastewater and stormwater together, under the heading of the Three Waters.
- > **Sustainable Energy and Clean Air** (*He kaha motuhake. He hau ora pai*)
 - **The Vision:** Waitakere City's energy and emissions to air management demonstrates ongoing progress towards a sustainable society.
- > **Zero Waste** (*He whakakore otaota*)
 - **The Vision:** Waitakere's Zero Waste strategy will produce a clean and attractive city that increasingly turns its waste into resources.

Community outcomes are stated as follows:

- > Green Networks (*He tuituitanga kakariki*)
- > Mauri Ora (*Access to Maori resources*)
- > Nga Manukura (*Maori Leadership*)
- > Strong Communities (*He Iwi Kaha*)
- > Strong Economy (*He tupuranga kaha ihi wana*)

- > Sustainable Integrated Transport (*Kauneke Tauwhiro me te Whakaurunga Waka*)
- > Sustainable Environment (*Kauneke Tauwhiro Taiao*)
- > Te Mana Whakahaere (*Autonomy*)
- > Toiora (*Healthy Lifestyles*)
- > Urban and Rural Villages (*Nga kainga taone tuawhenua*)
- > Vibrant Arts and Culture (*Toi me nga Tikanga Taketake*)
- > Waiora (*Environmental Protection*)
- > Whaiora (*Participation in society*)
- > Working Together (*Te Mahi Tahī*).