Ngā Hui a te Rōpū Kaitohutohu Take ā-Taiwhenua / Rural Advisory Panel

OPEN MINUTE ITEM ATTACHMENTS

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<td>31</td>
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<td>55</td>
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<td>Update on the implementation of the National Policy Statement for Freshwater</td>
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<td>71</td>
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<td></td>
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</tr>
</tbody>
</table>

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.
WHAT IS CONSTRAINING CURRENT URBAN SUPPLY?

The convergence of multiple factors are preventing the urban housing sector from recovering since the Great Recession and meeting the exploding housing demand in our most highly productive urban economic centers:

- SHORTAGE OF ZONED/ENTITLED HIGH-DENSITY SITES
- RESIDENTIAL DEVELOPMENT MORATORIUMS
- ESCALATING AND MISALIGNED FEES/STRUCTURE (IMPACT FEES, LINKAGE FEES)
- INCLUSIONARY HOUSING REQUIREMENTS
- RENT CONTROL
- RESTRICTIVE BUILDING CODE REQUIREMENTS
- ZONING AND ENVIRONMENTAL LAWS
- NIMBY CHALLENGES
- LOW-DENSITY LAND USE POLICIES/PREFERENCES
TWO-BEDROOM AFFORDABILITY MEDIAN RENT PERCENT OF AMI

LOS ANGELES VS. HOUSTON
PARIS, FRANCE
THEN & NOW

--- 1920 ---

--- 2019 ---
OVER THE PAST 30 YEARS, THE FEDERAL GOVERNMENT HAS INVESTED NEARLY $1.75 TRILLION IN MASS TRANSIT AND HIGHWAY INFRASTRUCTURE.

THERE’S A BETTER WAY TO INVEST THIS TO:

- Build 7.3 million units of new housing in vibrant walkable or transit-served communities.
- Add $2.1 trillion in annual GDP over baseline forecast.
- Reduce annual vehicle miles traveled by 28%, thereby significantly reducing traffic congestion and greenhouse gas emissions.

SHOULD THIS BE PARKING OR HOUSING?

WE NEED TO LEVERAGE INVESTMENTS IN EXISTING INFRASTRUCTURE WITH WALKABLE RESIDENTIAL DENSITY. 110,000 UNITS OR $50 BILLION OF RESIDENTIAL INVESTMENT CAN BE BUILT IN BART PARKING LOTS AND UNDER-DEVELOPED AREAS IN THE SAN FRANCISCO BAY AREA.
SHOULD ONGOING FEDERAL INFRASTRUCTURE INVESTMENTS SUPPORT SUBURBAN SPRAWL ...

... OR BE LEVERAGED WITH EXISTING TRANSIT INFRASTRUCTURE TO SUPPORT WALKABLE RESIDENTIAL DENSITY?
CITY FINANCE OFFICERS UNDERSTAND THAT DENSITY IS ESSENTIAL TO SERVICING LIABILITIES

ANNUAL PROPERTY TAX REVENUE BY PRODUCT TYPE

<table>
<thead>
<tr>
<th>HOUSING UNITS PER ACRE</th>
<th>6</th>
<th>25</th>
<th>45</th>
<th>75</th>
<th>125</th>
<th>500</th>
</tr>
</thead>
<tbody>
<tr>
<td>SQUARE FEET PER HOUSING UNIT</td>
<td>1,500</td>
<td>1,000</td>
<td>900</td>
<td>850</td>
<td>750</td>
<td>650</td>
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<tr>
<td>TAXABLE VALUE PER ACRE</td>
<td>$0.74M</td>
<td>$2.46M</td>
<td>$5.53M</td>
<td>$10.14M</td>
<td>$21.51M</td>
<td>$98.32M</td>
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<tr>
<td>ANNUAL TAX REVENUE PER ACRE</td>
<td>$0.02M</td>
<td>$.06M</td>
<td>$.13M</td>
<td>$.24M</td>
<td>$.51M</td>
<td>$2.32M</td>
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<tr>
<td>IMPACT FEE PER ACRE</td>
<td>$0.21M</td>
<td>$.23M</td>
<td>$.41M</td>
<td>$.69M</td>
<td>$1.15M</td>
<td>$4.60M</td>
</tr>
<tr>
<td>COST PER SQUARE FOOT</td>
<td>$130</td>
<td>$175</td>
<td>$225</td>
<td>$250</td>
<td>$315</td>
<td>$400</td>
</tr>
<tr>
<td>INCREMENTAL COST PREMIUM</td>
<td>35%</td>
<td>29%</td>
<td>11%</td>
<td>26%</td>
<td>27%</td>
<td>208%</td>
</tr>
<tr>
<td>CUMULATIVE COST PREMIUM</td>
<td>35%</td>
<td>73%</td>
<td>92%</td>
<td>142%</td>
<td>208%</td>
<td></td>
</tr>
</tbody>
</table>

