I hereby give notice that an ordinary meeting of the Planning Committee will be held on:

**Date:** Tuesday, 4 September 2018  
**Time:** 9.30am  
**Meeting Room:** Reception Lounge  
**Venue:** Auckland Town Hall  
301-305 Queen Street  
Auckland

**Komiti Whakarite Mahere / Planning Committee**

**OPEN AGENDA**

**MEMBERSHIP**

**Chairperson**  
Cr Chris Darby  
Cr Richard Hills

**Deputy Chairperson**  
Cr Josepbine Bartley  
Cr Dr Cathy Casey

**Members**  
Deputy Mayor Bill Cashmore  
Cr Ross Clow  
Cr Fa’anana Efeso Collins  
Cr Linda Cooper, JP  
Cr Alf Filipaina  
Cr Hon Christine Fletcher, QSO  
Mayor Hon Phil Goff, CNZM, JP  
IMSB Member Hon Tau Henare  
Cr Penny Hulse  
Cr Mike Lee  
Cr Daniel Newman, JP  
IMSB Member Liane Ngamane  
Cr Greg Sayers  
Cr Desley Simpson, JP  
Cr Sharon Stewart, QSM  
Cr Sir John Walker, KNZM, CBE  
Cr Wayne Walker  
Cr John Watson

(Quorum 11 members)

**Kalinda Gopal**  
Senior Governance Advisor  
30 August 2018

Contact Telephone: (09) 367 2442  
Email: kalinda.gopal@aucklandcouncil.govt.nz  
Website: www.aucklandcouncil.govt.nz

**Note:** The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. Should Members require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.
Terms of Reference

Responsibilities

This committee guides the physical development and growth of Auckland through a focus on land use planning, housing and the appropriate provision of infrastructure and strategic projects associated with these activities. Key responsibilities include:

- Relevant regional strategy and policy
- Infrastructure strategy and policy
- Unitary Plan
- Spatial plans
- Plan changes to operative plans
- Housing policy and projects
- Special Housing Areas
- City centre development
- Tamaki regeneration
- Built heritage
- Urban design
- Environmental matters relating to the committee’s responsibilities
- Acquisition of property relating to the committee’s responsibilities and within approved annual budgets
- Initiatives of the following CCOs that have a significant impact upon the implementation of the Auckland Plan and other relevant plans, policies and strategies:
  - Panuku Development Auckland
  - Auckland Transport
  - Watercare Services Limited
  - Regional Facilities Auckland (stadium)

Powers

(i) All powers necessary to perform the committee’s responsibilities, including:
   (a) approval of a submission to an external body
   (b) establishment of working parties or steering groups.

(ii) The committee has the powers to perform the responsibilities of another committee, where it is necessary to make a decision prior to the next meeting of that other committee.

(iii) The committee does not have:
   (a) the power to establish subcommittees
   (b) powers that the Governing Body cannot delegate or has retained to itself (section 2).
Exclusion of the public – who needs to leave the meeting

Members of the public

All members of the public must leave the meeting when the public are excluded unless a resolution is passed permitting a person to remain because their knowledge will assist the meeting.

Those who are not members of the public

General principles

- Access to confidential information is managed on a “need to know” basis where access to the information is required in order for a person to perform their role.
- Those who are not members of the meeting (see list below) must leave unless it is necessary for them to remain and hear the debate in order to perform their role.
- Those who need to be present for one confidential item can remain only for that item and must leave the room for any other confidential items.
- In any case of doubt, the ruling of the chairperson is final.

Members of the meeting

- The members of the meeting remain (all Governing Body members if the meeting is a Governing Body meeting; all members of the committee if the meeting is a committee meeting).
- However, standing orders require that a councillor who has a pecuniary conflict of interest leave the room.
- All councillors have the right to attend any meeting of a committee and councillors who are not members of a committee may remain, subject to any limitations in standing orders.

Independent Māori Statutory Board

- Members of the Independent Māori Statutory Board who are appointed members of the committee remain.
- Independent Māori Statutory Board members and staff remain if this is necessary in order for them to perform their role.

Staff

- All staff supporting the meeting (administrative, senior management) remain.
- Other staff who need to because of their role may remain.

Local Board members

- Local Board members who need to hear the matter being discussed in order to perform their role may remain. This will usually be if the matter affects, or is relevant to, a particular Local Board area.

Council Controlled Organisations

- Representatives of a Council Controlled Organisation can remain only if required to for discussion of a matter relevant to the Council Controlled Organisation.
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<td>14</td>
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1 Apologies

At the close of the agenda no apologies had been received.

2 Declaration of Interest

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

3 Confirmation of Minutes

That the Planning Committee:

a) confirm the ordinary minutes of its meeting, held on Tuesday, 7 August 2018 as a true and correct record.

4 Petitions

At the close of the agenda no requests to present petitions had been received.

5 Public Input

Standing Order 7.7 provides for Public Input. Applications to speak must be made to the Governance Advisor, in writing, no later than **one (1) clear working day** prior to the meeting and must include the subject matter. The meeting Chairperson has the discretion to decline any application that does not meet the requirements of Standing Orders. A maximum of **thirty (30) minutes** is allocated to the period for public input with **five (5) minutes** speaking time for each speaker.

5.1 Public Input - Vector - impact of the April 2018 storm, learnings and future planning

**Te take mō te pūrongo / Purpose of the report**

1. Vector’s Chief Executive, Chief Networks Officer and Government Relations Manager will be present to speak to the committee about the impact of the April 2018 storm, the work of the team at Vector and others after the storm, learnings and future planning.

**Ngā tūtohunga / Recommendation/s**

That the Planning Committee:

a) receive the public input from Simon Mackenzie, Andre Botha and Nicholas Albrecht on behalf of Vector regarding the impact of the April 2018 storm, learnings and future planning and thank them for attending.
6 Local Board Input

Standing Order 6.2 provides for Local Board Input. The Chairperson (or nominee of that Chairperson) is entitled to speak for up to five (5) minutes during this time. The Chairperson of the Local Board (or nominee of that Chairperson) shall wherever practical, give one (1) day’s notice of their wish to speak. The meeting Chairperson has the discretion to decline any application that does not meet the requirements of Standing Orders.

This right is in addition to the right under Standing Order 6.1 to speak to matters on the agenda.

At the close of the agenda no requests for local board input had been received.

7 Extraordinary Business

Section 46A(7) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

“An item that is not on the agenda for a meeting may be dealt with at that meeting if-

(a) The local authority by resolution so decides; and

(b) The presiding member explains at the meeting, at a time when it is open to the public,-

(i) The reason why the item is not on the agenda; and

(ii) The reason why the discussion of the item cannot be delayed until a subsequent meeting."

Section 46A(7A) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

“Where an item is not on the agenda for a meeting,-

(a) That item may be discussed at that meeting if-

(i) That item is a minor matter relating to the general business of the local authority; and

(ii) the presiding member explains at the beginning of the meeting, at a time when it is open to the public, that the item will be discussed at the meeting; but

(b) no resolution, decision or recommendation may be made in respect of that item except to refer that item to a subsequent meeting of the local authority for further discussion.”
Te take mō te pūrongo / Purpose of the report
1. To make Plan Change 4: Administrative Plan Change operative in part.

Whakarāpopototanga matua / Executive summary
2. In September 2017, the Planning Committee approved the proposed Administrative Plan Change (Plan Change 4) for public notification (Resolution number PLA/2017/117). Plan Change 4 seeks to correct technical errors and anomalies in the Auckland Unitary Plan (the Unitary Plan).

3. Plan Change 4 was notified on 28 September 2017. Submissions were heard over three days in January 2018. The independent hearings commissioners released their decisions in June 2018 and these were publicly notified on 14 June 2018. The period for lodging appeals has closed. Two appeals have been received on separate matters in Plan Change 4.

4. There are 12 proposed amendments to regional coastal plan provisions under Plan Change 4. Section 28 of the Resource Management Act 1991 requires approval from the Minister for Conservation before these are made operative. The committee can adopt the 12 proposed amendments and refer these to the Minister of Conservation for final approval.

5. Staff recommend that Plan Change 4 be made operative in part except for:
   - proposed amendments subject to appeals
   - proposed amendments related to the regional coastal plan in Attachment A.

6. Following the outcome of appeal negotiations staff recommend delegated authority be given to the Chair and the Deputy chair of the Planning Committee to approve these amendments.

Ngā tūtohunga / Recommendation/s
That the Planning Committee:

a) agree to make proposed amendments under Plan Change 4: Administrative Plan Change, operative in part.

b) adopt proposed amendments to regional coastal plan set out in Attachment A to the agenda report and refer to the Minister of Conservation for final approval.

c) delegate to the Chair and Deputy Chair of the Planning Committee, authority to approve any amendments to Plan Change 4, following the outcome of appeal negotiations.

d) request the General Manager, Plans and Places to undertake the steps in Schedule 1 of the Resource Management Act to make Plan Change 4 to the Auckland Unitary Plan operative in part.

Horopaki / Context
7. Plan Change 4: Administrative Plan Change (Plan Change 4) seeks to correct technical errors and anomalies in the Auckland Unitary Plan (the Unitary Plan).
8. Technical errors and anomalies include matters such as incorrect references and provisions that led to nonsensical outcomes. Any remedies of an error or anomaly that require a shift in policy position, or where the solution to an error is unclear; are excluded from the scope of Plan Change 4.

9. In September 2017 the committee approved Plan Change 4 for public notification (Resolution number PLA/2017/117). Schedule 1 of the Resource Management Act 1991 (the Act) sets out the process for a change in a policy statement or plan. Following Schedule 1 of the Act, Plan Change 4 was:
   - publicly notified on 28 September 2017
   - open for public submissions until 27 October 2017
   - open for further submissions from 2 November to 16 November 2017
   - heard by independent commissioners over three days in January 2018
   - publicly notified the decisions from the commissioners on 14 June 2018.

10. The period for lodging any appeals in the Environment Court has closed and two appeals on Plan Change 4 were received.

11. There are 12 regional coastal plan provisions proposed for amendment under Plan Change 4. These are outlined in Attachment A. Amendments to regional coastal plan provisions cannot be made operative until these are approved by the Minister of Conservation.

