**Komiti Whakarite Mahere / Planning Committee**

**OPEN ATTACHMENTS**

**ADDITIONAL ATTACHMENTS UNDER SEPARATE COVER**

<table>
<thead>
<tr>
<th>ITEM</th>
<th>TABLE OF CONTENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>13</td>
<td>Summary of Planning Committee information memos and briefings - 2 April 2019</td>
</tr>
<tr>
<td>A.</td>
<td>Planning Committee workshop schedule April 2019 3</td>
</tr>
<tr>
<td>B.</td>
<td>Auckland Monthly Housing Update March 2019 5</td>
</tr>
<tr>
<td>C.</td>
<td>Memo on Decision-making under clause 25, Schedule 1 to the RMA 23</td>
</tr>
<tr>
<td>D.</td>
<td>Memo on Update on the New Zealand Infrastructure Commission – Te Waihanga 27</td>
</tr>
<tr>
<td>E.</td>
<td>4 March letter to stakeholders about Auckland’s Draft Venue Development Strategy 29</td>
</tr>
<tr>
<td>F.</td>
<td>21 March letter from Auckland Transport about black carbon levels on Queen Street 31</td>
</tr>
<tr>
<td>G.</td>
<td>Marina Principles workshop minutes 35</td>
</tr>
<tr>
<td>H.</td>
<td>Changes to the Unitary Plan, Private Plan Change Process and Converting Unformed Legal Roads and Pedestrian Accessways to Open Space workshop minutes 37</td>
</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.
<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Subject</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tuesday, 2 April 2019</td>
<td>2pm - 4pm (or at the conclusion of the Planning Committee meeting)</td>
<td>Transform Manukau: Crown/Council collaboration (confidential)</td>
</tr>
</tbody>
</table>
Auckland Monthly Housing Update

March 2019
# Table of contents

1. Summary .......................................................................................................................... 4  
2. Highlights ......................................................................................................................... 5  
3. Dwellings consented ......................................................................................................... 6  
4. Dwellings consented by type ............................................................................................ 7  
5. Dwellings consented on Housing New Zealand or Tāmaki Regeneration Company owned land ......................................................................................................................... 8  
6. Dwellings consented by Auckland Plan monitoring boundaries ......................................... 9  
7. Dwellings consented along rapid transport network .......................................................... 10  
8. Dwellings with CCCs issued (completions) ....................................................................... 12  
9. Residential parcels created ............................................................................................. 13  
10. Residential parcels by Auckland Plan monitoring boundaries ........................................ 14  
11. Permanent and long-term migration ............................................................................... 15  
12. Median residential sales price ......................................................................................... 16  
13. Notes on data and analysis .............................................................................................. 17
1. Summary

Produced by the Auckland Council Research and Evaluation Unit (RIMU), the Auckland Monthly Housing Update brings together a number of significant Auckland housing related statistics.

The report includes:

- dwellings – consented, by type, and with CCCs issued
- residential parcels – created, and inside Auckland Plan monitoring boundaries – 2010 Metropolitan Urban Limit (MUL) and Rural Urban Boundary (RUB)
- permanent and long-term migration
- median residential sales price.
2. Highlights

- 1128 dwellings were consented in January 2019.
- In the year ending January 2019, 13,272 dwellings were consented in the region.
- 46 per cent of new dwellings consented in January 2019 were houses, 30 per cent were apartments and 25 per cent were townhouses, flats, units, retirement units, or other types of attached dwellings.
- 132 dwellings were consented on Housing New Zealand or Tāmaki Regeneration Company owned land in January 2019.
- 1082 dwellings consented in January 2019 were inside the RUB. Over the past 12 months, 94 per cent of new dwellings consented were inside the RUB.
- 28 per cent of dwellings consented in January 2019 were within 1500m walking distance of a rapid transport network.
- 480 dwellings were ‘completed’ by having a Code Compliance Certificate (CCC) issued in January 2019.
- In the year ending January 2019, 10,577 dwellings had a CCC issued.
- 552 new residential parcels under 5000m² were created in February 2019.
- In the past 12 months, 8151 new residential parcels under 5000m² were created – an average of 679 each month.
- 548 new residential parcels of all sizes were created inside the RUB.
- Net migration data was not available for January 2019.
- Median residential sales price in January 2019 was $809,500 (District Valuation Roll sales records).
3. Dwellings consented

In January 2019, 1128 dwelling consents were issued, which saw 13,272 consents issued for the past 12 months.

<table>
<thead>
<tr>
<th>Jan 18</th>
<th>Oct 18</th>
<th>Nov 18</th>
<th>Dec 18</th>
<th>Jan 19</th>
</tr>
</thead>
<tbody>
<tr>
<td>718</td>
<td>1,077</td>
<td>1,172</td>
<td>938</td>
<td>1,128</td>
</tr>
</tbody>
</table>

Data source: Statistics New Zealand
4. Dwellings consented by type

Of all the dwellings consented in January 2019, 514 were houses. 614 were apartments, townhouses, flats, units or other types of attached dwellings.