Source: Multnomah County Assessor (2017)
Source: Holland Experience
IMPACT FEES BEGAN TO BE ASSESSED ON A PER-UNIT BASIS

IMPACT FEES SHOULD BE CHARGED ON A PER SQUARE FOOT LOT AREA REQUIRED TO BREAK EVEN

<table>
<thead>
<tr>
<th>Type</th>
<th>Impact Fees Paid per Acre</th>
<th>Actual Cost per Acre</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Family Home</td>
<td>$210,000</td>
<td>$299,000</td>
</tr>
<tr>
<td>25-Unit Garden</td>
<td>$230,000</td>
<td>$299,000</td>
</tr>
<tr>
<td>45-Unit 4-Story Slab On Grade</td>
<td>$414,000</td>
<td>$299,000</td>
</tr>
<tr>
<td>75-Unit 5-Story Wrap</td>
<td>$690,000</td>
<td>$299,000</td>
</tr>
<tr>
<td>125-Unit Podium</td>
<td>$1,150,000</td>
<td>$299,000</td>
</tr>
<tr>
<td>500-Unit High-Rise</td>
<td>$4,600,000</td>
<td>$299,000</td>
</tr>
</tbody>
</table>

*Source: Holland Forecast*
GEN Y DEMAND
MOVEMENT OF GEN Y RENTERS (%)

WHERE THEY MOVE TO:
- 7% Rural
- 12% Suburban
- 81% Urban/Urban-Lite

NOT MOVING
- 19%

URBAN/URBAN-LITE
NIMBY INTERESTS HAVE FORCED THE FEDERAL GOVERNMENT INTO POOR INFRASTRUCTURE INVESTMENTS

Will 23 lanes be enough?

Proposal would put I-75 among country's biggest

23 LANE: The Georgia Department of Transportation is planning the expansion of I-75 (below) and I-285 in Cobb and Cherokee counties. The 23-lane proposal would be between 125 and 140 feet wide.

Proposal would put I-75 among country's biggest road projects, according to the Atlanta Journal-Constitution. The 23-lane proposal would be between 125 and 140 feet wide.
WE HAVE A CHOICE

OPTIMIZE ZONING WITHIN A 1/2 MILE OF TRANSIT STATIONS

95% STATUS QUO

5% HIGH-DENSITY URBAN/TRANSIT

SERVED RESIDENTIAL

POLICY RECOMMENDATION – CONDITION STATES’ QUALIFICATION FOR FEDERAL TRANSPORTATION DOLLARS UPON:

Declare urban core areas within a 1/2 mile of transit locations to be approved “by right” for high-density, multifamily residential use, with zero impact fees or income restrictions. In addition, states must adopt a 10-year tax abatement program to fund suburban development above 6 stories and urban development above 10 stories.
TAX ABATEMENT
ORENCO STATION, HILLSBORO, OREGON

