**Kōmiti Whakarite Mahere / Planning Committee**

**OPEN ATTACHMENTS**

**ADDITIONAL ATTACHMENTS UNDER SEPARATE COVER**

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Auckland Monthly Housing Update
September 2020
Attachment B

Item 13

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Prepared by the Land Use and Infrastructure Research and Evaluation Team
Research and Evaluation Unit

September 2020
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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
- public housing supply and demand in Auckland.
2. Highlights

- 1,569 dwellings were consented in July 2020.
- In the year ending July 2020, 14,891 dwellings were consented in the region.
- 35 per cent of new dwellings consented in July 2020 were houses, 18 per cent were apartments and 47 per cent were townhouses, flats, units, retirement village units, or other types of attached dwellings.
- 84 dwellings were consented on Kāinga Ora or Tāmaki Regeneration Company owned land in July 2020.
- 1,499 dwellings consented in July 2020 were inside the RUB. Over the past 12 months, 94 per cent of new dwellings consented were inside the RUB.
- 27 per cent of dwellings consented were inside the 1,500m walking catchments of the rapid transport network in July 2020.
- 697 dwellings were ‘completed’ by having a Code Compliance Certificate (CCC) issued in July 2020.
- In the year ending July 2020, 13,932 dwellings had a CCC issued.
- 704 new residential parcels under 5,000m² were created in August 2020.
- In the past 12 months, 8,252 new residential parcels under 5,000m² were created – an average of 688 each month.
- In August 2020, 688 new residential parcels of all sizes were created inside the RUB.
- Long-term arrivals in June 2020 were 497.
- 487 public housing applications have been housed in the June quarter 2020.
3. Dwellings consented

In July 2020, 1,569 dwelling consents were issued, which saw 14,881 consents issued for the past 12 months.

<table>
<thead>
<tr>
<th></th>
<th>Jul 19</th>
<th>Apr 20</th>
<th>May 20</th>
<th>Jun 20</th>
<th>Jul 20</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1,454</td>
<td>890</td>
<td>1,367</td>
<td>1,439</td>
<td>1,569</td>
</tr>
</tbody>
</table>

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

Of all the dwellings consented in July 2020, 546 were houses, 279 were apartments, and 744 were townhouses, flats, units, retirement village units or other types of attached dwellings.

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

In July 2020, 84 dwellings (two per cent of total dwellings consented) were consented on Kāinga Ora (KO) or Tāmaki Regeneration Company (TRC) owned land. These included 24 apartment units, 13 houses and 47 townhouses, flats, and other attached dwelling types.

<table>
<thead>
<tr>
<th></th>
<th>Jul 19</th>
<th>Apr 20</th>
<th>May 20</th>
<th>Jun 20</th>
<th>Jul 20</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of KO/TRC dwellings consented</td>
<td>109</td>
<td>24</td>
<td>26</td>
<td>45</td>
<td>84</td>
</tr>
<tr>
<td>Percentage of total dwellings consented</td>
<td>7%</td>
<td>3%</td>
<td>2%</td>
<td>3%</td>
<td>5%</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 July 2020, 1,233 dwellings consented were inside 2010 MUL and a total of 1,499 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>Jul 19</th>
<th>Mar 20</th>
<th>Apr 20</th>
<th>May 20</th>
<th>Jul 20</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inside 2010 MUL</td>
<td>1,193</td>
<td>635</td>
<td>1,123</td>
<td>1,136</td>
<td>1,233</td>
</tr>
<tr>
<td>Between 2010 MUL and RUB</td>
<td>183</td>
<td>184</td>
<td>168</td>
<td>200</td>
<td>266</td>
</tr>
<tr>
<td>Outside RUB</td>
<td>78</td>
<td>71</td>
<td>76</td>
<td>103</td>
<td>70</td>
</tr>
</tbody>
</table>
7. Dwellings consented along the rapid transport network

In July 2020, 428 dwellings (27 per cent of total dwellings consented) were consented inside the rapid transport network’s (RTN) 1500m walking catchments. In the last 12 months, 3,883 dwellings were consented inside the 1500m RTN walking catchments.

<table>
<thead>
<tr>
<th>Dwellings consented inside the 1500m RTN walking catchments</th>
<th>Jul 19</th>
<th>Apr 20</th>
<th>May 20</th>
<th>Jun 20</th>
<th>Jul 20</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percentage of total dwellings consented</td>
<td>43%</td>
<td>14%</td>
<td>32%</td>
<td>21%</td>
<td>27%</td>
</tr>
<tr>
<td>12-month rolling total inside RTN walking catchments</td>
<td>4,047</td>
<td>4,105</td>
<td>4,067</td>
<td>4,073</td>
<td>3,883</td>
</tr>
<tr>
<td>Proportion from the last 12-month inside RTN walking catchments</td>
<td>28%</td>
<td>28%</td>
<td>28%</td>
<td>28%</td>
<td>26%</td>
</tr>
</tbody>
</table>

Data sources: Statistics New Zealand and Auckland Council
Spatial distribution of dwelling consents
8. Dwellings with CCCs issued (completions)

697 dwelling units had received CCCs in July 2020. 80 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 issued</th>
<th>Jul 19</th>
<th>Apr 20</th>
<th>May 20</th>
<th>Jun 20</th>
<th>Jul 20</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-2 years</td>
<td>1,037</td>
<td>825</td>
<td>632</td>
<td>1,006</td>
<td>559</td>
</tr>
<tr>
<td>3-4 years</td>
<td>77</td>
<td>65</td>
<td>44</td>
<td>343</td>
<td>123</td>
</tr>
<tr>
<td>4+ years</td>
<td>4</td>
<td>20</td>
<td>15</td>
<td>22</td>
<td>15</td>
</tr>
</tbody>
</table>

Data source: Auckland Council
9. Residential parcels created

In August 2020, the total number of residential parcels under 5000m² created was 704.