12. Staff recommend that Plan Change 4 be made operative in part except for:
   - proposed amendments subject to appeals
   - proposed amendments related to the regional coastal plan (Attachment A).

**Appeals received by Pine Harbour Marina Limited and Housing New Zealand Corporation**

13. Pine Harbour Marina Limited’s appeal relates to provisions in the Pine Harbour Precinct (Chapter I431). In its submission in 2017, Pine Harbour Marina Limited proposed changes to provisions that were not proposed for change under Plan Change 4.

14. Officers did not support these proposed changes on the basis they were outside of the scope of the plan change. Also, officers did not have the opportunity to appropriately consult with affected parties on any proposals put forward by Pine Harbour Marina Limited.

15. In its decision report, the commissioners agreed with officers and found Pine Harbour Marina Limited’s submission to be out of scope of Plan Change 4 and that its changes should be progressed as a separate plan change. Pine Harbour Marina Limited is appealing this decision and seeks to incorporate its proposed changes as part of Plan Change 4.

16. The second appeal, from Housing New Zealand Corporation relates to amendments made to Chapter E12: Land Disturbance – District, Activity Table E12.4.2.

17. Plan Change 4 reinstates controls on land disturbance (on earthworks of more than 5m³) in the Isthmus C Special Character Areas. The proposed amendment will control earthworks on the slopes of four maunga as was originally included in the Proposed Auckland Unitary Plan.

18. In its submission, Housing New Zealand Corporation expressed concerns that this change seeks to introduce another ‘heritage’ related matter to the Unitary Plan, rather than to correct an error.

19. The commissioner’s decision report agreed with officers, that this particular provision was inadvertently excluded from the Unitary Plan, and Plan Change 4 seeks to reinstate this.

20. Housing New Zealand Corporation is appealing this decision.

21. Officers seek delegation to the Chair and the Deputy chair, to approve any changes to Plan Change 4, following outcomes from negotiation of these appeals.
Regional coastal plan amendments require approval by the Minister of Conservation
22. There are 12 regional coastal plan errors and anomalies shown in Attachment A that have been amended as part of Plan Change 4.

23. As per section 28 of the Act, any amendments to the regional coastal plan will require the approval of the Minister of Conservation before these can be made operative.

24. The committee can adopt the regional coastal plan amendments and refer these to the Minister of Conservation for final approval.

Tātaritanga me ngā tohutohu / Analysis and advice
25. As this report is procedural in nature, no further analysis and advice is required.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe / Local impacts and local board views
26. As part of Plan Change 4, local boards were:
   • advised in April 2017 that proposed plan change for administrative errors and anomalies had commenced and were invited to put forward matters for inclusion into this plan change
   • advised in August 2017 that the proposed plan change would be notified and were invited to provide feedback.

27. Where proposed amendments affected a particular local board, the board was appropriately advised. Local boards did not provide formal feedback on Plan Change 4 but instead sought clarification on proposed amendments.

Tauākī whakaaweawe Māori / Māori impact statement
28. As part of the development of Plan Change 4, staff:
   • sent a memo to all 19 iwi authorities in July 2017 to signal that the proposed plan change is in the pipeline and to determine interest in consulting on this plan change
   • sent the draft proposed plan change in August 2017 for feedback in accordance with Clause 4 of Schedule 1 of the Act.

29. Three iwi authorities provided feedback on Plan Change 4. Attachment B summarises feedback received from these iwi authorities and subsequent amendments made to the draft proposed plan change.

30. No submissions were received from iwi authorities during the public notification process.

31. Tūpuna Maunga o Tāmaki Makaurau Authority made a submission with regards to Chapter D14 Volcanic Viewshafts and Height Sensitive Areas Overlay.

32. Officers recommended changes in accordance with Tūpuna Maunga o Tāmaki Makaurau Authority’s submission as it further clarified Standard D14.6.3(1)(a)(i). The changes were supported by the independent hearing commissioners.

Ngā ritenga ā-pūtea / Financial implications
33. There are no financial implications associated with making this plan change operative.

Ngā raru tūpono / Risks
34. There are no risks associated with making this plan change operative.
Ngā koringa ā-muri / Next steps

35. Proposed amendments under Plan Change 4 are currently annotated as such in the Unitary Plan (text and maps). Staff will incorporate amendments from Plan Change 4 into the Unitary Plan (text and maps) and remove/amend annotations by November 2018. Proposed amendments subject to appeal and regional coastal plan provisions awaiting ministerial approval will remain annotated until these are resolved and approved, respectively.

Ngā tāpirihanga / Attachments

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<th>Title</th>
<th>Page</th>
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<td>13</td>
</tr>
<tr>
<td>B</td>
<td>Feedback from mana whenua on Proposed Plan Change 4</td>
<td>17</td>
</tr>
</tbody>
</table>

Ngā kaihaina / Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Authorisers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jasmin Kaur - Planner</td>
<td>John Duguid - General Manager - Plans and Places</td>
</tr>
<tr>
<td></td>
<td>Jim Quinn - Chief of Strategy</td>
</tr>
</tbody>
</table>
Attachment A:
Regional coastal plan provisions under Plan Change 4

This attachment outlines proposed amendments to regional coastal plan provisions under Plan Change 4.

Amendments to regional coastal plan provisions cannot be made operative until these are approved by the Minister for Conservation (as per section 28 of the Resource Management Act 1991).

Where a provision applies to both land and coastal marine area, the landward aspect can be made operative as a district plan provision. Any regional coastal plan provision is operative only after it has been approved by the Minister of Conservation.

Changes proposed are shown in strikethrough for a removal and underline for an addition.

Proposed amendments to regional coastal plan provisions (text and maps) include:

- amendment to Chapter D17: Historic Heritage overlay
- amendment to l03: Watemata Navigation Channel Precinct
- amendment to 208 Port Precinct
- amendment to 325 Ōkahu Marine Precinct
- amendments to sites 049, 052,055 and 073 in Schedule 12: Sites and places of significance to mana whenua
- amendment to site 02735 in Schedule 14.1: Schedule of historic heritage
- amendment to alignment of significant ecological area overlay to indicative coastline at 2791 Kapara Coast Highway
- amendment to mapping of site 052 in Schedule 12, to adjust location
- amendment to mapping of site 055 in Schedule 12, to adjust extent.

These are outlined below.

Text and map amendments to regional coastal plan provisions under Plan Change 4:

Chapter D17 Historic Heritage Overlay

Amend D17 Historic Heritage Overlay as follows

Table D17.4.1 Activity table - Activities affecting Category A, A* and B scheduled historic heritage places [rcp – where references is made in Chapter F to these rules applying]
<table>
<thead>
<tr>
<th>Development</th>
<th>Demolition or destruction</th>
</tr>
</thead>
<tbody>
<tr>
<td>(A2)</td>
<td></td>
</tr>
<tr>
<td>NC</td>
<td>NC</td>
</tr>
<tr>
<td>NC</td>
<td>D</td>
</tr>
<tr>
<td>D</td>
<td>D</td>
</tr>
<tr>
<td>P - where the feature is free-standing</td>
<td>C - where the feature is connected to a scheduled feature</td>
</tr>
</tbody>
</table>

[Note chapter F2 activity table F2.19.10 (A125) Demolition or removal of any buildings or coastal marine area structures references this Activity Table D17.4.1 (A2). So this is a regional coastal plan provision].

### I103: Waitemata Navigation Channel Precinct

**Amend I103 Waitemata Navigation Channel Precinct as follows:**

**I103.3 Policies [scp]**

The Coastal - General Coastal Marine Zone, Auckland-wide and overlay policies apply in this precinct in addition to those specified above with the exception of D-5.1.3 Dredging Policy 4 of the Coastal General Coastal Marine Zone - F2.4.3(3) Dredging Policy, F2 Coastal General Coastal Marine Zone.

### I208: Port Precinct

**Amend I208 Port Precinct as follows:**

**I208. Standards**

**I208.6. Land and water standards**

The land and water use standards …

### I325 Ōkahu Marine Precinct

Amend I325 Ōkahu Marine Precinct as follows:

I325.10.1 Ōkahu Marine Precinct: Precinct plan 1 - building areas within sub-precinct B

Amend the tagging of provisions in Precinct plan 1 to read:
- Ōkahu Marine sub-precinct A(rop/dp)
- Ōkahu Marine sub-precinct B(rop/dp)

### Schedule 12 Sites and Places of Significance to Mana Whenua

<table>
<thead>
<tr>
<th>Schedule ID</th>
<th>Name</th>
<th>Location</th>
<th>Description</th>
<th>Nominated by Mana Whenua</th>
</tr>
</thead>
<tbody>
<tr>
<td>049</td>
<td>Te Pōpūti o Kawai (Tāhuna Tōrea)</td>
<td>Tāhuna Tōrea Reserve, including sandspit 338 &amp; 340 West Tamaki Road, Glandowie</td>
<td>Waahi whakahirahira</td>
<td>Ngāti Whātau o Ōrākei</td>
</tr>
<tr>
<td>052</td>
<td>Kohimaramara / Bastion Rock Takaparawha Point</td>
<td>Tamaki Tamaki-Yacht Club, Tamaki Drive, Ōrākei</td>
<td>Waahi tāpu, Wai tāpu</td>
<td>Ngāti Whātau o Ōrākei</td>
</tr>
<tr>
<td>055</td>
<td>Te Tā Waka Ōtāhuhu portage Ōtāhuhu portage</td>
<td>Head of Tamaki River at Ōtāhuhu, near Canal Reserve and Portage Road, Ōtāhuhu</td>
<td>Ōtāhuhu portage Waahi tāpu, Wai tāpu. Head of Tamaki River at Ōtāhuhu. May be nationally Significant portage for waka including ancestral waka.</td>
<td>Ngāti Whātau o Ōrākei</td>
</tr>
<tr>
<td>073</td>
<td>Karaka Bay (Ōrohe)</td>
<td>Foreshore area below Peacock Street, Glandowie</td>
<td>Located below the Pā pā Te Pāne o Horiwi. Site of several battles. Location of signing of Te Tiriti o Waitangi.</td>
<td>Ngāti Paoa</td>
</tr>
</tbody>
</table>