$210M ADDED
PROPERTY TAX REVENUE OVER USEFUL LIFE OF PROJECT FROM A $16.8M PROPERTY TAX DEFERRAL

$2.1M
ANNUAL PROPERTY TAX REVENUE ADDED

770
UNITS ADDED

1,425
RESIDENTS ADDED

975 METRIC TONS
OF CO₂ REDUCED ANNUALLY (EQUIVALENT TO 200 CARS OFF THE ROAD)

ORIGINAL LOW-DENSITY ZONING LIMITATION

Attachment A
Item 5
TRANSIT-ORIENTATED DEVELOPMENT
HOUSING SOLUTION

THE RIGHT PRODUCT
BUILT IN THE RIGHT LOCATION

EDUCATION
ENVIRONMENT
HOUSING
INFRASTRUCTURE
TRANSPORTATION
EMPLOYMENT

MAXIMIZING
THE BUILT ENVIRONMENT

MINIMIZE TRANSPORTATION
COSTS TO END USER
### Attachment A

#### Item 5

**Structural Systems**
- COMXtech: CA, GA
- Infinity Systems: WA
- Prescient: CO, GA
- Z Modular: IL

**Panelizers**
- Katerra: CA
- SWS Panel & Truss: WA

**Modular**
- Rad Urban: CA
- Plant Prefab (Amazon): CA
- Biokable: WA
- Entekra (Single Family): GA
- Factory OS: CA
- Guerdon Modular: SPAIN
- ModulTec: ID
- Prefab Logic (Consultant): IL

**Sustainable Living Innovations**
- Skender Construction
RECOMMENDATIONS

1. Adopt “Approved Development Zones” around transit investments. This is one of the most positive “Housing” decisions that can be made. Housing demand is primarily focused in the walkable urban core or transit areas.

2. Create apprenticeship program/import lead supervision to train up the local construction trade’s workforce.

3. Cost of delay is 2x-3x the increase in salaries.

4. When you make “The Next Available Unit” more expensive you make the entire market more expensive.

5. New (modular) technologies are built on the IBC platform. To leverage today’s technology adopt the IBC platform.
Southern Structure Planning
DRURY: Sept-Oct 2018 Engagement Version

Key features:
- A primary town centre (Drury village) – ‘A’
- Secondary ‘D’ and ‘E’ town centres
- Local centres (Jesmond Rd, Opaheke and Gt South Road)
- Industrial land in the north and industrial/business land in the south
- Residential areas – varying densities. Highest density near centres, stations and RTN
Drury Engagement Themes

- Centre A (Drury Village - east of SH1) strongly supported as primary centre
- Debate about Centres D and E - west of SH1
  - Are both these centres required?
  - Sequencing may see A and D go first
  - Where should centre/s be located?, and what size should centre/s be?
    (Currently 1 x 24ha = 2 x 4-6ha from Property Economics’ report)
  - Debate about smaller centre extent and locations
- Debate about southern business/employment area
- Support for eastern residential areas
- Transport a key issue
- Future Urban Zone extensions sought to west and south - e.g.: Classic
Pukekohe-Paerata Land use plan - 2018 engagement version

Key features:
- Mix of residential densities.
- Highest residential density near Paerata Rise and new Paerata station
- Employment land provided for in varying locations
- Provision for another local centre (in north east)
- Residential areas – varying densities.
Paerata – Pukekohe Engagement Themes

- Transport a key issue
- Protection of productive rural land an issue – Interface issues / reverse sensitivity
- Numerous comments about residential and business land zonings –
  e.g.: Golding Rd business/industrial not favoured by the landowners
- 45 feedback items lodged in opposition to business land near Isabella Drive
- Future Urban Zone extensions sought – e.g.: Ostrich Farm 300ha
### Southern Structure Planning Calendar

<table>
<thead>
<tr>
<th>Month</th>
<th>Activity Description</th>
</tr>
</thead>
</table>
| December 2018 – March 2019 | - Receive all technical reports, update main report and maps  
- ITA likely delivered at end of Feb 2019  
- Engagement Planning and creation of consultation material |
| April 2019  | Engagement on Draft Final                                                            |
| May 2019    | Assess feedback, multi-disciplinary design review                                     |
| June 2019   | Update all reporting as required, finalise                                            |
| July / August 2019 | Adopt Structure Plans  
Late 2019/early 2020 | Notify Plan Change/s (Unconfirmed at this stage) |
Silverdale West Dairy Flat Industrial Area Draft Structure Plan
Structure Plan Area Context

- Motorway
- Wainui Live zone
- Silverdale
- SP Area 600 ha
- Dairy Flat
- Total FUZ 3,500 ha
Future Urban Land Supply Strategy

- 2015 FULSS - All of Silverdale Wainui Dairy Flat Future Urban Zone to be development ready 2032 – 2036
- 2017 FULSS review Silverdale West Dairy Flat Business Area brought forward to 2018 – 2022
- Result of “live” zoning of Wainui
- To provide local employment and address demand on transport infrastructure
- Rest of Orewa Wainui Dairy Flat Future Urban zoned land remains 2033 – 2037 due to infrastructure constraints
Item 6

