## Whau Local Board

### OPEN MINUTE ITEM ATTACHMENTS

<table>
<thead>
<tr>
<th>ITEM</th>
<th>TABLE OF CONTENTS</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>16</td>
<td>Local Board feedback on the Productivity Commission inquiry into local government funding and financing</td>
<td></td>
</tr>
<tr>
<td>A.</td>
<td>20190724 - Whau Local Board, Item 16: Local Board feedback on the Productivity Commission inquiry into local government funding and financing - Whau Local Board feedback</td>
<td>3</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.
Whau Local Board feedback to Productivity Commission inquiry to local government funding and financing

The Whau Local Board notes that the Auckland region in general and the Whau area in particular is a high growth area of New Zealand and that the Unitary Plan has established significant in-fill and brownfield development potential across the Whau that can link in with an existing high frequency rail and bus public transport network.

The board feels that Auckland Council operates in a transparent, though constrained, manner to deliver quality services in line with the preferences and aspirations of its local communities. As an existing city fringe area, the local board and the people of the area are facing challenges in getting support and budget allocation to develop future infrastructure beyond the framework that already exists.

The board supports the development of mechanisms and funding for growth-supporting infrastructure that go beyond the standard existing tools of rates, fees and charges, and development contributions.

With brownfield development the investigation into the concept of a tool which enables “value capture” of windfall benefit to adjoining properties – particularly those properties which have not been redeveloped, could provide benefits by way of a new revenue stream with additional benefits of reducing brown lot land banking through incentivising active redevelopment as holding costs become higher.

For Auckland Council the use of Special Purpose Vehicles to better enable the joint development of public infrastructure by a third party with arrangements of operation and transfer of asset is seen to be overdue and the Mīldale example of Council, Crown, Treasury and Developer SPV is positive. There is opportunity around Community Facility infrastructure across a number of brown and greenfield areas across the Auckland region that would be useful to be tested from a better business case perspective.

The Whau Local Board area is bounded by the Manukau and Waitemata harbours and centred around the Whau river and has been a portage route for Māori and subsequent settlers. The effects of climate change will be felt locally with rising sea levels and stronger climatic events impact on public infrastructure and private property. However, the Whau is also bound within Auckland and faces the collective vulnerability of pressure on water and transport assets that comes with our changing climate. The board supports the proposal that the Central government takes a lead with development of advice and best practice standards to inform all local governments and their communities and that associated national investment is made in these core community infrastructure needs.

The local board, and broader Auckland Council, has expectations placed upon it by its community, and indirectly by central government, that it should be responding to needs that go beyond the core functions of local government as described in current legislation. In responding to this gap, the Whau Local Board do support the commission’s identification for the need to reset and shift the relationship between central and local government to be more one of partnership and co-design where central policies are informed and made more robust and deliverable through early collaboration with local government. This collaboration should also include mana whenua with joined up government looking to accelerate and deliver on Crown Treaty of Waitangi obligations which whilst may involve fiscal responses ultimately link back to the whenua.