Date: Thursday 22 November 2018
Time: 5.15pm
Meeting Room: Local Board Office
Venue: 10 Belgium Street
Ostend
Waiheke

Waiheke Local Board
OPEN MINUTE ITEM ATTACHMENTS

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Note: The attachments contained within this document are for consideration and should not be construed as Council policy unless and until adopted. Should Councillors require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.
Follow-up Downtown Ferry Basin Redevelopment. 19 November 2018.

This is a follow-up to my letter of 12 November to the Waiheke Local Board – Transport Forum which referred to the Auckland Council Downtown Programme which can be found under Auckland Transport and opened for feedback on 12 November.

On 19 Nov AC notified an application for resource consent in the Public Notices of the New Zealand Herald “to construct, operate and maintain six new ferry berths within the Downtown Ferry Basin” noting that “overall, the proposal is a discretionary activity”. However the Project Overview for the ferry basin redevelopment which was opened for feedback on 12 Nov, does not mention that resource consent was already in the pipe-line although it does mention construction mid 2019 – late 2019. Needless to say time has precluded any analysis of the 33 supporting documents.

Further to my previous comments on the Britomart Transport Centre, I note from a press release today on Scoop from the NZ Transport Agency that “Auckland lost its dedicated bus depot with the building of Britomart, while it gained a better train station it lost a method to deal with bus congestion” and I add, ferry and passenger congestion.

While the AC has been quick to publish this it also does not allow much time for would-be submitters with the closing date being 5.00 pm 17 December 2018 – just before offices close for the holiday season!!

I note that there is no transport report for the 22 Nov meeting of the board but would like the board request the transport forum to make a submission on behalf of the ferry users of Waiheke Island.

Roger Bryant 19 11 2018
14 November 2018

Auckland Council Draft Contributions Policy 2018 Consultation
Auckland Council
Private Bag 92300
AUCKLAND 1142

Submission on the Auckland Council Draft Contributions Policy
by the Auckland Community Housing Providers’ Network

Background and introduction
This is a follow-up submission to the New Zealand Housing Foundation’s submission on Auckland Council’s Draft Contributions Policy dated 14 May 2018, which was also made on behalf of the Auckland Community Housing Providers’ network (ACHPN).

The Auckland Community Housing Providers’ Network represents the largest Community Housing Providers (CHPs) who deliver and manage social and affordable housing within the Auckland region. The network membership list is attached.

CHPs are not-for-profit charitable organisations that fund their housing operations from a mix of philanthropic funds, government and council grants, social and commercial debt facilities and the reinvestment of surpluses from their development and operational activities into growing supply.

Through a mix of grants, equity finance, debt and surplus, purchasing land on favourable terms and operating with commercial disciplines, Community Housing Providers are enabled to provide new housing at costs lower than the market supplies, unless it is significantly incentivised to do so or required to do so through planning regulations.

It is generally recognised and understood that Contributions increase the cost of housing, which does result in house prices increasing. The CHP sector is unable to offset increases in development costs it cannot control, such as fees and contributions, by taking similar actions to private developers such as increasing the house price or by increasing rents.

Housing affordability – what is it?
The CHP sector owns and manages over 5000 affordable and social homes. ACHPN has a goal to significantly increase this over the next ten years.

CHPs apply the internationally accepted benchmark for determining housing affordability, that establishes that households pay at or around 30% of their gross household income on their housing costs. Such costs typically being their rent or mortgage payments. This housing affordability benchmark is recognised and accepted by the New Zealand Government, Auckland Council and many Councils in New Zealand.
The ability of CHPs to deliver housing that is affordable to its households is determined by their ability to control and manage down construction costs of their housing, as much as it is about attracting in a mix of grants, social and commercial debt and reinvesting any surpluses from development and operational activities.

**Difference between Social and Affordable Housing**

It is important to recognise the difference between Social and Affordable housing. We note that when Council Officers mention Affordable Housing it is always in the context of Social (now called Public) Rental housing. This is not correct.