Attachment B

Structure Plan Area Context

- Surrounding FUZ
- Growth
- "Live" zoned part of Wainui (302ha) 4,500 dwellings
- Orewa, Wainui 2046+ 10,500 dwellings
- Dairy Flat 2046+ 25,500 dwellings
Process

- Topic issue research, gap analysis
  - Water, wastewater
  - Geotech
  - Stormwater
  - Transport
  - Landscape
  - Heritage
  - Biodiversity
- Background Report prepared on the technical topics
- Released for comment December 2017
- Held 2 well attended drop-in events in Dairy Flat Hall early 2018
- 200 submissions received
- Feedback generally supportive of employment land use
Technical Reports

- Market Economics report
  - Projected 50,000 households in employment
  - Catchment by 2048
- Auckland Transport Integrated Transport Assessment
  - 2048 demand for industrial land up to approx 440ha net - includes 132ha Heavy Industry
- Watercare prepared report on water and wastewater servicing
- Catchment Management Plan work continued by Healthy Waters
Iwi Engagement

- Initially 5 iwi groups expressed interest (Ngāti Manuhiri, Ngāti Rehua, Te Kawerau a Maki, Te Rūnanga o Ngāti Whātua, and Ngaati Whanaunga)
- Ngāti Manuhiri, Ngāti Rehua attended an initial meeting
- Cultural Values Assessment (for Supporting Growth project relating to Silverdale, Dairy Flat Wainui) prepared on behalf of Ngāti Manuhiri provided to SP team
Draft Structure Plan

Land Use

- Light Industry 294ha net
- Heavy Industry 56ha net
- On flattest land
- Buffered from adjoining land
- Light Industry
- Accessible to proposed new arterial and motorway interchange
Transportation

- Integrated Transport Assessment prepared
- Closely coordinated with the Supporting Growth project business cases
- Transport network will include:
  - Upgraded and new arterials
  - An additional motorway interchange
  - Upgraded and new collector
  - A possible Rapid Transit Network
  - A cycling and walking network
Water

- SP area currently not serviced
- Water available from existing Orewa 2 watermain and a proposed new Orewa 3 watermain
Wastewater

- SP area not currently serviced
- Will be serviced from Army Bay Waste Water Treatment Plant
- Serviced by a new tunnel under the motorway being built to service Wainui
- New trunk sewers and pump stations required to serve wider area growth
- Longer term – treatment plant and wastewater network to the treatment plant needs upgraded to accommodate growth but not needed for the SP area
Stormwater, Flood Management Water Quality

- Pine Valley and area north of Wilks Road flow to Weiti
- South of Wilks Road flow to Rangitopuni and Waitemata Harbour
- Degraded rural catchments
- Development opportunity to improve water quality
Stormwater, Flooding, Water Quality

- Stormwater Management Plan being prepared
- Retain and enhance permanent and intermittent streams
- Riparian buffers to be provided
- Flood plains to be avoided
- Communal or on-site attenuation, specific culvert upgrades, upgrading stormwater management ponds
Landscape

- Landscape measures include:
- A view shaft from motorway
- Landscape buffers along roads bordering the area and where the industrial land use will adjoin other landuses
- Green Links identified and include
- Stream network, remnant native vegetation (kanuka stands, Weiti SEA and remnant wetland)
- Will be enhanced to contribute to amenity
- Help break up perception of a mass of buildings
Engagement 2019

- Notification aligned to follow AT and NZTA consideration of Supporting Growth business cases
- Feedback period: Monday 25th March to Sunday 28th April
- Two drop-in events Dairy Flat Hall: Saturday 6 April (day time), and Wednesday 10th April (evening)
- Final Structure Plan to be adopted around July 2019
Warkworth Structure Plan

1. Context
2. Project to date
3. Overview of draft plan
4. Public consultation
Safer Speeds Programme
Road trauma on the rise

AUCKLAND FACES A ROAD SAFETY CRISIS

- 78% Auckland Deaths
- 68% Auckland serious injuries
- 28% Rest of NZ serious injuries
- 23% Rest of NZ Deaths
- Auckland travel growth est. 15%
Why Safe Speeds?

Why a Safe Speeds plan?
- Consistent with the Speed Management Guide.
- Aligns with the National Safer Journeys strategy, Setting of Speed Limits 2017 and the Safe System approach to road safety.
- Many existing speed limits are inappropriate for the type of road and how it is used.