### Schedule 14.1 Schedule of Historic Heritage

<table>
<thead>
<tr>
<th>ID</th>
<th>Place Name</th>
<th>Exclusions</th>
</tr>
</thead>
</table>
| 02/35 | Queens Wharf | 1. Fendering  
2. Cast iron bollards  
3. Any works associated with repair and maintenance to ensure the integrity of the wharf structure for port purposes. The repair and maintenance methodology for piles includes the removal of defective concrete either by mechanical means or hydrodemolition, replacement of corroded reinforcement, coating of reinforcement and reinstatement with new concrete either by spraying or resurfacing with concrete or mortar |
Map Amendments

These are listed below

1. 2701 Kaipara Coast Highway
Amend Significant Ecological Area – Terrestrial and Marine; Coastal Inundation 1 per cent AEP Plus 1m Control, and Rural Coastal Zone to align with indicative coastline

2. Mapping of Schedule 12 Item, site 652
Correcting the location of Kohimaramara/ Bastion Road Takaparawha Point

3. Mapping of Schedule 12 Item, site 055
Correcting extent of site for Te Tō Waka Ōtāhuhu Portage
Attachment B:
Amendments to Proposed Plan Change 4 following feedback from mana whenua

Memo

15 September 2017

To: Cr C Darby, Cr D Lee and Independent Māori Statutory Board Member Liane Ngamane

From: Gurv Singh, Principal Planner and Phill Reid, Manager, Auckland-wide Planning

Subject: Authority to approve amendments to the Auckland Unitary Plan (Operative in Part) - Proposed Plan Change – Administrative Plan Change for public notification

Purpose

1. This memorandum relates to the Proposed Administrative Plan Change (PC4) to the Auckland Unitary Plan (Operative in Part) (AUP).

2. This memorandum seeks approval from the Chair and Deputy Chair of the Planning Committee and member Ngamane from the Independent Māori Statutory Board on Monday 18th September 2017 to approve the amendments to PC4 prior to public notification.

Background

3. On 5th September 2017, council staff reported to the Planning Committee to publicly notify a change to the AUP to correct technical errors and anomalies.

4. The Planning Committee made the resolution (PLA/2017/117) to:
   a) approve the notification of the proposed plan change to the Auckland Unitary Plan (Operative in Part) to correct technical errors and anomalies included as Attachments E-N of the agenda report.
   b) endorse the section 32 evaluation report contained as Attachment B to the agenda report.
   c) delegate to the Chair and Deputy Chair of the Planning Committee and an Independent Māori Statutory Board Member the authority to make amendments to the proposed plan change prior to public notification to incorporate any changes due to feedback from iwi authorities or other minor amendments.

5. Staff sought delegated authority to the Chair and Deputy Chair of the Planning Committee and an independent Māori Statutory Board to make amendments to the proposed plan change (PC4) prior to public notification. This is to enable any feedback received from iwi authorities by 13 September to be considered for amendments to the proposed plan change.

Summary of feedback from iwi authorities

6. A draft copy of PC4 was sent to all 19 iwi authorities in the Auckland region on 21 August 2017. Three of the 19 iwi authorities responded to the letter which was Te Akai Waiohua.
Ngāti Whātau a Ōrākei, and Te Rūnanga o Ngāti Whātau. Te Akatai Waiohua did not provide any feedback on PC4 but want to be kept informed of the process.

7. Council staff met with two iwi authorities (Ngāti Whātau a Ōrākei and Te Rūnanga o Ngāti Whātau) whom provided feedback on the documents. The feedback received was on:

   i. importance to include, use and reference Māori values and Māori language in documents, particularly in operational and strategy documents i.e. Auckland Plan, and the Auckland Unitary Plan;
   ii. putting an Auckland context to any review or discussion of National Policy Statements in reports especially when talking about the regional and local planning context; and
   iii. the proposed amendments to Schedule 12 Sites and Places of Significance to Mana Whenua Schedule (Schedule 12) and proposed spatial map changes of Sites and Places of Significance to Mana Whenua Overlay in the AUP GIS Viewer.

8. In response to 7(i) above, council staff agreed with the representative of Te Rūnanga o Ngāti Whātau that their feedback was more on the Auckland Plan refresh than on the proposed plan change documents. This feedback has been provided to the Auckland Plan Refresh project team for their information and use.

9. In response to 7(ii) above, the feedback seeking an Auckland context to National Policy Statements has been reflected in additional statutory context being iwi management plans recognised within the section 32 evaluation report as a matter to which the plan change must consider under s51, s66 and s74 of the Resource Management Act 1991.

10. In response to 7(iii) above, advice on the feedback relative to Schedule 12 has been sought from Council’s Heritage Unit. This advice will be provided by close of business 15 September so that officer’s recommendations to the section 32 evaluation report and proposed changes to Schedule 12 in PC4 (results from feedback) can be tabled for consideration on Monday 18th September.

**Summary of amendments**

11. A legal review of the section 32 evaluation report and PC4 was conducted by Council’s Legal team.

12. Following receipt of feedback from iwi authorities and the legal review, council staff have made the following key changes:

   i. updates to the Section 32 evaluation report and proposed plan change documents to reflect legal review and feedback received from iwi authorities;
   ii. amendments to Schedule 12 and spatial maps in PC4 to reflect advice and recommendations received from iwi authorities;
   iii. removal of specific errors and anomalies where the change will be corrected via another process (i.e. future plan change/s, or appeals); and
   iv. amendments to the proposed spatial map changes in PC4 to align with the AUP GIS Viewer.
13. Council staff considers all changes to be appropriate and these do not change the form, content, intent and scope of PC4. A copy of the section 32 evaluation report and proposed changes to PC4 will be tabled on Monday 18th September for review.

14. On that basis, council staff seek the delegated Councillors and Member Ngamane to approve the changes to PC4 prior to public notification. Public notification of PC4 is proposed for 28 September 2017.

Prepared by: Gurv Singh
Principal Planner,
Auckland-Wide Planning Unit

Approved by: Phill Reid
Manager, –
Auckland-Wide Planning Unit
Te take mō te pūrongo / Purpose of the report
1. To inform the committee of the road safety crisis in Auckland and the significant investment committed to a vision where no-one is killed or seriously injured on Auckland's roads.

Whakarāpopototanga matua / Executive summary
2. In 2017, 64 people died on Auckland roads and 749 were seriously injured. Auckland is experiencing a road safety crisis. Making roads safer is key to getting more people walking, biking and using public transport, which has flow-on benefits for health and the environment.

3. Auckland and the Government's priorities are aligned. One of these priorities is road safety. However, the issues involved require fundamental mind shifts, demand bold thinking and clear, consistent messaging. The Tāmaki Makaurau Road Safety Governance Group (formerly RoadSafe) leads the region on road safety. The group is tasked with achieving over the next 10 years a stretch target of 60 per cent reduction in the number of people who died or were seriously injured in 2017.

4. Auckland Transport is working with the Ministry of Transport to develop the new national road safety strategy by 2019, informed by Vision Zero principles, from which the Auckland strategy will flow. A programme business case for longer term investment in road safety is expected to be completed by December 2018.

5. Auckland Transport is fast-tracking implementation of a speed management plan, developing a strategic road safety communications plan and delivering an ambitious $700 million safety infrastructure acceleration programme estimated to reduce annual deaths and serious injuries by up to 18 per cent over an initial three-year period.

6. A strong interface between land use development decisions and transport planning is critical to delivering safe and sustainable transport in Auckland.

Ngā tūtohunga / Recommendation/s
That the Planning Committee:
a) receive the report on road safety.

Horopaki / Context
7. In the three years from 2014 to 2017 Aucklanders experienced a 78 per cent increase in road deaths and a 68 per cent increase in serious injuries, with deaths rising from 36 to 64 and serious injuries from 447 to 749.

8. In light of these tragic results road safety has been identified by the Government as a priority in the Policy Statement on Transport and in turn by Auckland Transport and Auckland Council as a strategic priority for planning and investment.
Tātaritanga me ngā tohutohu / Analysis and advice

9. The Board of Auckland Transport in November 2017 commissioned an independent road safety Business Improvement Review that made 45 recommendations, which the Board adopted in full.

10. In June 2018, the Board endorsed an accelerated Speed Management Programme that proposes a $24 million investment over the next 3 years.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe / Local impacts and local board views

11. All local boards were engaged through the Regional Land Transport Plan and 10-year Budget process in proposed new investment in road safety. Public consultation on the Regional Land Transport Plan also reinforced that communities see this as a significant issue.

12. Since adoption of the Regional Land Transport Plan, Auckland Transport and NZ Police have conducted forums with local boards to present safety issues in their area and AT’s increased investment plans, including introducing speed management programmes.

Tauākī whakaaweawe Māori / Māori impact statement

13. Māori are over-represented in crashes on New Zealand roads. Auckland Transport delivers two specific programmes:
   - Te Ara Haepapa Programme - Māori road safety programme for safer communities, campaigns and young Māori drivers
   - Marae road safety, under the Te Toa Takatini project, to improve marae entry–exit roads.

14. The significant general investment in road safety across the networks will have benefits for Māori as well.

Ngā ritenga ā-pūtea / Financial implications

15. $700 million has been committed in the RLTP for road safety to deliver major, minor and mass-action safety engineering projects, including speed management, at high-risk locations and areas across the network. The safety programme is enabled by the Regional Fuel Tax, which contributes $210 million of the total $700 million capital expenditure.

Ngā raru tūpono / Risks

16. There are public, political, practical and financial barriers to delivering on such a large investment programme. The issues are complex, require resource shift, further systemic changes to spatial planning and mindset shifts, along with significant collaboration with stakeholders and government.

17. There may be adverse community reactions to, or low engagement with, projects such as speed limit reductions, speed-calming measures and removing parking. Delivery can also be impacted by consenting and consultation requirements. To mitigate the delivery risk, Auckland Transport is taking a more streamlined approach to consulting with communities, and also looking at a more proactive approach to engaging with industry delivery partners.