We respectfully ask Council officers to recognise and realise that Affordable Housing is most often housing supplied and owned by CHPs and is supported and regulated in a completely different manner to Social Rental Housing.

Social Rental Housing is subsidised by the Government. This subsidy enables housing providers to provide housing to very low-income impoverished households, who pay 25% of their gross incomes as their rent to the housing provider. The Ministry of Social Development pays the housing provider the difference between the household’s rent and the market rent for the property. In Auckland the vast majority of Social Rental Housing is supplied by Housing New Zealand (HNZC) and the Tāmaki Regeneration Company.

**Auckland Council’s Draft Development Contributions Policy**

This is the second submission by ACHPN on Council’s draft policy.

The recommendations contained in the May 2018 submission were not addressed by Council Officers in their reports back to Council and were ignored in the subsequent ‘consultation’ meetings held in early November 2018.

It is ironic then the ‘Paying for Auckland’s growth – Contributions Policy 2019 Consultation Document’ issued to Councillors for the 18 October Governing Body meeting, used on page 279 a photograph of affordable houses in the Waimahia Inlet affordable housing development. The Waimahia Inlet development was built by a consortium of CHPs who oversaw the delivery of 295 new houses, with the vast majority meeting the housing affordability definition.

The ACHPN recognises Council’s need for Development Contributions and their requirement to pay for growth costs. The issue the ACHPN has is how equitable is it to charge CHPs who supply affordable housing to low income households, the same Development Contributions that are paid by developers who will seek to recover additional Development Contributions through increased house prices.

Increasing Council Development Contributions has a significant impact on the ability of CHPs to provide affordable housing. The proposed increases cannot be offset by CHPs increasing rents and house prices as rents and house prices are set at what households can afford to pay based on their incomes, nor (unlike construction costs) can these costs be commercially renegotiated. Contributions are a direct imposition cost on the supply of affordable housing.

We note that Council’s Unitary Plan makes specific reference in its regional policy statement to the provision of affordable housing. Under the residential growth section (B.2.4) it has policy 11 of “enabling a sufficient supply and diverse range of dwelling types and sizes that meet the housing needs of people and communities including households on low to moderate incomes and people with special housing requirements.”
Although Council recognises the need for affordable housing in the AUP and accepts the definition of housing affordability, practically little has been done that will increase the supply of affordable housing when the need for affordable housing is greater now than it has ever been in Auckland’s history.

In fact, the opposite is very likely to occur, which is a fall in the supply of affordable housing as the impact of increased Development Contributions will have a regressionary impact on the supply of affordable housing.

Therefore, ACHPN proposes two practical solutions that will increase the supply of affordable housing by incentivising the supply of affordable housing in-line with its stated AUP objectives.

**Proposed Changes to Council’s Draft Contributions Policy**
ACHPN recognises that the supply of Affordable Housing is not a policy objective of Auckland Council’s Draft Contributions Policy; however, the proposed Contributions Policy continues to promote properties that are larger and more expensive than Auckland households need.

We also recognise that Council has a funding challenge in being able to meet Council’s LTP investment plans that will support the delivery of at least 120,000 properties over the next 10 years. We believe our proposed amendments as set out below will not adversely reduce Council’s Development Contribution income as our proposed changes affect how contributions are collected and is not proposing an overall reduction in Development Contributions.

**Option 1: Amending the GFA bands and the units of demand (HUE)**
The increase in Development Contributions from 1 July to $31,050 (including GST) adds a significant and disproportionate cost on to CHPs supplying smaller homes that cannot be recovered through higher property prices as the cost of the house they supplied is based on what the household can afford (30% DSR).

Currently a small three-bedroom, one-bathroom affordable house with a GFA of 110m$^2$ pays the same Development Contributions as a five-bedroom, five-bathroom with a GFA of 240m$^2$.

This GFA banding continues to incentivise developers and house builders to supply properties as large as is feasible under the provisions of the AUP, while penalising the suppliers of small, affordable homes.