Prioritisation of roads
- Focus on the top 10% of high risk roads: Auckland city centre and town centres, residential roads and the rural network.
- Keeping people walking, cycling and e-scooter safe (vulnerable road users; those not in cars).
- Where significant land use change is planned.
# Safe Speed areas

The safe speed programme has been classified into five.

<table>
<thead>
<tr>
<th>Area</th>
<th>Typical treatments</th>
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</thead>
<tbody>
<tr>
<td>Town centres</td>
<td>Gateway entry treatments, <strong>raised tables</strong>, <strong>raised zebra crossing</strong>, road narrowing, kerb realignment, pedestrian improvements, place marking, reduced posted speed limit.</td>
</tr>
<tr>
<td>Auckland city centre</td>
<td>Gateway features, kerb realignment, pedestrian improvements, place marking features, reduced posted speed limits and traffic signal phasing improvements.</td>
</tr>
<tr>
<td>High risk rural roads</td>
<td>Setting a speed limit for a safe road environment, improved road signs and markings.</td>
</tr>
<tr>
<td>Residential roads</td>
<td>Speed humps, speed table, raised intersections, zebra crossings, reduced speed limit and gateway entry treatments.</td>
</tr>
<tr>
<td>High risk urban roads</td>
<td>Setting a speed limit for a safe road environment, improved road signs and markings.</td>
</tr>
</tbody>
</table>
Safe Speed areas (cont.)

- In 2018/19 approximately 760 km of roads are being treated consisting of:
  8.6km - Town centres.
  46.4km - City Centre.
  686.6km - Rural Roads (focus on top 10% plus adjoining roads).
  17.6km - Residential roads.
- An additional 68km of roads will be modified due to customer requests.
- Years 2 and 3 of the Safe Speeds programme will see a continuation of the delivery of the top 10% high risk roads, an additional seven town centres, more residential areas and a more detailed assessment of the urban high risk roads.
Speed Management - Rural

- Three years Programme – compliments the $20 million (146 projects) rural road safety programme –
  - High Risk Rural Roads
  - High Risk Rural Intersections
  - Road Side Hazards
  - Proactive Safety – RRDP and Proactive intersections
- Examining the existing speed limits, operating speeds, geometric characteristics, Tom Tom data and Crash History
- Proposing safe and appropriate speeds
- Focus:
  - High Crash Risk Roads – top 10% national (megamaps)
  - Self-explaining roads
- Approach:
  - Area-by-area
  - Estimated DSi savings (page 5-6)
Sum of estimated DSI saved on high risk priority roads, by area.

Speed Management Investigation Timing
Sum of estimated DSI saved on high risk priority roads, by area.

<table>
<thead>
<tr>
<th>Corridor_ID</th>
<th>Estimated DSI Saved</th>
</tr>
</thead>
<tbody>
<tr>
<td>South Head Road_12863</td>
<td>1.15</td>
</tr>
<tr>
<td>Piha Road_12909</td>
<td>0.74</td>
</tr>
<tr>
<td>Waitakere Road_12305</td>
<td>0.67</td>
</tr>
<tr>
<td>Mangawhai Road_12869</td>
<td>1.67</td>
</tr>
<tr>
<td>Mangawhai Road_6335</td>
<td>1.02</td>
</tr>
<tr>
<td>Kahiketai Flat Road_12055</td>
<td>1.05</td>
</tr>
<tr>
<td>Woodcocks Road_11967</td>
<td>1.33</td>
</tr>
<tr>
<td>Matakania Road_6554</td>
<td>1.06</td>
</tr>
<tr>
<td>Sandspit Road_9247</td>
<td>0.82</td>
</tr>
<tr>
<td>Hibusan Coast Highway_4587</td>
<td>1.48</td>
</tr>
<tr>
<td>East Coast Road_11957</td>
<td>0.91</td>
</tr>
<tr>
<td>East Coast Road_11958</td>
<td>0.49</td>
</tr>
<tr>
<td>East Coast Road_2986</td>
<td>0.98</td>
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</tbody>
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Attachment A