Data source: Statistics New Zealand
5. Dwellings consented on Housing New Zealand or Tāmaki Regeneration Company owned land

In January 2019, 132 dwellings (11.7 per cent of total dwellings consented) were consented on Housing New Zealand (HNZ) or Tāmaki Regeneration Company (TRC) owned land. These included 59 apartment units, 62 houses and 11 townhouses, flats, and other attached dwelling types.

<table>
<thead>
<tr>
<th></th>
<th>Jan 18</th>
<th>Oct 18</th>
<th>Nov 18</th>
<th>Dec 18</th>
<th>Jan 19</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. HNZ/TRC dwellings consented</td>
<td>78</td>
<td>94</td>
<td>159</td>
<td>127</td>
<td>132</td>
</tr>
<tr>
<td>Percentage of total dwellings consented</td>
<td>10.9%</td>
<td>8.7%</td>
<td>13.6%</td>
<td>13.5%</td>
<td>11.7%</td>
</tr>
</tbody>
</table>

Dwellings consented by type

Data sources: Statistics New Zealand and Auckland Council
6. Dwellings consented by Auckland Plan monitoring boundaries

In January 2019, 902 dwellings consented were inside 2010 MUL and a total of 1062 dwellings consented were inside the RUB. Over the past 12 months, 94 per cent of the dwellings were consented inside the RUB.

<table>
<thead>
<tr>
<th></th>
<th>Jan 18</th>
<th>Oct 18</th>
<th>Nov 18</th>
<th>Dec 18</th>
<th>Jan 19</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inside 2010 MUL</td>
<td>591</td>
<td>809</td>
<td>974</td>
<td>773</td>
<td>902</td>
</tr>
<tr>
<td>Between 2010 MUL and</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RUB</td>
<td>81</td>
<td>195</td>
<td>120</td>
<td>92</td>
<td>160</td>
</tr>
<tr>
<td>Outside RUB</td>
<td>46</td>
<td>73</td>
<td>73</td>
<td>73</td>
<td>66</td>
</tr>
</tbody>
</table>

Dwellings consented by Auckland Plan monitoring boundaries

Data source: Statistics New Zealand
7. Dwellings consented along rapid transport network

In January 2019, 319 dwellings (28 per cent of total dwellings consented) were consented within 1500m of the rapid transport network (RTN) walking catchment. In the last 12 months, 3516 dwellings were consented within 1500m RTN walking catchment.

<table>
<thead>
<tr>
<th></th>
<th>Jan 18</th>
<th>Oct 18</th>
<th>Nov 18</th>
<th>Dec 18</th>
<th>Jan 19</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dwellings consented within 1500m RTN walking catchment</td>
<td>217</td>
<td>240</td>
<td>379</td>
<td>360</td>
<td>319</td>
</tr>
<tr>
<td>Percentage of total dwellings consented</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12-month rolling total inside RTN walking catchment</td>
<td>2,847</td>
<td>3,024</td>
<td>3,138</td>
<td>3,281</td>
<td>3,516</td>
</tr>
<tr>
<td>Proportion from the last 12-month inside RTN walking catchment</td>
<td>28%</td>
<td>25%</td>
<td>26%</td>
<td>27%</td>
<td>28%</td>
</tr>
</tbody>
</table>

Data sources: Statistics New Zealand and Auckland Council
Spatial distribution of dwelling consents in January 2019

Data sources: Statistics New Zealand and Auckland Council
8. Dwellings with CCCs issued (completions)

480 dwelling units had received CCCs in January 2019. Ninety-six per cent of the CCCs were issued to dwelling units that had building consents granted within the past two years.

<table>
<thead>
<tr>
<th>CCCs issued¹</th>
<th>Jan 18</th>
<th>Oct 18</th>
<th>Nov 18</th>
<th>Dec 18</th>
<th>Jan 19</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-2 years</td>
<td>415</td>
<td>825</td>
<td>858</td>
<td>815</td>
<td>461</td>
</tr>
<tr>
<td>3-4 years</td>
<td>104</td>
<td>36</td>
<td>23</td>
<td>51</td>
<td>15</td>
</tr>
<tr>
<td>4+ years</td>
<td>21</td>
<td>4</td>
<td>6</td>
<td>3</td>
<td>4</td>
</tr>
</tbody>
</table>

**Dwellings with CCCs issued**

![Graph showing CCCs issued over time]

*CCC data has been updated to reflect current system records.*
9. Residential parcels created

In February 2019, the total number of residential parcels under 5000m² created was 552.