Ngā koringa ā-muri / Next steps

18. Auckland Transport has developed an ambitious road safety plan with clear targets for reducing death and serious injury. Delivery of key actions has already begun (e.g. minor safety works, speed reduction, high-risk rural and urban road safety improvements, improved road markings and signage, red light cameras, and pedestrian and cycle projects).
Ngā tāpirihanga / Attachments

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<tr>
<th>Author</th>
<th>Kathryn King - Walking, Cycling and Safety Manager</th>
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<tr>
<td>Authorisers</td>
<td>Randhir Karma - Group Manager, Network Management and Safety</td>
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<td>Jim Quinn - Chief of Strategy</td>
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Attachment A

Item 9

Road safety in Auckland

Page 25
Item 9

Attachment A

Road safety in Auckland

Page 26
New AT programmes range from speed management and additional red light cameras to delivering an ambitious safety engineering programme.

We have a once-in-a-generation opportunity to reshape a truly modern world city.
Road safety in Auckland
Strategic approach to marinas (Covering report)

File No.: CP2018/16469

Te take mō te pūrongo / Purpose of the report
1. To request staff develop a strategic approach to Auckland Council marinas.

Whakarāpopototanga matua / Executive summary
2. This is a covering report for the above item. The comprehensive agenda report was not available when the agenda was published and will be provided before the 4 September Planning Committee meeting.

Ngā tūtohunga / Recommendation/s
The recommendations will be provided in the comprehensive agenda report.
Te take mō te pūrongo / Purpose of the report
1. To inform the Planning Committee of the Hamilton to Auckland Corridor Plan and its governance arrangements. To seek endorsement for Auckland Council’s ongoing participation as a partner in the project.

Whakarāpopototanga matua / Executive summary
2. There are significant interdependencies between Auckland and the Waikato that cross local government boundaries. However, previous spatial planning along the Auckland to Hamilton corridor has largely been confined within these administrative boundaries.
3. The Hamilton to Auckland Corridor Plan was initiated by central government. It aims to investigate opportunities to unlock and shape growth along the rail corridor between Auckland and Hamilton through an integrated corridor plan. It is essentially an integrated land use and transport plan that aims to unlock the potential to connect communities and provide access to jobs in Auckland and Waikato towns along the corridor.
4. The project builds on the preferred settlement patterns in the Auckland Plan 2050 Development Strategy and Waikato Future Proof Strategy. It aims to develop an ongoing integrated planning and development process for the corridor between local government, central government and iwi. This would help give effect to central government’s urban growth agenda by building a stronger partnership with local government.
5. The corridor project is closely associated with our current growth-related projects in south Auckland and the development of an interim passenger rail service business case for Hamilton to Auckland (a separate project being led by the New Zealand Transport Agency (NZTA). The interim rail option is envisioned as the beginning of a staged approach to implementing a longer-term regional rail solution.

Ngā tūtohunga / Recommendation/s
That the Planning Committee:

a) endorse Auckland Council’s ongoing participation as a partner in the Hamilton to Auckland Corridor Plan project.

b) endorse the Auckland Plan 2050 Development Strategy as the basis for staff input to the corridor plan.

Horopaki / Context
6. The Hamilton to Auckland Corridor Plan (the project) was initiated by central government. It originally stemmed from calls from Waikato councils for investment in a commuter rail service between Hamilton and Auckland.
7. During the election campaign the longer-term concept of commuter rail services between Auckland, Hamilton and Tauranga was discussed by the parties now in government. This was in response to the proposal by advocacy group Greater Auckland (see https://www.greaterauckland.org.nz/regional-rapid-rail/).
8. Central government wants to understand the potential wider growth benefits for and from such a service. It therefore initiated the corridor project to understand and capitalise on any such benefits. It should be noted that this project is separate from the related interim rail service business case project currently underway.

9. This project is the initial focus for the spatial planning pillar of central government’s Urban Growth Agenda (UGA). The four other pillars of the UGA are transport pricing; urban planning; infrastructure funding and financing; and legislative reform.

10. The project commenced earlier in the year with Auckland Council staff participation.

Terms of Reference

11. The dual purpose of the project is to:

- develop an integrated spatial plan for the corridor between Hamilton and Auckland
- establish an ongoing growth management partnership for the transport corridor between Hamilton and Auckland.

12. The three deliverables of the project are set out below:

13. The primary focus of the project is the rail corridor between Auckland and Hamilton (five kilometres either side of the rail line as shown in Figure 1). The project study area extends from Mt. Wellington in the north to Hamilton in the south. It stretches to Mt. Wellington because of the nature of the physical rail corridor and the employment opportunities the greater Mt. Wellington area provides, rather than the need for any new spatial planning in this area. The wider context also takes into account the impacts on Puhinui and Auckland Airport. In the south the project considers the impacts on Hamilton Airport, the Southern Links transport network and Cambridge.

14. Through developing the corridor plan, the project aims to facilitate private sector investment along the corridor and use new planning and funding tools. These include targeted enhanced funding assistance rates, the Housing Infrastructure Fund and streamlined planning processes. The aim of this would be to ensure any transformational opportunities identified could be implemented.
Auckland Council’s role

15. Auckland Council is one of the partners of the project, along with central government, Waikato Regional Council, Hamilton City Council, Waikato District Council, Waipa District Council, Waikato-Tainui, Ngāti Pāoa and the Hauraki Collective. In addition, there is an ongoing process to identify other interested parties, including iwi.

16. As a project partner, Auckland Council is contributing staff and technical support. The Auckland Plan, Strategy and Research (APSR) department is contributing $10,000 to the joint project budget to procure specialist advice not available within partner organisations. No provision has been made for contributing any future funding to this project in the Long-term Plan.

17. Project governance representatives from partner organisations meet as required to consider the project’s progress and deliverables, while a steering group of senior officials is responsible for delivering the project in line with the agreed terms of reference.

Figure 1: Project focus area
Ministerial briefing
18. A ministerial briefing took place in Wellington on 25 June 2018. The purpose was for all partners to agree on the project scope, purpose, objectives, deliverables, timetable and ongoing partnership.

19. Auckland Council was represented by Deputy Mayor Bill Cashmore, Councillor Chris Darby and Chief of Strategy Jim Quinn. Attachment A details the outcome of the briefing.

Planning and design workshop
20. A three-day enquiry-by-design workshop took place in Tuakau 27-29 August 2018, where a draft integrated spatial plan for the corridor was developed by the project partners. Auckland Council was represented by specialists from a range of departments including APSR, Plans and Places, Healthy Waters, the Chief Economist Office, and specialists from Auckland Transport and Watercare.

Auckland to Hamilton rail
21. The Hamilton to Auckland Start Up Passenger Rail Service Business Case process has been underway since last year, led by NZTA and coordinated by Waikato Regional and Hamilton City Councils. Auckland Council and Auckland Transport staff have provided input to this process. Proposals are due to be considered by the NZTA Board in October this year.

22. The rail business case will:
   - help inform the corridor project in terms of rail options that can be considered for the corridor in the near and distant future.
   - allow the corridor project to investigate what transformational urban outcomes can be expected as a result of differing levels of passenger rail service proposals.

23. In addition, substantial investment in Auckland over the next decade will aid the longer-term development of regional rail between Auckland and Hamilton. This includes:
   - extending rail electrification to Pukekohe to support growth, improve network efficiency and reduce train travel times
   - building the third main rail line along the Southern Line to reduce conflicts between passenger and freight services and accommodate increased train frequencies
   - completing the City Rail Link, which will unlock capacity on the existing rail network.

Tātaritanga me ngā tohutohu / Analysis and advice
24. The proximity of rural towns (including associated future urban areas) to the Auckland-Waikato boundary means there are significant interdependencies between Auckland and Waikato that cross administrative boundaries.

25. Prior to this project, spatial planning along the corridor was largely confined within local government boundaries. The project is one of the first steps in forming stronger spatial planning partnerships between central government, local councils and iwi. As such, it forms part of a broader and evolving partnership programme.

26. Once the corridor plan is completed, further work (e.g. business case development) will be required to implement actions that may arise from the plan. This includes further analysis to support decision-making on investments by the partners.

27. The project has linkages to several other workstreams being developed by project partners, all of which are key to the successful realisation of a corridor plan. These workstreams include:
   - the Auckland Plan 2050 Development Strategy implementation, southern structure planning and Supporting Growth (Te Tupu Ngātahi)
   - the development and consideration of an interim passenger rail service business case for Hamilton to Auckland.
28. By participating as a project partner, Auckland Council can help shape its direction and ensure consistency with the outcomes of the Auckland Plan 2050.

29. This is particularly important considering the Auckland Plan 2050 Development Strategy. This is Auckland’s growth management strategy, which is also in line with the requirements of the National Policy Statement Urban Development Capacity. This recently completed and adopted spatial plan (the Development Strategy), and the work underway on southern structure planning, is the basis that Auckland Council staff use for input to the corridor plan.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe / Local impacts and local board views

30. The project directly affects the Franklin and Papakura Local Boards due to their proximity to the Auckland-Waikato boundary. Additional growth along the corridor could influence the growth expected in these local board areas.

31. Local boards have not been formally involved to date. However, the project proposes a later stakeholder engagement phase. It is envisaged that local boards will be part of those engagement phases.

Tauākī whakaaweawe Māori / Māori impact statement

32. The project represents potential investment opportunities for Tāmaki Makaurau iwi. Additionally, Māori will benefit if the project’s aims of improving housing affordability, providing employment opportunities and enhancing the quality of the natural environments along the corridor are achieved.

33. Waikato Tainui, Ngāti Pāoa and Hauraki Collective are already project partners.

34. Auckland Council officers have recommended the establishment of a Mana Whenua – Iwi Steering Group that sits in parallel with the project’s Steering Group. This will allow Tāmaki iwi to be engaged as project partners through a process that is equitable and transparent.

35. The intention is that Auckland Council officers will work with the project’s Steering Group and Tāmaki iwi to guide the implementation of the proposed Mana Whenua – Iwi Steering Group once it is established.

Ngā ritenga ā-pūtea / Financial implications

36. There is a joint budget for the project with contributions being sought to procure the services of an independent advisor and specialist advice that may not be available within partner organisations. Auckland Council is contributing $10,000 to this from the APSR departmental budget. There is no budget for this project in the Long-term Plan.

Ngā raru tūpono / Risks

Different approaches to growth management and land use

37. There is broad alignment in key strategic outcomes between Auckland Council and central government, particularly around improving housing affordability, protecting natural resources and supporting thriving communities. However, Auckland Council and central government seem to have differing views on the approach required to enable urban development and improve housing affordability.