To encourage the supply of new affordable housing in Auckland we suggest the GFA floor bands are amended to encourage the supply of smaller affordable houses and that this is supported by amending the HUE ratios to encourage the supply of smaller affordable housing.

For instance, the Contributions Policy could be amended as follows:

<table>
<thead>
<tr>
<th>GFA</th>
<th>HUE (non-stormwater)</th>
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<tr>
<td>0 to 85m$^2$</td>
<td>0.65</td>
</tr>
<tr>
<td>86 to 129m$^2$</td>
<td>0.70</td>
</tr>
<tr>
<td>130 to 175m$^2$</td>
<td>1.00</td>
</tr>
<tr>
<td>&gt; 176m$^2$</td>
<td>1.25</td>
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We appreciate the calculation of HUEs is more complicated than is set out above and varies depending on the development type. We also acknowledge that the calculation of HUEs in the draft policy establishes reduced HUEs for small units. What is being proposed is taking a finer grain approach to calculating HUEs that encourages the supply of smaller affordable units.
Option 2: Establishing a Community Housing Provider HUE
Another and arguably simpler option is for Council to establish a special HUE band for community housing providers who supply, invest and own Social and Affordable housing. The simplest way to do so is to reduce the HUE, for example by 33%, for housing supplied for the purposes of Social and Affordable housing. The table below sets out how this will look for housing supplied as 'Attached dwellings – low rise':

<table>
<thead>
<tr>
<th>GFA</th>
<th>HUE</th>
<th>HUE for CHPs (0.33 reduction for Social and Affordable Housing)</th>
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<tbody>
<tr>
<td>0 to 99m²</td>
<td>0.70</td>
<td>0.47 (0.33 reduction)</td>
</tr>
<tr>
<td>100 to 249m²</td>
<td>0.90</td>
<td>0.57 (0.33 reduction)</td>
</tr>
<tr>
<td>&gt; 250m²</td>
<td>1.10</td>
<td>0.77 (0.33 reduction)</td>
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A third option, adopted by a few other Councils across the country in the past, is a remission policy where Council provides the CHP (or developer) with a grant to offset the Development Contribution. The CHP pays the Contribution and then applies for a grant from a ring-fenced fund. On the whole, ACPHN believes this is less adequate and is costlier and more complicated to set up and administer. It is also a policy that is steeped in uncertainty as CHPs have no certainty that Council will agree to issue a grant to cover the cost to the CHP of the Development Contributions.

Deferring the payment of Development Contributions
We also propose Council retains its deferred payment policy. The Development Contribution invoices for Social and Affordable Houses are issued when CCC is applied for and must be paid by CHPs when Council is ready to issue the CCC. Deferring these Contribution payments significantly assist CHPs reduce the cost of providing Social and Affordable Housing.

Contribution Policy definition of Emergency Housing
Emergency Housing in the Draft Contribution Policy is defined as Emergency Housing that is only provided by HNZC. CHPs provide emergency housing and are funded by the Crown and philanthropy to do so.

To remove this inconsistency, we request Council includes registered CHPs, along with HNZC as providers of Emergency Housing as defined for the purposes of the Contributions Policy.

Linking DCs to the Resource Consent process
From experience CHPs have received Resource Consents for developments that requires them to undertake certain works, such as new stormwater works that appear to be also covered by the Development Contributions. In short this means the CHP is paying twice for the same piece of infrastructure. We assume if it happens to CHPs it happens to all developers. We would like clarity on this process to ensure CHPs will not be paying twice for this work.

Conclusion
The ACPHN welcomes the opportunity provided by Auckland Council to comment on its Draft Contributions Policy.

We strongly recommend Council adopts our proposed amendments as they will benefit Auckland and will be a powerful tool for addressing housing affordability in Auckland while not reducing the capital requirements to support Auckland’s growth.
We are willing to meet to discuss in more detail our proposed amendments if you so require. If you do require any further information, please do not hesitate to contact myself.