<table>
<thead>
<tr>
<th>Parcel size category</th>
<th>Feb 18</th>
<th>Nov 18</th>
<th>Dec 18</th>
<th>Jan 19</th>
<th>Feb 19</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 1000m²</td>
<td>218</td>
<td>505</td>
<td>686</td>
<td>697</td>
<td>497</td>
</tr>
<tr>
<td>1000m² to 1999m²</td>
<td>33</td>
<td>24</td>
<td>33</td>
<td>19</td>
<td>41</td>
</tr>
<tr>
<td>2000m² to 2999m²</td>
<td>8</td>
<td>9</td>
<td>8</td>
<td>6</td>
<td>10</td>
</tr>
<tr>
<td>3000m² to 3999m²</td>
<td>-</td>
<td>2</td>
<td>6</td>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td>4000m² to 4999m²</td>
<td>-</td>
<td>4</td>
<td>1</td>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td>Total number of residential parcels &lt; 5000m²</td>
<td>322</td>
<td>544</td>
<td>734</td>
<td>730</td>
<td>552</td>
</tr>
</tbody>
</table>

New residential zoned parcels < 5000m²

Data source: RIMU and Land information New Zealand
10. Residential parcels by Auckland Plan monitoring boundaries

335 of new residential parcels of all sizes created in February 2019 were inside 2010 MUL and a total of 548 new residential parcels were inside the RUB.

<table>
<thead>
<tr>
<th></th>
<th>Feb 18</th>
<th>Nov 18</th>
<th>Dec 18</th>
<th>Jan 19</th>
<th>Feb 19</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inside 2010 MUL</td>
<td>198</td>
<td>426</td>
<td>559</td>
<td>552</td>
<td>335</td>
</tr>
<tr>
<td>Between 2010 MUL and RUB</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>112</td>
<td>213</td>
</tr>
<tr>
<td>Outside RUB</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>78</td>
<td>15</td>
</tr>
</tbody>
</table>

Residential parcels created by Auckland Plan monitoring boundaries

Data source: RIMU and Land Information New Zealand
11. Permanent and long-term migration

Net migration to Auckland data was not available because the requirement for passengers to complete departure cards stopped from November 2018. A new methodology was developed by Statistics New Zealand, however, no output was released at the time this monitoring report was produced.

<table>
<thead>
<tr>
<th>Month</th>
<th>Jan 18</th>
<th>Oct 18</th>
<th>Nov 18</th>
<th>Dec 18</th>
<th>Jan 19</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arrivals</td>
<td>4,303</td>
<td>4,815</td>
<td>3,970</td>
<td>2,513</td>
<td>4,956</td>
</tr>
<tr>
<td>Departures</td>
<td>2,293</td>
<td>1,580</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Net change</td>
<td>2,010</td>
<td>3,265</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Data source: Statistics New Zealand
12. Median residential sales price

The median residential sales price from REINZ in January 2019 was $809,500. It was two per cent higher than same period last year. The District Valuation Roll (DVR) sales records suggested that the median sales price was $809,500.

<table>
<thead>
<tr>
<th>Data source</th>
<th>Jan 18</th>
<th>Oct 18</th>
<th>Nov 18</th>
<th>Dec 18</th>
<th>Jan 19</th>
</tr>
</thead>
<tbody>
<tr>
<td>REINZ</td>
<td>$820,000</td>
<td>$865,000</td>
<td>$867,000</td>
<td>$882,000</td>
<td>$800,000</td>
</tr>
<tr>
<td>DVR sales</td>
<td>$820,000</td>
<td>$797,539</td>
<td>$325,000</td>
<td>$820,000</td>
<td>$309,500</td>
</tr>
</tbody>
</table>

**Median residential sale price**

Data source: Real Estate Institute of New Zealand and Auckland Council

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Footnote:

2 Back data has been updated to reflect the latest sales records captured in council's District Valuation Roll database. Although conveyancers are required to inform council within 30 days after transactions have occurred, the monitoring team has identified the reporting process has not been thoroughly implemented. It should be noted that there is no penalty if a conveyancer fails to report to council within the 30-day period. As a result, the reporting lag varies from as short as one working day to as long as six months.
13. Notes on data and analysis

Dwellings consented and dwellings consented by type
Monthly building consent information is sourced from Statistics New Zealand’s InfoShare online portal, which includes counts of number of new dwellings consented, by type of dwelling.

Dwellings consented by Auckland Plan monitoring boundaries
Monthly data for individual building consents is supplied by Statistics New Zealand and mapped to properties by RIMU. This data is then analysed against its location relevant to the Auckland Plan monitoring boundaries, namely the 2010 Metropolitan Urban Limit (MUL) and the Rural Urban Boundary (RUB).

Dwellings with CCCs issued (completions)
Monthly building consent completions data is supplied by Auckland Council Building Control. The data shows the total number of dwelling units which have had Code Compliance Certificate (CCC) issued in that month. This gives an estimation of the number of dwellings being “completed”, or “released to the market”.