38. As established by the Auckland Plan 2050 Development Strategy, Auckland Council takes a quality compact urban form approach to ensure that future growth is affordable and supports good social, economic, environmental and cultural outcomes. This approach also acknowledges the vast infrastructure costs associated with new urban growth and the certainty infrastructure providers need to plan, sequence and deliver this infrastructure.

39. Council’s approach is based on robust evidence and has been developed together with communities and infrastructure providers.
40. Central government has signalled that more land should be released within and beyond the Rural Urban Boundary (RUB) to improve housing affordability in Auckland (see “Cabinet paper – Urban Growth Agenda: Proposed approach” released by the Ministry of Business, Innovation and Employment in August 2018). Through the project, central government has indicated that it aims to provide spatial plans that are more “minimalist” and allow the market to “fill in” and sequence development where possible, rather than through regulation.

41. There is a risk that, through this project, central government could apply a top-down approach to addressing growth management in Auckland and the Waikato that could undermine Auckland Council’s approach to urban growth and be contrary to both the Auckland Plan Development Strategy and the Unitary Plan.

42. The project’s focus is also to connect communities and provide greater access to jobs in Auckland and Waikato towns along the rail corridor. The project does not aim to displace growth from Auckland to Waikato but may have this effect as it provides growth opportunities along the corridor. This is not an issue in itself, but the potential impacts and subsequent responses need to be better understood.

Ngā koringa ā-muri / Next steps

43. The timeline for the project is as follows:

- **September:** Refine the plan and further test with key stakeholders; amend as required
- **late October:** Governance leaders consider proposed plan (Deliverable 1)
- **mid December 2018:** Governance leaders consider the partnership design (Deliverable 2) and refined list of projects (Deliverable 3)
- formal consultation and endorsements (if and as required) and implementation to follow.

Ngā tāpirihanga / Attachments

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Ngā kaihaina / Signatories

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<tr>
<td>Szening Ooi - Transport Advisor</td>
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<td>Phil Haizelden - Team Leader Transport Strategy</td>
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<tr>
<td>Jacques Victor - GM Auckland Plan Strategy and Research</td>
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<td>Jim Quinn - Chief of Strategy</td>
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Hamilton to Auckland Corridor Plan – Key outcomes from ministerial meeting in Wellington on 25 June 2018

Attendees
- Central government ministers who attended included Hon Phil Twyford, Hon Julie Anne Genter and Hon Jenny Salesa.
- Local government representatives included mayors, councilors and chairs from Waikato Regional Council, Waikato District Council, Hamilton City Council, Auckland Council.
- Iwi representatives from Waikato Tainui and Ngāti Pāoa attended the meeting.
- Auckland Council was represented by Deputy Mayor Bill Cashmore, Planning Committee Chair Councillor Chris Darby and Chief of Strategy, Jim Quinn.

Introduction
1. Ministers, chairs, mayors and councillors met in Wellington on 25 June 2018 to discuss the proposed Terms of Reference for the Hamilton to Auckland Corridor Plan (the project) and to understand the potential transformative opportunities along the corridor.
2. In parallel with the project, central government announced that it will provide a new toolkit that will help to seek new ways of funding infrastructure, delivering growth and supporting communities.

Terms of Reference
3. Minor amendments were made to the draft Terms of Reference, particularly around the map, the timeframe (the need to look beyond the current 30 year timeframe), and the speed and pace of delivery.
4. Full support was received from the parties present for the project to proceed.

Transformative opportunities
5. Local government and iwi representatives presented three case studies at the meeting around:
   i. Affordable housing at Ruakura and Meremere
   ii. Waters and infrastructure
   iii. Joint south Auckland and north Waikato settlement planning.
6. Deputy Mayor Cashmore and Mayor Sanson from Waikato District Council co-presented the Auckland-Waikato case study.
7. The case studies enabled central government to better understand the project’s transformative initiatives.
Understanding enablers and constraints

8. Meeting participants agreed that there was a need to understand the enablers and constraints of the project, particularly in the context of the issues that are preventing proposals along the corridor from moving forward. These enablers and constraints are to be included in the project deliverables.

9. There is also the need to look more closely into the environmental impacts of the project and associated proposals.

10. While the urban development authority legislation is being worked through, there is a need to work with current constraints (i.e. the Resource Management Act process). One way of getting around this is by trialling pilot projects.

11. Local government and iwi representatives stated that, rather than funding, they are seeking the tools needed to get projects up and running.

Regional rail

12. Meeting participants agreed that rail is at the heart of the project.

13. Questions were raised as to whether the frequency of services provided by the interim rail option (twice daily between Hamilton and Auckland) was sufficient to bring about the land use response needed to transform the corridor.

14. It was acknowledged by some parties that the frequency of passenger rail services needed to increase to enhance transformational opportunities along the corridor. As part of the interim passenger rail business case, a higher frequency service pattern was investigated. It was noted that higher frequency is constrained by funding. Additional work will be undertaken to understand this issue.

Land use integration

15. The project is an opportunity for education and health providers to work together to service communities along the corridor.

16. More work needs to be undertaken on water infrastructure.

Next steps

17. The next governance meetings are on:
   - Friday 19 October 2018 10am – 12pm (in Auckland)
   - Friday 14 December 2018 10am – 12pm (in Hamilton)
Te take mō te pūrongo / Purpose of the report
1. To update the committee on the Auckland Unitary Plan Monitoring Project.

Whakarāpopototanga matua / Executive summary
2. Council is required under Section 35(2)(b) of the Resource Management Act (RMA) to monitor the effectiveness and efficiency of the policies, rules or other methods in a policy statement or plan and to publish the results every five years.

3. The Plans and Places department has now commenced a monitoring programme to establish the effectiveness and efficiency of the Auckland Unitary Plan (the Plan). The importance of monitoring and review is a critical component of the policy cycle. Results will provide a useful dataset to inform recommendations for change.

4. The topic areas to be focused on initially are urban growth and form, quality-built environment, mana whenua, freshwater issues and rural subdivision. The project is an ongoing process, not a one-off task, and the timeframe will allow additional areas of the Plan to be evaluated and analysed over the next three years.

5. The importance of liaising with other departments within council and the council-controlled organisations to gather and share learnings is acknowledged as a critical part of the project. Developing indicators and measures to establish the efficiency and effectiveness of the Plan will be undertaken collaboratively. The initial results of the monitoring project will be reported in around June 2019.

Ngā tūtohunga / Recommendation/s
That the Planning Committee:

a) request staff to report on the first findings of the Auckland Unitary Plan Monitoring Project in June 2019.

Horopaki / Context
6. Section 35 of the RMA sets out the monitoring and information requirements necessary for councils to carry out their functions. These requirements include state of the environment, consents and plan monitoring.

7. The Auckland Unitary Plan Monitoring Project focuses specifically on s35(2)(b) which requires monitoring of the efficiency and effectiveness of the policies, rules or other methods in a policy statement or plan.

8. Section 35(2)(b) does not prescribe a timeframe from when monitoring of plans must start, only that the intervals for making available the results must be no more than every five years.

9. The Plan became operative in part in November 2016 and this provides an appropriate point in time from which formal plan monitoring should commence. Almost two years have elapsed since part operative status and this provides a good length of time for the first tranche of information gathering and analysis. It is expected that the full results of the monitoring project will be made available in late 2021.
10. In addition to a statutory requirement, plan monitoring is a useful management tool to evaluate and review the effectiveness of the policies, rules and other methods in the Plan.

**Tātaritanga me ngā tohutohu / Analysis and advice**

11. Monitoring the Plan is an important part of the policy cycle (see diagram below). Monitoring is intended to show what the Plan is achieving, how it is being implemented and how efficient and effective it is. Monitoring also identifies issues that may need to be addressed and provides recommendations on how this can be done.

12. Initial work to establish the overall framework of the monitoring project has been undertaken. The major steps for undertaking Plan monitoring to fulfil the requirements of 35(2)(b) are as follows:

- Establish links between the Regional Policy Statement and the rest of the Unitary Plan
- Select indicators and measures
- Ascertain the information that is required for the assessment
- Analyse and interpret the information
- Undertake the assessment of efficiency and effectiveness
- Report the results and take appropriate action if necessary
- Investigate processes for on-going monitoring information.
13. The Auckland Plan 2050 was adopted by the Planning Committee in June 2018. The Auckland Plan provides the baseline for aligning other council strategies and plans, including the Auckland Unitary Plan. The monitoring project is being undertaken in collaboration with the Auckland Plan team.

14. The Regional Policy Statement (RPS) has been used as the starting point to organise the various topic strands. The RPS also contains a chapter (B11) which outlines the monitoring and environmental results anticipated (ERAs) because of implementing the policies and methods of the RPS. These ERAs are not exhaustive. Over the course of the monitoring project, additional ERAs will be added. In addition, many of the RPS objectives are written as outcomes and contain their own inherent indicators.

15. The objectives, policies, rules and other methods which form the policy cascade for each topic have been grouped together. This forms the basis for the establishment of indicators and measures.

**Topic Areas**

16. The entire Plan cannot be monitored at once. It is also important to acknowledge that an effective monitoring project is an ongoing and strategic process rather than a one-off task. Work streams from the Plans and Places department have recently been established to focus on an initial set of topic strands to be subject to the first review and analysis. These were selected because there were logical reasons such as the availability of information and staff resources. In addition, the focus on these topics is a starting point only. As the work streams progress with information gathering and analysis the work can be broadened to incorporate other topics. A degree of flexibility as the project progresses is therefore important.

**Urban Growth and Form and Quality Built Environment**

17. One of the major resource management issues for Auckland is providing the capacity for its anticipated growth. The Plan responds to this issue by providing greater capacity for urbanisation and intensification through its zoning framework and provision for new greenfield land supply. By the time the monitoring project starts, almost two years will have passed since the Plan became operative in part. Sufficient qualitative and quantitative data exist to enable a diagnosis of the effectiveness and efficiency of the objectives and policies relating to urban growth and form.