On behalf of ACHPN

Hope Simonsen
Chair
Email: hope.simonsen@emergeaotearoa.org.nz
027 700 3170

Members of the Auckland Community Housing Providers’ Network

Accessible Properties
Auckland Community Housing Trust
Bays Community Housing Trust
CNSST Foundation
Compass Housing Services
CORT Community Housing
Emerge Aotearoa
Habitat for Humanity (Auckland)
Haumaru Housing
Homes of Choice
Housing Foundation
LIFEWISE Trust and the Airedale Property Trust
LinkPeople
Monte Cecilia Housing Trust
Ngāti Whātea Ōrākei Whai Maia
Penina Health Trust
Tāmaki Housing Association
The Salvation Army Social Housing
Whangarei Accessible Housing Trust
VisionWest Community Trust
Appointment of members of the Waiheke Transport Forum

File No.: CP2018/21754

Matataputanga / Confidentiality

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<th>The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.</th>
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<td>Interests:</td>
<td>s7(2)(a) - The withholding of the information is necessary to protect the privacy of natural persons, including that of a deceased person. In particular, the exclusion of the public from the part of the meeting is necessary to enable the local board to deliberate in private on its decision or recommendation.</td>
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<td>Grounds:</td>
<td>s48(1)(a) - The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.</td>
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Te take mō te pūrongo / Purpose of the report

1. The purpose of this report is to approve the appointment of members of the Waiheke Transport Forum.

Whakarāpopototanga matua / Executive summary

2. On 25 October 2018, the Waiheke Local Board approved the establishment of the Waiheke Transport Forum at its business meeting.

3. Positions for community representatives on the transport forum were advertised in the local newspaper and on social media with a closing date of 19 October 2018.

4. Six candidates were recommended by the local board, using an agreed set of selection criteria.

5. A final decision will be made at the November business meeting of the Waiheke Local Board on the selection and appointment of the community representatives.

6. The Auckland Transport and New Zealand Police representatives will be formally co-opted at the November business meeting of the board.

Ngā tūtohunga / Recommendations

That the Waiheke Local Board:

a) appoint the chair of the local board and one other member as local board members of the Waiheke Transport Forum.

b) authorise the appointment of an alternate local board member to attend the Waiheke Transport Forum when an appointed member is sick or on leave.

c) appoint Tony King Turner, Michael Cox, Linda Simpson, Andrew Ison, Christopher Howard and Grant Crawford as community representatives of the Waiheke Transport Forum.

d) appoint Auckland Transport’s Elected Member Relationship Manager as the Auckland Transport representative of the Waiheke Transport Forum.

e) appoint the Officer-in-Charge, Waiheke Island, New Zealand Police as the New Zealand Police representative of the Waiheke Transport Forum.
f) authorise the appointment of alternate representatives by Auckland Transport and the New Zealand Police to attend the Waiheke Transport Forum when the appointed representative is sick or on leave.

g) decline any late member applications for the Waiheke Transport Forum.

h) note that the report and resolutions become public information upon the closing of November 2018 business meeting of the board, however the attachment will remain confidential to protect the privacy of natural persons.

Horopaki/Context

7. At its business meeting held on 25 October 2018, the Waiheke Local Board approved the establishment of the Waiheke Transport Forum, as noted in the resolution below.

15 Establishment of a transport forum

Resolution number WHK/2018/206

MOVED by Deputy Chairperson J Meeuwsen, seconded by Member S Brown:

That the Waiheke Local Board:

a) approve the establishment of the Waiheke Transport Forum as a sub-committee of the Waiheke Local Board.

b) approve the proposed terms of reference of the transport forum (Attachment A of the agenda report) with the addition of a police representative as a member.

c) agree to the late submission of the recommendations of the first meeting of the transport forum at the November business meeting of the Waiheke Local Board.

CARRIED

8. The request to establish a transport forum was made at the public forum of the Waiheke Local Board business meeting in August 2017. Reference was made to a defunct transport forum on Waiheke that was wound up in 2013, which met on a monthly basis, to discuss better roading solutions.