Residential parcels created and residential parcels created inside the 2010 Metropolitan Urban Limit and the Rural Urban Boundary
Parcel data is sourced from Land Information New Zealand (LINZ). A new dataset is downloaded from the LINZ Data Service by RIMU monthly. A list of parcels created in the previous month is also downloaded; this is used to extract new parcels created in the previous month. The new parcels created data is then analysed for size, the Auckland Unitary Plan (decisions version) zone it falls in and its location relevant to the 2010 MUL and the RUB.

Permanent and long-term migration
Migration data is sourced from Statistics New Zealand’s InfoShare online portal; arrivals, departures and net change are estimated for Auckland.

Median residential sales price
The Real Estate Institute of New Zealand (REINZ) produces monthly statistics on the median house price sales for Auckland from data provided to it by its members. This data is available on the REINZ website.
Memo

28 February 2019

To: Planning Committee – All members
From: Corina Faosankloet

Subject: Decision-making under clause 25, Schedule 1 to the RMA

Statutory obligation to make a decision on each request

1. Clause 25 of Schedule 1 of the Resource Management Act 1991 (RMA) places a statutory obligation on a local authority (such as Auckland Council) to consider a request for a private plan change (PPC) and make a decision.

2. The local authority, within 30 working days, must decide to either:
   - adopt the request, in whole or in part, and proceed as if it were a Council-initiated change: clause 25(2)(a);
   - accept the request, in whole or in part, and proceed to notify under clause 26: clause 25(2)(b);
   - deal with the request as if it were an application for resource consent: clause 25(3); or
   - reject the request, in whole or in part, on certain grounds: clause 25(4).

3. I note that the majority of PPC requests are accepted by the Council and proceed through the Schedule 1 submission and hearing process. Only a very small number of PPC requests are rejected under clause 25(4) of Schedule 1, particularly as that decision prevents any consideration of the substantive merits of the PPC request and there are limited statutory grounds for rejecting a PPC request.

4. With regard to the Council’s ability to reject a Private Plan Change request, clause 25(4) of Schedule 1 of the RMA provides:
   (4) The local authority may reject the request in whole or in part, but only on the grounds that—
      (a) the request or part of the request is frivolous or vexatious; or
      (b) within the last 2 years, the substance of the request or part of the request—
         (i) has been considered and given effect to, or rejected by, the local authority or the Environment Court; or
         (ii) has been given effect to by regulations made under section 360A; or
      (c) the request or part of the request is not in accordance with sound resource management practice; or
      (d) the request or part of the request would make the policy statement or plan inconsistent with Part 5; or
      (e) in the case of a proposed change to a policy statement or plan, the policy statement or plan has been operative for less than 2 years.

5. A two-step process is involved when making decisions to reject a Private Plan Change request under clause 25(4). First, the Council must determine whether one or more of the grounds to reject can be established, and then the Council must decide whether to reject the PPC request on that ground (or those grounds).

6. The focus of this memorandum is on the Council’s ability to reject a Private Plan Change request under clause 25(4)(c) of Schedule 1 of the RMA.
What is ‘sound resource management practice’?

7. The phrase ‘sound resource management practice’ is not commonly used in other parts of the RMA. There is very limited judicial guidance or examples of where the Court has endorsed or alternatively overturned a Council decision to reject a private plan change as not being ‘in accordance with sound resource management practice’.

8. The High Court in Malory Corporation Ltd v Rodney District Council [2010] NZRMA 392 considered the concept of ‘sound resource management practice’ as a “somewhat nebulous concept” (para 44).

9. The Environment Court in Kerikeri Falls Investments Limited v Far North District Council (Decision A066/2009) stated at paragraph 31:

   Evidence and submissions addressed matters arising from the provisions of subclauses (c) ("sound resource management practice", whatever that is), and (d) (inconsistency with Part 5 of the Act). (para 31).

10. At paragraph 47 the Environment Court considered:

    [47] It is our interpretation of sub-clause (c) of clause 25(4), that “sound resource management practice” must, if it is to have a meaning, be referable to the purpose and principles of the Act in Part 2. Our finding, having regard to the wording of sub-clause (c), is that the present request should not be rejected as “not in accordance with such practice. Instead, to the very limited extent that the merits of the case are relevant under clause 25, the purpose of the Act would be better served by the acceptance of the request under clause 25(2)(b), and council proceeding to notify it under clause 26.