**Mana whenua**

18. The Plan seeks to ensure that resource management processes involve and are informed by mana whenua and that their perspectives are considered early within these processes. Provisions stemming from the RPS policy direction in RPS Chapter B6 occur throughout the Plan although are largely channeled through the mana whenua-specific sections of the Plan. It is therefore appropriate that mana whenua provisions are included in the first tranche of topics that responds to the more targeted nature of this plan content.

**Natural Resources – Freshwater Issues**

19. Natural resources is a large and complex topic area. The pressure on land and water resources due to urban growth is a key area of consideration and is the focus of strong national direction. Councils are required to implement the National Policy Statement for Freshwater Management in their policies and plans by 31 December 2025. The Land and Water Forum recommendations were recently released. As such, there are workstreams across multiple departments that focus on fresh water management issues supporting the co-ordination of information and data collection with the monitoring project. The Plans and Places and Healthy Waters Departments meet regularly, for example, with mana whenua for their input on freshwater issues.
20. The Plan recognises that freshwater systems are related to but essentially different from water issues and this is reflected in separate RPS objectives (namely B7.3 Freshwater systems and B7.4 Coastal water, freshwater and geothermal water). Developing indicators for this topic strand will look at the links between the policy cascades throughout the plan will be fully explored and a strong likelihood that other natural resource management issues will be included as part of this monitoring topic.

Rural Environment – Rural Subdivision

21. As with all other topics, rural subdivision cannot be considered in complete isolation from other areas of the Plan, so it is expected that the indicators and measures are developed accordingly. A recent Environment Court decision following the Plan appeals on rural subdivision highlighted a number of issues that lend themselves to investigating the wider issues around rural subdivision, including the need for robust data from the Regulatory Services department to provide information about the numbers and types of rural subdivision and how the Plan’s policies are being applied. This is therefore a topic where information-sharing and data-gathering is vital to inform cross-council processes. This topic must be considered among the first in the initial monitoring tranche. A lot of information exists as part of the Environment Court appeal process which can be factored into the monitoring data.

Developing Indicators

22. In developing the indicators, it will be important to look to other departments and their work to ascertain if there is data that can be collated or shared that will have mutual benefits. While the information collected by other departments will not necessarily have a Unitary Plan focus, this information can still be used for the purpose of Plan monitoring and is an appropriate and efficient use of resources. Other monitoring requirements under s35 of the RMA link in well with the Plan monitoring project, such as state of the environment monitoring, consents monitoring, compliance and complaints.

23. The Plans and Places resource consent data-gathering project will also provide a vital set of bespoke data relevant to plan monitoring. This is a project whereby each rule of the Plan that is ‘triggered’ by a resource consent is systematically recorded in a text and spatial manner so that information can readily be extracted according to Plan rule(s). Staff advised the Planning Committee of the rationale for the consent data-gathering project at the April 2018 meeting (Resolution number PLA/2018/33).

24. Acknowledging the overlapping nature of information held, either existing or new, will help to inform multiple topic areas where appropriate and ensure that a comprehensive and informative monitoring report can be written.

25. Results are likely to be reported in both a qualitative and quantitative way. Multiple methods to convey results is an important tool to increase confidence when making inferences. Some topics strands will have a more qualitative result focus, such as Quality Built Environment, whereas others such as Freshwater, may be more readily measured through quantitative results.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe / Local impacts and local board views

26. The development of the Auckland Unitary Plan was undertaken in collaboration with Local Boards and the results of the Monitoring Project will be reported to them. Local Board input will be sought as and when required as the project progresses.
Tauākī whakaaweawe Māori / Māori impact statement
27. The development of indicators and measures in relation to the mana whenua provisions in the Plan are being developed in collaboration with mana whenua through a series of hui which commenced in July this year. This partnership approach will ensure that matters of most relevance to mana whenua are identified and incorporated into the overall monitoring project. Further, this approach will allow reporting on the performance of the Plan in a manner that is meaningful from a cultural perspective.

Ngā ritenga ā-pūtea / Financial implications
28. There are no financial implications relevant to the monitoring project. Even though the lifecycle of the project extends across multiple financial years towards 2021, it is likely that it can continue to be resourced through normal departmental budgets.
29. There may however be future financial implications associated with recommendations that evolve from the monitoring projects, such as plan changes or departmental budget changes to better implement existing policy.

Ngā raru tūpono / Risks
30. There are no risks associated with the recommendations.

Ngā koringa ā-muri / Next steps
31. The initial ground work of the project has been completed. The next step will be to develop indicators for the topic strands that have been identified and scope the information needed to measure these. It is anticipated that this component of the work will be complete by the end of 2018.
32. Several additional hui are scheduled for the last quarter of 2018 to advance the mana whenua topic area.
33. Following this, the next phase will be to evaluate the information, analyse the findings and establish how these are to be reported. This should be complete by May 2019.
34. A report to this committee is anticipated in June 2019 which will present the efficiency and effectiveness findings on the initial topic strands.

Ngā tāpirihanga / Attachments
There are no attachments for this report.

Ngā kaihaina / Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Ruth Andrews - Principal Planner</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authorisers</td>
<td>John Duguid - General Manager - Plans and Places</td>
</tr>
<tr>
<td></td>
<td>Jim Quinn - Chief of Strategy</td>
</tr>
</tbody>
</table>
Te take mō te pūrongo / Purpose of the report

1. To receive a summary and provide a public record of memos or briefing papers that have been distributed to committee members.

Whakarāpopototanga matua / Executive summary

2. This is a regular information-only report which aims to provide greater visibility of information circulated to committee members via memo/briefing or other means, where no decisions are required.

3. The following information items are attached:
   - Planning Committee work programme (Attachment A)
   - Schedule of workshops September 2018 (Attachment B)

4. This document can be found on the Auckland Council website, at the following link: [http://infocouncil.aucklandcouncil.govt.nz/](http://infocouncil.aucklandcouncil.govt.nz/)
   - at the top of the page, select meeting “Planning Committee” from the drop-down tab and click ‘View’;
   - under ‘Attachments’, select either the HTML or PDF version of the document entitled “Extra Attachments”.

5. Note that staff will not be present to answer questions about the items referred to in this summary. Committee members should direct any questions to the authors.

Ngā tūtohunga / Recommendation/s

That the Planning Committee:

a) receive the Summary of Planning Committee information items – 4 September 2018.

Ngā tāpirihanga / Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A0</td>
<td>Planning Committee forward work programme 4 September 2018</td>
<td>49</td>
</tr>
<tr>
<td>B0</td>
<td>Schedule of September Planning Committee workshops</td>
<td>59</td>
</tr>
</tbody>
</table>

Ngā kaihaina / Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Kalinda Gopal - Senior Governance Advisor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authoriser</td>
<td>Jim Quinn - Chief of Strategy</td>
</tr>
</tbody>
</table>
This committee guides the physical development and growth of Auckland through a focus on land use planning, housing and the appropriate provision of infrastructure and strategic projects associated with these activities.

### Priorities for the second 12 months are:
- Auckland Plan refresh
- Strategic infrastructure planning
- City Centre and Waterfront development

### Planning Committee role (decision or direction)

<table>
<thead>
<tr>
<th>Lead Area of work</th>
<th>Reason for work</th>
<th>Expected timeframes</th>
</tr>
</thead>
</table>
| **Auckland Council**                                   | All decisions on Special Housing Areas have been completed in the last council term. This relates to ongoing monitoring of the outcomes of the Housing Accord and the requirements of the National Policy Statement on Urban Development Capacity. | FY19  
| Auckland Housing Accord monitoring and National Policy Statement requirements | Direction  
|                                                        | Completion of Housing Accord obligations and assessment of effectiveness of interventions. | Jul-Sep  
|                                                        | Progress to date  
|                                                        | Review and update of Housing Accord  
|                                                        | Aug 2017 PLA/2017/82  
|                                                        | Update on affordable housing in Special Housing Areas Oct 2017 PLA/2017/132  
|                                                        | National Policy Statement on Urban Development Capacity (NPS-UDC) initial assessment results PLA/2017/156 and high-level findings of housing capacity assessment reported Nov 2017 PLA/2017/157  
|                                                        | Quarterly reporting on NPS-UDC in Feb and Jun 2018  
| **Auckland Council**                                   | The Housing Taskforce is led by His Worship the Mayor. The taskforce is likely to recommend actions to council and some of these actions may fall under the Planning Committee remit. Actions may include strategic overview and spatial outcomes of council’s role in housing. | FY19  
| Implementation of Housing Taskforce                    | Direction  
|                                                        | Provide strategic direction and oversight of council’s role in housing to ensure the remedying of any impediments to effective housing supply | Jul-Sep  
|                                                        | Progress to date  
|                                                        | Workshop with Housing NZ and HLC March 2018  
| **Auckland Council**                                   | Housing New Zealand Limited, HLC and Auckland Council are working together to speed up the delivery of housing in Auckland. Some initiatives will also include the delivery of affordable housing. Auckland Council’s role focuses on the delivery of infrastructure which enables delivery of housing. Staff are currently working with Housing New Zealand Limited and HLC to determine what actions and decisions are required from Council. There may be | FY19  
| Auckland Housing Programme                              | Direction and Decision  
|                                                        | Provide strategic direction and decisions as required | Jul-Sep  
|                                                        | Progress to date  
|                                                        | Workshop with Housing NZ and HLC March 2018  