9. The transport forum enables community representatives to make proposals to the local board on transport-related issues that affect them. The forum recognises local expertise and empowers community members to contribute to solutions to local problems. The forum also contributes to community “ownership” of the transport network.

Tātaritanga me ngā tohutohu / Analysis and advice

10. After discussion with Auckland Transport, the local board supports the establishment of a new transport forum. The first meeting is scheduled for 6 December 2018 at 5.00 pm, to take place at the Waiheke Local Board Office. If for any reason this date is unsuitable, an alternative date will be selected by the chair.

11. The forum will be constituted as a sub-committee under Auckland Council Standing Orders for the Waiheke Local Board 2017, section 2.7. The sub-committee will make recommendations to the Waiheke Local Board for its consideration. The forum will be made up of an Auckland Transport representative, a representative of the New Zealand Police, up to seven community representatives, and two members of the local board, one of whom will be the chair. A mana whenua representative and subject matter experts, including Auckland Council Healthy Waters staff, will be co-opted on an as-needed basis.

12. Persons may be co-opted to the forum by decision of the chair and invited in writing at least five working days before the date of the meeting.
Waiheke Local Board  
22 November 2018  

13. Transport Forum positions were advertised in the Gulf News on 11 October 2018 and on the Waiheke Local Board’s Facebook page. Candidates were sent an application form which was to be completed and returned by 5 pm, 19 October 2018.

14. A total of 11 applications were received. Candidates were scored using a selection matrix, based on an agreed set of selection criteria, at a local board workshop on 8 November 2018. Six community representatives are recommended for co-opting to the Waiheke Transport Forum at the November business meeting of the local board. The community representatives recommended are:

- Tony King Turner, member of Cycle Action Waiheke
- Michael Cox, manager/driver of a local taxi firm
- Linda Simpson, trustee of The Waiheke Walking Trust
- Andrew Ison, Manager Waiheke Bus Company
- Christopher Howard, member of the Omiha Residents and Ratepayers Association
- Grant Crawford, member of the Waiheke Tourism Forum.

15. The Auckland Transport Elected Member Relationship Manager, Melanie Dale, has agreed to be appointed as the Auckland Transport representative on the Waiheke Transport Forum.

16. Sergeant Martin Felton has agreed to be appointed as an ex-officio member of the Waiheke Transport Forum on behalf of the New Zealand Police.

17. Provision must be made for the appointment of alternatives for the local board. Auckland Transport and New Zealand Police representatives should the authorised members not be able to attend.

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

18. Board members have indicated support for this proposal and believe that the transport forum would provide meaningful community input into transport matters on Waiheke.

19. Agreement has also been reached that the proposals presented at the forum can contribute to Waiheke’s proposed 10-Year Transport Plan.

20. It is the view of the local board members on the selection panel that the candidates recommended have the appropriate skills, attributes or knowledge that will assist the work of the sub-committee.

**Tauākī whakaaweawe Māori / Māori impact statement**

21. A mana whenua representative will be invited to attend the transport forum on a case by case basis.

22. Development of transport initiatives on Waiheke is an area of interest for mana whenua - consequently minutes of the transport forum will be circulated to mana whenua representatives.

**Ngā ritenga ā-pūtea / Financial implications**

23. There is no budgetary allocation required for the transport forum. Any financial resources required to support approved recommendations will be approved by the board from existing budgets.

**Ngā tāpirihanga / Attachments**

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<th>No.</th>
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<tr>
<td>A</td>
<td>Transport Forum Applicants (Remains CONFIDENTIAL)</td>
<td>7</td>
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Appointment of members of the Waiheke Transport Forum
Ngā kaihaina / Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Mark Inglis - Local Board Advisor</th>
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<tbody>
<tr>
<td>Authoriser</td>
<td>Helgard Wagener - Relshp Mgr - Great Barrier and Waiheke</td>
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