11. In Malory Corporation Ltd v Rodney District Council [2010] NZRMA 392, the High Court determined that:

    It would be unhelpful for me, in the context of this appeal, to embark on some definition of what are clearly very broad words. I agree with Judge Newhook the words “sound resource management practice” should, if they are to be given any coherent meaning, be tied to the Act's purpose and principles. I agree too with the Court's observation that the words should be limited to only a coarse scale merits assessment, and that a private plan change which does not accord with the Act's purposes and principles will not cross the threshold for acceptance or adoption. (para 55)

    But whether a procedural matter, such as timing, is caught by the words is problematic. There is inevitably a degree of overlap between practice, procedure, and substance, but the concepts are not identical. (para 95)

12. In Malory the High Court also held that:

    In general terms I think it is drawing a long bow to hold that a timing issue (assuming a request's timing is not frivolous or vexatious) will result in an otherwise unobjectionable proposal offending. (para 97)

13. On the basis of the case law above, if the Council is seeking to reject a Private Plan Change request on the ground that the request is not in accordance with sound resource management,
this will involve a coarse assessment of the merits - “at a threshold level” - and will need to take into account the RMA’s purpose and principles – noting that the full merits assessment will be undertaken if the request is not rejected.

14. In my view, at this early procedural stage, the Council needs strong grounds to reject a PPC before it has been notified (and therefore submissions and evidence received).

What happens if the Council rejects a Private Plan Change request?

15. If the Council rejects a Private Plan Change request (in whole or in part) in reliance on one or more of the grounds under clause 25(4) of Schedule 1, the applicant can appeal the Council’s decision to the Environment Court under clause 27(1A)(c) of Schedule 1 of the RMA.

16. On appeal – which is de novo - the Environment Court is required by section 290A of the RMA to have regard to the Council’s first-instance decision. The Court must give the first-instance decision genuine attention and thought but is not required to give it any weight. If there is no decision, then not only will the Council be in breach of its statutory obligations, the Court will properly be able to exercise its appellate functions.

17. The Environment Court may make such decision on any such appeal as it thinks fit (clause 27(2) of Schedule 1). The Council can direct the Council to accept the Private Plan Change request and can direct the Council to publicly notify the Private Plan Change request within a certain timeframe. The Environment Court can also make an award of costs.

18. In the Kerikeri Falls Investments Limited decision, the Environment Court directed the Council to accept the Private Plan Change request and publicly notify it within 2 months.

19. There is no case law, where a Council’s decision to reject a Private Plan Change request only in reliance on the ground in clause 25(4)(c) has been upheld (or overturned) by the Court. As the High Court pointed out, the concept of ‘sound resource management practice’ is somewhat nebulous.

Key points to note

20. When considering a Private Plan Change request, and whether the request is (or is not) in accordance with ‘sound resource management practice’, the Council:
   a. Can undertake a coarse assessment of the merits - “at a threshold level”
   b. Will need to take into account the RMA’s purpose and principles.

21. If the Council considers, following this coarse assessment of the merits at a threshold level, that the Private Plan Change request does not accord with the RMA’s purpose and principles, then the Council must then decide whether or not to reject the Private Plan Change request. The Council is not obliged to reject the Private Plan Change request.

22. A full merits assessment of a Private Plan Change request will be undertaken if the request is not rejected (i.e. if it is adopted, accepted, or treated as a resource consent application).
Memorandum

To: His Worship the Mayor, Councillors, Local Board Members, Independent Māori Statutory Board Members, the Executive Leadership Team and Chief Executive Officers of council-controlled organisations

From: Jacques Victor, General Manager, Auckland Plan, Strategy & Research

Date: 7 March 2019

Subject: Update on the New Zealand Infrastructure Commission – Te Waianga

Purpose

1. This memo provides an update on the government’s decision to establish an independent infrastructure body, the New Zealand Infrastructure Commission – Te Waianga.

Summary

- The purpose of the commission is to ensure New Zealand gets the quality infrastructure investment needed to improve our long-term economic performance and social wellbeing.
- The commission will be an independent Crown entity that will be governed by a board of directors.
- The government intends to have the commission operational by 1 October 2019.
- Legislation will be needed to establish the commission. A bill is likely to be introduced to Parliament as early as April 2019.
- The commission will serve an advisory function only.
- A key output of the commission will be the development of a 30-year long-term infrastructure strategy.
- The development of the infrastructure strategy will be supported by four strategy and planning functions.
- The commission will also have three procurement and delivery support functions.

Background

2. In August 2018, Cabinet agreed in principle to establish a new independent infrastructure body.

3. A discussion document on the proposal was released for consultation in October 2018. The Treasury received nearly 130 submissions - no submission opposed the proposal to establish an infrastructure body.

4. Auckland Council’s submission supported the proposal, but we sought clarification on how infrastructure prioritisation would be undertaken and expressed views around how the new body could best support project delivery. A copy of the council’s submission can be accessed here.

5. The Treasury released a Cabinet paper titled Establishing a New Independent Infrastructure Body on 20 February 2019. The paper outlines the government’s final proposal for the new entity. The Cabinet paper can be accessed here.
6. This memo focuses on the government’s final proposal regarding the New Zealand Infrastructure Commission - Te Waihangā.

Discussion

1. The government is establishing the commission to ensure New Zealand gets the quality infrastructure investment needed to improve long-term economic performance and wellbeing.