**Housing**
<p>| Item 13 |
|------------------|------------------|------------------|------------------|
| <strong>Planning Committee</strong> | <strong>04 September 2018</strong> | <strong>Summary of Planning Committee information items</strong> | <strong>Planning Committee role</strong> (decision or direction) |
| <strong>Lead</strong> | <strong>Area of work</strong> | <strong>Reason for work</strong> | <strong>Expected timeframes</strong> Highlight financial year quarter and state month if known |
| | | | FY19 |
| | | | Jul-Sep | Oct-Dec | Jan-Mar | Apr-Jun |
| | | | 3 Jul | 6 Aug | 27 Nov | 4 Sep | 5 Feb | 7 May | 4 Jun |
| Direction and decisions required from the Planning Committee as well as Finance and Performance Committee and Governing Body. | | | | | | | | |
| Auckland Council | Auckland Plan Implementation | The Auckland Plan, Auckland 2050, will be adopted in June 2018. Focus is now on implementation of the plan. A decision will be sought on the overall framework and priority initiatives for implementation. Update reports will be provided at 6-monthly intervals, highlighting both progress on initiatives as well as emerging issues and trends impacting on Auckland 2050 including central government policy and legislation. | Direction and Decision | Adoption of the Auckland Plan 2050. Approval and oversight of implementation of Auckland 2050. Baseline monitoring report to be presented in Q3 followed by six-monthly update reports. | Q1 | Q2 | Q3 | Q4 |
| Auckland Transport | Auckland Transport Alignment Project Implementation (including the Congestion Question) | The second version of the Auckland Transport Alignment Project strategic approach was adopted by Government and Council in April 2018. Any consideration of transport should be for the purpose of informing future Long-term Plans. | Direction | Regional strategy and policy relating to infrastructure, land use and housing. Auckland Transport and Central Government have decision-making responsibilities. Financial recommendations made to Finance and Performance Committee | Q1 | Q2 | Q3 | Q4 |
| Auckland Council | Auckland Unitary Plan appeals | The Auckland Unitary Plan is Operative in Part until all current appeals are resolved. | Decision | Decisions on council’s position on the current Auckland Unitary Plan appeals as required. Once the current appeals are resolved, the Regulatory Committee will be responsible for future appeals. | Q1 | Q2 | Q3 | Q4 |
| Auckland Council | Auckland Unitary Plan Monitoring of Performance | The development of an internal strategy to identify key performance measures of the Auckland Unitary Plan together with establishing Plan effectiveness monitoring and reporting is being progressed. | Direction | Reporting on project progress | Q1 | Q2 | Q3 | Q4 |</p>
<table>
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<tr>
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</thead>
<tbody>
<tr>
<td>Auckland Council</td>
<td>Auckland Unitary Plan plan changes</td>
<td>The Auckland Unitary Plan is Operative in Part until all appeals are resolved. The council may decide to promulgate public plan changes at any time. Council can decide not accept or reject private plan changes within the first 2 years</td>
<td>Decision Decisions on Auckland Unitary Plan plan changes</td>
<td>Q1  Q2  Q3  Q4</td>
</tr>
<tr>
<td>Auckland Transport</td>
<td>Mass transit - airport</td>
<td>Agree strategic direction with Auckland Transport through its consideration of options for mass transit to the Auckland International Airport.</td>
<td>Direction Strategic direction relating to infrastructure and land use. Auckland Transport has responsibility for the provision of public transport in Auckland.</td>
<td>Q1  Q2  Q3  Q4</td>
</tr>
<tr>
<td>Auckland Transport</td>
<td>Mass transit – light rail</td>
<td>Agree strategic direction with Auckland Transport through its consideration of options for light rail on the isthmus.</td>
<td>Direction Strategic direction relating to infrastructure and land use. Auckland Transport has responsibility for the provision of public transport in Auckland.</td>
<td>Q1  Q2  Q3  Q4</td>
</tr>
<tr>
<td>Auckland Transport and City Rail Link Limited</td>
<td>City Rail Link (public realm)</td>
<td>Provide direction to Auckland Transport on the public realm works associated with the City Rail Link.</td>
<td>Direction Strategic direction relating to infrastructure and land use. CRL Company has responsibility for the delivery of the City Rail Link. Auckland Transport has responsibility for the road corridor</td>
<td>Q1  Q2  Q3  Q4</td>
</tr>
</tbody>
</table>

Auckland Council: 
- **Auckland Unitary Plan plan changes**
- The Auckland Unitary Plan is Operative in Part until all appeals are resolved. The council may decide to promulgate public plan changes at any time. Council can decide not accept or reject private plan changes within the first 2 years. 

**Decision**
- Decisions on Auckland Unitary Plan plan changes

**Progress to date**
- 8 council plan changes and 3 private plan changes have been notified since the Auckland Unitary Plan became operative in part in November 2016. 
  - Two of those plan changes are now operative. 
  - Further plan changes are currently being developed in accordance with the plan change programme endorsed by the Planning Committee in July 2017 (PLA/2017/76).

- **The Auckland Unitary Plan enhancements plan change and corrections to the Schedule of Notable Trees plan change will be presented to the Planning Committee in Q1/Q2 of the 2019 financial year.**

Auckland Transport: 
- **Mass transit - airport**
- Agree strategic direction with Auckland Transport through its consideration of options for mass transit to the Auckland International Airport.

**Direction**
- Strategic direction relating to infrastructure and land use. Auckland Transport has responsibility for the provision of public transport in Auckland.

**Progress to date**

Auckland Transport: 
- **Mass transit – light rail**
- Agree strategic direction with Auckland Transport through its consideration of options for light rail on the isthmus.

**Direction**
- Strategic direction relating to infrastructure and land use. Auckland Transport has responsibility for the provision of public transport in Auckland.

**Progress to date**
- Workshop Apr 2017.

Auckland Transport and City Rail Link Limited: 
- **City Rail Link (public realm)**
- Provide direction to Auckland Transport on the public realm works associated with the City Rail Link.

**Direction**
- Strategic direction relating to infrastructure and land use. CRL Company has responsibility for the delivery of the City Rail Link. Auckland Transport has responsibility for the road corridor.

**Progress to date**
- Workshops held Mar and Jun 2017.
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<tr>
<td></td>
<td></td>
<td>Provide strategic direction to Auckland Transport as it considers the Additional Waitemata Harbour Crossing project. Provide strategic direction to the New Zealand Transport Agency as it develops the Additional Waitemata Harbour Crossing project.</td>
<td>Direction To Auckland Transport relating to public transport options</td>
<td>FY19</td>
</tr>
<tr>
<td>Auckland Transport Auckland Council</td>
<td>Additional Waitemata Harbour Crossing</td>
<td></td>
<td>Decision Approve Auckland Council’s submission on the consent applications made by New Zealand Transport Agency</td>
<td>Q1 Q2 Q3 Q4</td>
</tr>
<tr>
<td>Auckland Transport</td>
<td>Active Transport (Walking and Cycling)</td>
<td>Delivery of active transport initiatives</td>
<td>Direction Feedback to Auckland Transport on the plans and programmes</td>
<td>Q1 Q2 Q3 Q4</td>
</tr>
<tr>
<td>Auckland Council Auckland Transport</td>
<td>Supporting growth Delivering transport networks</td>
<td>Delivery and route protection phase of the former Transport for Future Urban Growth process jointly undertaken by Auckland Council/Auckland Transport and New Zealand Transport Agency</td>
<td>Direction Reporting on project progress</td>
<td>Q1 Q2 Q3 Q4</td>
</tr>
<tr>
<td>Auckland Council</td>
<td>Technical Guidance Programme</td>
<td>To deliver a programme of technical guidance documents to facilitate development to comply with the Unitary Plan and Auckland Council’s infrastructure standards</td>
<td>Decision Approval of some documents</td>
<td>Q1 Q2 Q3 Q4</td>
</tr>
<tr>
<td>Auckland Council</td>
<td>Spatial Planning Work Programme</td>
<td>Spatial Planning is an important placemaking tool that enables the integration of land use aspirations with the identification of the necessary supporting infrastructure.</td>
<td>Decision Approve the proposed spatial planning work programme</td>
<td>Q1 Q2 Q3 Q4</td>
</tr>
<tr>
<td>Auckland Council</td>
<td>Drury-Opaheke and Paerata structure plans</td>
<td>The Drury-Opaheke and Paerata structure plans will provide specific spatial planning for this area and assist with infrastructure investment decisions</td>
<td>Decision Approve the Drury-Opaheke and Paerata Structure Plans</td>
<td>Q1 Q2 Q3 Q4</td>
</tr>
<tr>
<td>Auckland Council</td>
<td>Silverdale and Warkworth structure plans</td>
<td>The Silverdale and Warkworth structure plans will provide specific spatial planning for these areas and assist with infrastructure investment decisions</td>
<td>Decision Approve the Silverdale and Warkworth structure plans</td>
<td>Q1 Q2 Q3 Q4</td>
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**PLACE-BASED LAND USE AND INFRASTRUCTURE**

Decision Approve additional place-based planning projects and preparation of structure plans Formation of Political Reference group Aug 2017 PLA/2017/95
<table>
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<td>Q1  Q2  Q3  Q4</td>
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<tr>
<td>Auckland Council</td>
<td>Port Future Study</td>
<td>The Port Future Study was recommended to this council by the previous council. In conjunction with the Governing Body this committee will need to decide the next steps with this study.</td>
<td>Direction Likely to recommend actions to the Governing Body for decision</td>
<td>Q1  Q2  Q3  Q4</td>
</tr>
<tr>
<td>Panuku</td>
<td>Tamaki redevelopment</td>
<td>Panuku leads council’s involvement in the Tamaki redevelopment programme. There are some decisions of council required from time to time. This is part of the Spatial Priority Area programme.</td>
<td>Decision Regional strategy and policy relating to infrastructure, land use and housing.</td>
<td>Q1  Q2  Q3  Q4</td>
</tr>
<tr>
<td>Panuku</td>
<td>Transform Manukau</td>
<td>The previous council approved the High Level Project Plan for Transform Manukau, covering 600 hectares around the Manukau metropolitan centre.</td>
<td>Direction Feedback on the Framework Plan and priorities for Manukau. Panuku has responsibility for the delivery of Transform Manukau.</td>
<td>Q1  Q2  Q3  Q4</td>
</tr>
<tr>
<td>Auckland Council</td>
<td>National Planning Standards</td>
<td>The Resource Legislation Amendment Act 2017 introduced national planning standards to improve the consistency of resource management plans and policy statements under the Act. Council will have the opportunity to make a formal submission in July – August 2018.</td>
<td>Decision Approve Auckland Council Submission.</td>
<td>Q1  Q2  Q3  Q4</td>
</tr>
<tr>
<td>Auckland Council</td>
<td>Urban Development Authorities</td>
<td>Urban Development Authorities legislation is planned to be introduced by the end of 2018.</td>
<td>Decision/Direction Approve Auckland Council submission.</td>
<td>Q1  Q2  Q3  Q4</td>
</tr>
<tr>
<td>Auckland Council</td>
<td>Tax Working Group</td>
<td>The Tax Working Group has been directed by government to advise on a number of specific challenges including taxation as it relates to housing affordability. The Tax Working Group will produce an interim report and draft recommendations to government in September 2018. There will be an opportunity for submissions. This work may sit under the Finance and Performance Committee. However, its scope is very broad.</td>
<td>Decision/Direction Approve Auckland Council submission.</td>
<td>Q1  Q2  Q3  Q4</td>
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</table>
## Summary of Planning Committee - 4 September 2018