Package 2

Speed Limit Review boundary

Speed Limit Review inventory
## Timeline

<table>
<thead>
<tr>
<th>Step</th>
<th>When</th>
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</thead>
<tbody>
<tr>
<td>Compile list of changes to speed limits</td>
<td>Completed</td>
</tr>
<tr>
<td>Speed issue awareness campaign</td>
<td>October – November 2018</td>
</tr>
<tr>
<td>Engagement with Local Boards and Councillors</td>
<td>Completed in October – December 2018</td>
</tr>
<tr>
<td>Approval for consultation sought from the Auckland Transport Board</td>
<td>Completed in December 2018</td>
</tr>
<tr>
<td>Speed Bylaw consultation campaign and supporting communications</td>
<td>January – March 2019</td>
</tr>
<tr>
<td>(including engagement with stakeholders, politicians and community)</td>
<td></td>
</tr>
<tr>
<td>Public consultation on the Bylaw</td>
<td>28 February – 31 March 2019</td>
</tr>
<tr>
<td>Analysis and feedback</td>
<td>April – May 2019</td>
</tr>
<tr>
<td>Bylaw (with changes resulting from public feedback) approved by the</td>
<td>June – July 2019</td>
</tr>
<tr>
<td>Auckland Transport Board</td>
<td></td>
</tr>
<tr>
<td>Implementation of the speed limit changes</td>
<td>August 2019 onwards</td>
</tr>
</tbody>
</table>
Thank you.
Implementation of the National Policy Statement for Freshwater Management

Update for the Rural Advisory Panel - 1 March 2019
Debra Yan and Janet Kidd
Key points

- Based on learnings, Auckland Council has shifted its implementation for National Policy Statement for Freshwater Management from geographic to regional attribute focus.

- A Freshwater Management Tool is being developed to support this regional approach.

- Continued engagement with the rural sector as key stakeholders will improve the outcome and expectations of council’s implementation direction.
Progressive Implementation Programme

- Adopted by the Planning Committee on 27 November 2018
- Previous approach (2015):
  - plan changes using a staged geographic approach beginning with the Manukau Harbour
- Reasons for change:
  - catchment based pilots showed significant regional commonalities in Auckland Unitary Plan, data, models, stakeholders
- Attribute based assessment:
  - accounts for regional similarities
  - promotes and drives integrated management of land use, fresh water and coastal water
Plan change programme

- Plan changes based on attributes will set water quality and quantity limits and targets where limits are not meeting national bottom lines
  - *NPS-FM required*: allocation, E.Coli, nutrients, algae, river weed
  - *Auckland specific attributes*: sediment, copper and zinc
- Council will notify plan changes subject to technical knowledge to establish loads, limits and/or targets by 2025
- Timing influenced by modelling
- Agile approach responds to technical data, catchment specific needs, and regulatory changes
## Proposed plan change notification

<table>
<thead>
<tr>
<th>Notification year</th>
<th>Attribute for plan change</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Onsite wastewater disposal</td>
</tr>
<tr>
<td>2020</td>
<td>Water quantity (surface and groundwater)</td>
</tr>
<tr>
<td>2021</td>
<td>Copper, zinc, sediment</td>
</tr>
<tr>
<td>2023</td>
<td>E.Coli, nitrogen, phosphorous, ammonia, Chlorophyll a</td>
</tr>
<tr>
<td>2024</td>
<td>Periphyton, dissolved oxygen</td>
</tr>
</tbody>
</table>
Freshwater Management Tool

- Models current state
  - region-wide (urban and rural) by mid-2019

- Process-based & continuous
  - creates daily time-series

- Distributed
  - models how contaminants travel over time

- Scenario-testing
  - regional and catchment water quality

- Decision making
  - able to show effects of current and proposed land use (and costs) on water quality

- Engagement
  - input from Rural Action Group and stakeholders
Example of model output

Total Zinc

Total Nitrogen
Engagement with rural industries

- Plan changes will be notified for public consultation
- Integrated Watershed Plans to be released after review of Water Strategy consultation findings (be sure to provide feedback!)
- Rural sector governance and technical expertise through different forums
- Last report to Rural Advisory Panel in May 2017, seeking feedback on increasing frequency for governance advice
- Re-established Rural Action Group for technical advice
Recommendations

- To receive an update on the implementation of the National Policy Statement for Freshwater Management.
- To provide guidance to staff on further engagement with the Rural Advisory Panel.