2. The commission will seek to improve how New Zealand coordinates and plans infrastructure, make the most of the infrastructure we already have, and plan long-term to ensure investment delivers what we need, where and when we need it.

3. The Cabinet paper defines infrastructure as:

   “The fixed, long-lived structures that facilitate the production of goods and services, and underpin many aspects of our quality of life. Infrastructure includes buildings and physical networks, principally transport, water, energy, social assets and digital infrastructure such as mobile and broadband infrastructure”.

4. Key to achieving these will be the development of a 30-year long-term infrastructure strategy by the commission at least every five years. The development of a long-term infrastructure strategy in-turn will be supported by the following four strategy and planning functions:

   • assessing the condition of New Zealand’s current infrastructure
   • identifying New Zealand’s priority infrastructure needs, over and above those already committed
   • identifying barriers to good infrastructure outcomes
   • publishing a long-term capital intentions plan to present a picture of investment intentions over a 10-year horizon (includes drawing on central and local government long-term plans and private sector data).

5. The commission will also have three procurement and delivery support functions:

   • publishing a pipeline of infrastructure projects and being a ‘shop front’ for the market
   • producing best practice guidance on infrastructure procurement and delivery
   • supporting infrastructure project procurement and delivery, for example, assisting with the preparation of business cases or providing comments and feedback to a ministry/department.

6. The commission will be an independent Crown entity that will be governed by a board of five to seven members.

7. The commission will serve an advisory function only. It will not fund infrastructure.

Next steps

8. The government intends to have the commission operational by 1 October 2019.

9. Legislation is needed to establish the commission. A bill is likely to be introduced in Parliament as early as April 2019.

10. The process of identifying a chair and directors has already begun.

11. If you have any queries, please feel free to contact Luke Carey at luke.carey@aucklandcouncil.govt.nz
4 March 2019

«Contact_Name»

«Title»

«ORGANISATION»

By email: «Email»

Tena koe «FirstName»

Auckland’s Draft Venue Development Strategy

Regional Facilities Auckland (RFA) has been working on a strategy for the city’s network of major outdoor stadiums since 2012. We appreciate the time sports bodies have taken in engaging with RFA throughout the various stages of consultation undertaken during this period.

I enclose the latest version of Auckland’s Draft Venue Development Strategy that has been developed by Regional Facilities Auckland over recent and many, many months. Various sporting codes have contributed ideas and feedback as the most recent version of the Strategy has taken shape.

The Auckland Council, as shareholder of Regional Facilities Auckland, is now seeking your broad endorsement of the Strategy and invites your organisation to formally respond with your considered position. I would appreciate receiving your written feedback no later than Tuesday 30 April 2019. I would like to be able to present this feedback to the Council’s Planning Committee in early May 2019.

Elements of the Strategy have wide support and therefore some elements of the Strategy will be implemented immediately. For example, the Strategy envisages North Harbour Stadium as a Community Stadium and high-performance sport facility. Work on realising this initiative is well underway, with new specialist sport turf fields installed and preliminary design completed for elite training facilities and administration offices. Eden Park will continue to be Auckland’s premier stadium for the next 10 to 15 years. In March 2019, Council will consider a package of financial arrangements, to support the plans for the park over the next decade.

The Strategy maintains optionality for a new downtown stadium, or a fully refurbished Eden Park in the future – all options remain in play in the long term.

If your organisation would like a detailed briefing on the Strategy, Regional Facilities Auckland senior management are available to provide such a briefing. Please contact Chris Brooks at: chris.brooks@rfa.co.nz

If you would/…
If you would like to discuss the broader aims of the strategy and funding arrangements, you can contact me at: stephen.town@aucklandcouncil.govt.nz

Thank you, in anticipation for taking time to participate in this round of feedback. I look forward to hearing from you in April, if not before.

Nga mihi

Stephen Town
Chief Executive

End.
21 March 2019

Chairs and Deputy Chairs of the Planning and Environment & Community Committees of Auckland Council, and Waitakere Local Board
Chris Darby@aucklandcouncil.govt.nz
Penny Hulse@aucklandcouncil.govt.nz
Pippa Coom@aucklandcouncil.govt.nz
Richard Hills@aucklandcouncil.govt.nz
All Filipaina@aucklandcouncil.govt.nz

Dear Councillors Chris Darby, Penny Hulse, Pippa Coom, Richard Hills, and Alf Filipaina

Black Carbon Levels – Queen St

Thank you for your correspondence on 17 December in relation to carbon levels on Queen Street. Like you, AT is concerned at the high concentration of Black Carbon on Queen Street and is considering a number of initiatives to reduce these.

Recently, the AT Board of Directors reviewed our Sustainability Programme and also considered the issue of sustainability through the Statement of Intent.

The clear message from our Board to management is to be more ambitious in this space.