### RESOLUTIONS OF OTHER COMMITTEES WHICH IMPACT PLANNING COMMITTEE

**Panuku**

- **Transform and Unlock programmes**
  - Panuku produces High Level Project Plans which outline redevelopment projects and the delivery of initiatives in areas assessed against specific criteria i.e. scale of development based on council-owned land area, proximity to transport, potential for partnerships, infrastructure readiness and commercial opportunities.
  - Finance and Performance Committee decision for Panuku to consider additional areas for inclusion in the Transform and Unlock Programmes, including Manurewa, Takapuna and Papakura and workshop these with the Planning Committee.
  - Mar 2018 FIN/2018/40

### RESOLUTIONS OF PLANNING COMMITTEE WHICH IMPACT OTHER COMMITTEES

**Auckland Council**

- **Future Urban Land Supply Strategy refresh**
  - Regional strategy and policy relating to greenfield infrastructure, land use and housing. Financial and Infrastructure Strategy recommendations made to Finance and Performance Committee.
  - Decision to adopt the refreshed Future Urban Land Supply Strategy Jul 2017 PLA/2017/75

- **Manurewa/Takanini/Papakura Integrated Area Plan**
  - The Manurewa/Takanini/Papakura Integrated Area Plan is part of the Spatial Priority Area programme. It provides specific spatial planning of the area and assists with infrastructure investment decisions.
  - Decision to endorse the Manurewa/Takanini/Papakura Integrated Area Plan Nov 2017 PLA/2017/153

### Auckland Council

- **Resource Management Act reforms**
  - The Government has indicated that Resource Management Act reform will be a focus from November 2018. Opportunities may arise to provide feedback to early discussion papers.
  - Decision/Direction Approve Auckland Council submission.

- **Local Government Act 2002 Amendment Bill**
  - The Local Government and Environment Select Committee reported back on this bill in Jun 2017. The bill provides greater flexibility for councils to collaborate on service delivery, new processes for council-led reorganisations, and a more proactive role for the Local Government Commission. There is no formal timeframe for the bill’s progression.
  - Decision/Direction Approve Auckland Council submission

### COMPLETED

**Auckland Council**

- **Urban Forest Strategy**
  - The Environment and Community Committee approved the Urban Forest Strategy, a strategic approach to delivering on the wider social, economic and environmental benefits of a growing urban forest in the context of rapid population growth and intensification.
  - The Environment and Community Committee requested a report on the results of the LIDAR (Light Detection and Ranging) survey, an implementation plan for the Urban Forest Strategy including costs and benefits and funding sources, by Aug 2018 ENV/2018/12
  - Planning Committee decision to include resource consents data in the report to the Environment and Community Committee Apr 2018 PLA/2018/41

- **Manurewa/Takanini/Papakura Integrated Area Plan**
  - The Manurewa/Takanini/Papakura Integrated Area Plan is part of the Spatial Priority Area programme.
  - Decision to endorse the Manurewa/Takanini/Papakura Integrated Area Plan Nov 2017 PLA/2017/153

### Expected timeframes

<table>
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<tr>
<th>Lead</th>
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<tr>
<td>Auckland Council</td>
<td>Resource Management Act reforms</td>
<td>The Government has indicated that Resource Management Act reform will be a focus from November 2018. Opportunities may arise to provide feedback to early discussion papers.</td>
<td>Decision/Direction Approve Auckland Council submission.</td>
<td>Q1, Q2, Q3, Q4</td>
</tr>
<tr>
<td>Auckland Council</td>
<td>Local Government Act 2002 Amendment Bill</td>
<td>The Local Government and Environment Select Committee reported back on this bill in Jun 2017. The bill provides greater flexibility for councils to collaborate on service delivery, new processes for council-led reorganisations, and a more proactive role for the Local Government Commission. There is no formal timeframe for the bill’s progression.</td>
<td>Decision/Direction Approve Auckland Council submission</td>
<td>Q1, Q2, Q3, Q4</td>
</tr>
<tr>
<td>Panuku</td>
<td>Transform and Unlock programmes</td>
<td>Panuku produces High Level Project Plans which outline redevelopment projects and the delivery of initiatives in areas assessed against specific criteria i.e. scale of development based on council-owned land area, proximity to transport, potential for partnerships, infrastructure readiness and commercial opportunities.</td>
<td>Finance and Performance Committee decision for Panuku to consider additional areas for inclusion in the Transform and Unlock Programmes, including Manurewa, Takapuna and Papakura and workshop these with the Planning Committee. Mar 2018 FIN/2018/40</td>
<td>Q1, Q2, Q3, Q4</td>
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### FY19

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<tr>
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<th>Jul-Sep</th>
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<td>7 Aug</td>
<td>6 Nov</td>
<td>27 Nov</td>
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<tr>
<td>4 Sep</td>
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<tr>
<td>Panuku</td>
<td>Transform Onehunga</td>
<td>Panuku completed the High Level Project Plan for Transform Onehunga in 2017 (slightly delayed because of the East West Link proposal).</td>
<td><strong>Decision</strong> to adopt the High Level Project Plan for Transform Onehunga Mar 2017 PLA/2017/34</td>
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<tr>
<td>Panuku</td>
<td>Unlock Henderson</td>
<td>Panuku completed the High Level Project Plan for Henderson which outlines the delivery of initiatives for the Henderson metropolitan centre.</td>
<td><strong>Decision</strong> to adopt the Unlock Henderson High Level Project Plan May 2017 PLA/2017/53</td>
<td></td>
</tr>
<tr>
<td>Panuku</td>
<td>Unlock Papatoetoe</td>
<td>Panuku completed the High Level project for Papatoetoe which outlines redevelopment projects and the delivery of initiatives in Papatoetoe.</td>
<td><strong>Decision</strong> to adopt the Unlock Papatoetoe High Level Project Plan Jul 2017 PLA/2017/78</td>
<td></td>
</tr>
<tr>
<td>Panuku</td>
<td>Unlock Panmure</td>
<td>Panuku completed the High Level Project Plan for Panmure which outlines the delivery of initiatives for the Panmure metropolitan centre.</td>
<td><strong>Decision</strong> to endorse the Unlock Panmure High Level Project Plan Mar 2018 PLA/2018/21</td>
<td></td>
</tr>
<tr>
<td>Panuku</td>
<td>Unlock Panmure</td>
<td>Panuku completed the High Level Project Plan for Panmure which outlines the delivery of initiatives for the Panmure metropolitan centre.</td>
<td><strong>Decision</strong> of the Finance and Performance Committee to dispose of properties specified in the Unlock Panmure High Level Project Plan Apr 2018 FIN/2018/59</td>
<td></td>
</tr>
<tr>
<td>Panuku</td>
<td>Unlock Avondale</td>
<td>Panuku completed the High Level Project Plan for Avondale which outlines the delivery of initiatives for the Avondale town centre. This is part of the Spatial Priority Area programme.</td>
<td><strong>Decision</strong> to endorse the Unlock Avondale High Level Project Plan Nov 2017 PLA/2017/142</td>
<td></td>
</tr>
<tr>
<td>Auckland Council</td>
<td>Seachange – Tai Timu Tai Pari</td>
<td>The marine spatial plan for the Hauraki Gulf – Seachange Tai Timu Tai Pari – was completed by the independent stakeholder working group in November 2016. Staff reported on implications of the plan and options for Auckland Council implementation.</td>
<td><strong>Decision</strong> to establish a political reference group to provide direction to council on how to implement the plan, propose a work programme of activities and collaborate with other agencies. Further reporting referred to the Environment and Community Committee. May 2017 PLA/2017/50</td>
<td></td>
</tr>
<tr>
<td>Auckland Council</td>
<td>Unit Titles Act review</td>
<td>The Government released the Unit Titles Act discussion document in December 2016. Auckland Council submission March 2017 on regional strategy and policy relating to infrastructure, land use and housing.</td>
<td><strong>Decision</strong> to approve Auckland Council submission Mar 2017 PLA/2017/18</td>
<td></td>
</tr>
<tr>
<td>Auckland Council / Panuku / Auckland Transport / Auckland Council</td>
<td>Item 13</td>
<td>The Whenuapai Structure Plan provides specific spatial planning for these areas and assists with infrastructure investment decisions.</td>
<td>Decision to adopt the Whenuapai structure plan adopted by Auckland Development Committee Sep 2016 AUC/2016/117</td>
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</tr>
<tr>
<td>Auckland Council / Panuku</td>
<td>City Centre and Waterfront development</td>
<td>A refresh of the 2012 City Centre Master Plan will ensure that it remains current and will inform Long-term Plan prioritisation and budget decisions. Panuku is leading the refresh of the spatial planning for the Wynyard Point area in Wynyard Quarter, and a refresh of the Central Wharves strategy which was deferred while the Port Future Study was undertaken.</td>
<td>Decision to update the City Centre Master Plan Mar 2017 PLA/2017/31 In principle approval of Queens Wharf inner dolphin Mar 2017 PLA/2017/32 Decision to approve updated implementation of City Centre Master Plan and Waterfront Plan Sep 2017 PLA/2017/111</td>
<td></td>
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<tr>
<td>Auckland Council</td>
<td>Local Government (Community Well-being) Amendment Bill</td>
<td>The Local Government (Community Well-being) Amendment Bill seeks to reinstate the purpose of local government to promote the social, economic, environmental and cultural well-being of communities and restore the power to collect development contributions for a wider group of infrastructure projects.</td>
<td>Decision/Direction to establish a political working group to provide direction and approve Auckland Council submission May 2018 PLA/2018/58</td>
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<tr>
<td>Date</td>
<td>Time</td>
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<tr>
<td>Wednesday, 26 September</td>
<td>2pm - 4pm</td>
<td>City Centre programme of work</td>
<td></td>
<td></td>
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</tbody>
</table>