AT is committed to delivering on Auckland’s Climate Change targets and working together to make tangible progress. Climate change and CO₂ emissions are one of the greatest challenges that AT has sought to address in the recently developed Regional Land Transport Plan (RLTP). The RLTP was consulted on, prior to being approved the AT Board, and we received 18,000 submissions from across the region. There was overwhelming agreement on these challenges and the program of interventions to address them.

A key initiative is the (draft) Low Emissions Bus Roadmap (“Roadmap”) endorsed by the AT Board which sets out our plan to undertake trials of zero emission vehicles to meet the aspirations of Auckland Council. We appreciate your general support of our key milestones and acknowledge the desire to advance the timelines of the Roadmap. This tactical roadmap will be further developed and regularly reviewed as more information becomes available from the market, incorporating technology updates and learnings from these trials and learnings from further afield in New Zealand and across the globe.

AT had considered the immediate steps articulated in your letter. Some investigations are already under way to assess feasibility and financial implications:

1. Reduce diesel buses - transition to E-buses faster

Currently, the large number of buses on Queen Street is partly due to construction of the CRL which is limiting traffic access to Albert Street. As a result, some services will need to run on Queen Street until the CRL project is completed. Therefore, 2023/4. There are, unfortunately, no practical alternatives to this.

The fleet used under current bus contracts includes 30% of older, diesel-powered models (Euro III to Euro IV). However, some of that fleet is being replaced with Euro VI buses, and from March 2019 the proportion of lower emission diesel buses will increase.

Throughout this year we will be reviewing our contracts with bus operators and we will negotiate contract variations to prescribe fleet type by route and Euro standard to minimise the number of Euro III and IV buses on routes using Queen Street and Downtown.

20 Viaduct Harbour, Auckland 1010
Private Bag 92350, Auckland 1342, New Zealand
09 355 3553, www.AT.govt.nz
AT is participating in a forum led by the New Zealand Transport Agency ("NZTA") to review Requirements for Urban Buses ("FUB") and Vehicle Quality Standards ("VQS") and make appropriate changes that may support and enable changes to bus operators' fleets.

AT is also assessing the compatibility of the current fleet with technology to enable the suggested automatic stop/start function, and the potential implications on performance of the bus fleet in service. Key concerns include the impact on air-conditioning and quality of air in the cabin due to current fleet's reliance on engine running for the air-conditioning to work and, the impact on maintenance costs due to more frequent component replacements that may affect operating costs.

We are also investigating the option of facilitating the use of renewable diesel by bus operators to further reduce emissions from Euro V and Euro VI diesel buses during transition to zero emission fleet. There are over 900 such buses in the fleet and they will be operating until they are replaced by a zero-emission fleet.

AT is planning to prescribe battery electric buses for City Link service to commence in November 2020 at the commencement of new contract. Further acceleration of transition to electric buses will be assessed and updated in the next iteration of the Roadmap.

2. Disincentive private vehicles on Queen Street

Private vehicles are expected to be removed from Queen Street following the introduction of light rail from the mid-2020s and the major pedestrian transformation ("A+E") of Queen Street. All general traffic would be expected to be removed with restricted access for servicing and loading of businesses being permitted. The increased amenity for pedestrians will contribute to the fulfilment of the Mayor's C40 declaration ensuring a major area of the city centre is zero emission by 2030.

We are currently working with the Auckland Design Office to design trials for early implementation of elements of this future pedestrianisation of Queen Street.

In addition, our Travel Demand team are working with businesses, commuters and students to reduce single occupant vehicles coming into the city. This includes behavioural change programmes and campaigns highlighting alternatives to the car.

While the primary focus of our Speed Limit Bylaw proposal currently subject to consultation is improving survivability for vulnerable road users in the city centre we anticipate that the indirect consequences of this will be to create broader health benefits for pedestrians.

3. Reduce rat running in and around Queen Street

As part of working with Auckland Council on A+E trials, AT will consider the proposal to use right-hand turn bars to restrict unnecessary traffic access to Queen Street. Bus services have been prioritised along Queen Street with the introduction of bus lanes and pedestrians are prioritised at the crossing locations. As noted above the trials for Queen Street are being investigated and seek to increase the people space for sections of the road corridor.

4. Reallocation of road space from parking

Following the introduction of LRT and removal of all private vehicles from Queen Street, and with completion of other Long-Term Plan ("LTP") funded projects and conversion of traffic lanes to public transport, more space will be available for pedestrians and cyclists.

In the meantime, a servicing and delivery plan is currently in development for the city centre to manage the business and residential needs. This considers the changing nature of the city centre and reduction in parking areas. In addition, Auckland Transport's Parking Strategy sets out ways of managing the utilisation of parking to optimise availability. As you may be aware, just this week we increased on-street parking charges.
Within months we are hoping to trial an e-bike "hub" for courier companies at the Strond. In effect this will be a deliver depot for pick-up of parcels which will reduce the number of courier vehicles circulating in the CBD.

Finally, we are following up on a suggestion from Cr Darby that will see (in a trial) 15 minute parking spaces on Queen St reallocated for other uses - most likely for e-scooter or bike-hire parking.

Further to the suggested steps and quick wins, AT will continue to investigate other options to bring notable improvement in air quality in Queen Street. The timeline of completion number of transport and building projects will also reduce construction truck movements and machinery that contribute to the lower air quality in Downtown Auckland.

Again, AT is committed to working together to make tangible progress in the long term and implement some of the quick wins in the short-term to reduce the risk of respiratory related illnesses, and to create more sustainable environment.

Yours sincerely

Shene Ellison
CHIEF EXECUTIVE OFFICER
Planning Committee Workshop:
Marina Principles
MINUTES

Minutes of a workshop held in the Reception Lounge, Level 2, Auckland Town Hall, on Wednesday 20 February 2019 at 1.30pm.

PRESENT

Chairperson Cr Chris Darby
Deputy Chairperson Cr Richard Hills From 1.50pm
Cr Josephine Bartley
Cr Cathy Casey
Deputy Mayor Bill Cashmore
Cr Ross Glow
Cr Efeso Collins
Cr Linda Cooper
Cr Alf Filipaina
Cr Christine Fletcher
Mayor Phil Goff From 1.36pm
Cr Penny Hulse
Cr Mike Lee
Cr Greg Sayers
Cr Desley Simpson From 1.37pm
Cr Wayne Walker
Cr Paul Young

APOLOGIES

IMSB Member Tau Honare
Cr Daniel Newman
IMSB Member Liane Ngamane
Cr Sharon Stewart
Cr John Walker
Cr John Watson (via phone) Until 1.50pm

Minutes
Note: No decisions or resolutions may be made by a workshop, unless the Governing Body or Committee resolution establishing it specifically instructs such action.

**Purposes of workshop**
- To present to councillors:
  a) Draft marina principles that can be used for engagement
  b) Options for an engagement process
  c) Initial list of stakeholders to be engaged.

**Declarations of interest**
- There were no declarations of interest.

**Notes**
- A PowerPoint presentation was provided.

**Next steps:**
- A decision report will be presented at the 5 March 2019 Planning Committee meeting.
- The General Manager - Auckland Plan, Strategy and Research to contact all marina associations which have requested input into the process. Councillors will forward details of those marina users which have contacted them to staff.

The workshop closed at 3pm.
Planning Committee Workshop:
Changes to the Unitary Plan, Private Plan Change Process and Converting Unformed Legal Roads and Pedestrian Accessways to Open Space

MINUTES

Minutes of a workshop held in Room 1, Level 26, 135 Albert Street on Wednesday 6 March 2019 at 1.03pm.

PRESENT

Chairperson Cr Chris Darby
Deputy Chairperson Cr Richard Hills
Cr Josephine Bartley From 1.12pm
Cr Cathy Casey Until 3.43pm
Deputy Mayor Bill Cashmore
Cr Ali Filipaina Until 3.13pm
Cr Christine Fletcher From 1.29pm
Mayor Phil Goff Until 3.14pm
IMSB Member Tau Henare Until 2.01pm
Cr Penny Hulse Until 3.39pm
Cr Mike Lee From 2.14pm
IMSB Member Liane Ngamanie From 1.20pm
Cr Greg Sayers
Cr Desley Simpson From 1.34pm (on council business)
Cr Sharon Stewart
Cr Paul Young From 1.36pm

APOLOGIES

Cr Ross Clow
Cr Efeso Collins
Cr Linda Cooper
Cr Wayne Walker
Cr John Watson For leave of absence
ABSENT
Cr Daniel Newman
Cr John Walker

ALSO PRESENT
Jan O’Connor
Julia Parfitt
Devonport-Takapuna Local Board Member
Hibiscus and Bays Local Board Chair
Note: No decisions or resolutions may be made by a workshop, unless the Governing Body or Committee resolution establishing it specifically instructs such action.

### Purposes of the workshop

1. To provide an opportunity for councillors to suggest changes to the Auckland Unitary Plan and workshop these with Plans and Places staff.
2. To discuss the process for private plan changes to the Unitary Plan.
3. To respond to a resolution of the Planning Committee made at its 7 August 2018 meeting requesting staff:
   - report back on the issues and options associated with reclassifying and rezoning pieces of road reserve and public owned paper roads as recreation reserves and open space.
   - assess whether pedestrian only accessways should be zoned as open space.

### Declarations of Interest

- There were no declarations of interest.

### Notes

- A confidential PowerPoint presentation was given and two memos were provided.

#### Next steps:

- A decision report on Converting Road Reserve, Unformed Legal Roads and Pedestrian Accessways to Open Space will be presented at the 2 April 2019 Planning Committee meeting.
- A further workshop on private plan changes was requested.

The workshop closed at 3.47pm.