<table>
<thead>
<tr>
<th>Parcel size category</th>
<th>Aug 19</th>
<th>May 20</th>
<th>Jun 20</th>
<th>Jul 20</th>
<th>Aug 20</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 1000 m²</td>
<td>515</td>
<td>700</td>
<td>640</td>
<td>998</td>
<td>677</td>
</tr>
<tr>
<td>1000 m² to 1999 m²</td>
<td>36</td>
<td>16</td>
<td>25</td>
<td>23</td>
<td>20</td>
</tr>
<tr>
<td>2000 m² to 2999 m²</td>
<td>7</td>
<td>6</td>
<td>7</td>
<td>6</td>
<td>5</td>
</tr>
<tr>
<td>3000 m² to 3999 m²</td>
<td>4</td>
<td>6</td>
<td>4</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>4000 m² to 4999 m²</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Total number of residential</td>
<td>757</td>
<td>730</td>
<td>678</td>
<td>1,028</td>
<td>704</td>
</tr>
<tr>
<td>parcels &lt; 5000m²</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

559 of new residential parcels of all sizes created in August 2020 were inside 2010 MUL and a total of 688 new residential parcels were inside the RUB.

<table>
<thead>
<tr>
<th></th>
<th>Aug 19</th>
<th>May 20</th>
<th>Jun 20</th>
<th>Jul 20</th>
<th>Aug 20</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inside 2010 MUL</td>
<td>456</td>
<td>641</td>
<td>634</td>
<td>810</td>
<td>559</td>
</tr>
<tr>
<td>Between 2010 MUL and RUB</td>
<td>112</td>
<td>76</td>
<td>68</td>
<td>208</td>
<td>129</td>
</tr>
<tr>
<td>Outside RUB</td>
<td>8</td>
<td>32</td>
<td>0</td>
<td>10</td>
<td>20</td>
</tr>
</tbody>
</table>

Residential parcels created by Auckland Plan monitoring boundaries

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

Long-term arrival number in June 2020 was 497. Net migration to Auckland data was not available because the requirement for passengers to complete departure cards stopped in November 2018. A new methodology was developed by Statistics New Zealand, however, no regional output was released at the time this monitoring report was produced.

<table>
<thead>
<tr>
<th></th>
<th>Jun 19</th>
<th>Mar 20</th>
<th>Apr 20</th>
<th>May 20</th>
<th>Jun 20</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Arrivals</strong></td>
<td>3,226</td>
<td>2,889</td>
<td>156</td>
<td>307</td>
<td>497</td>
</tr>
<tr>
<td><strong>Departures</strong></td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Net Change</strong></td>
<td>N/A</td>
<td>N/A</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 July 2020 was $920,000. The District Valuation Roll (DVR) median sales price in July 2020 was $870,000.

<table>
<thead>
<tr>
<th>Data source</th>
<th>Jul 19</th>
<th>Apr 20</th>
<th>May 20</th>
<th>Jun 20</th>
<th>Jul 20</th>
</tr>
</thead>
<tbody>
<tr>
<td>REINZ</td>
<td>$830,000</td>
<td>$925,000</td>
<td>$910,000</td>
<td>$928,000</td>
<td>$920,000</td>
</tr>
<tr>
<td>DVR sales¹</td>
<td>$832,750</td>
<td>$875,000</td>
<td>$880,000</td>
<td>$855,000</td>
<td>$870,000</td>
</tr>
<tr>
<td>Count of DVR sales</td>
<td>2,176</td>
<td>366</td>
<td>1,502</td>
<td>1,499</td>
<td>367</td>
</tr>
</tbody>
</table>

¹ 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. Public housing in Auckland

This section provides an overview of public housing demand and supply in Auckland region. These data are collected and distributed by the Ministry of Housing and Urban Development on a quarterly basis. In the March quarter 2020, 803 public housing applications have been housed with Kāinga Ora or with a Community Housing Provider.

<table>
<thead>
<tr>
<th></th>
<th>March quarter 2019</th>
<th>September quarter 2019</th>
<th>December quarter 2019</th>
<th>March quarter 2020</th>
<th>June quarter 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public housing stock</td>
<td>31,452</td>
<td>32,326</td>
<td>32,872</td>
<td>33,007</td>
<td>33,300</td>
</tr>
<tr>
<td>Public housing register -</td>
<td>4,846</td>
<td>5,257</td>
<td>5,456</td>
<td>6,086</td>
<td>6,617</td>
</tr>
<tr>
<td>housing register (top row)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>and transfer register (bottom row)</td>
<td>1,170</td>
<td>1,313</td>
<td>1,413</td>
<td>1,518</td>
<td>1,531</td>
</tr>
<tr>
<td>Public housing register</td>
<td>719</td>
<td>1,027</td>
<td>1,023</td>
<td>803</td>
<td>487</td>
</tr>
<tr>
<td>– applications housed</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Data source: Ministry of Housing and Urban Development

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14. 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.
Public housing supply

Public houses are properties owned or leased by Kāinga Ora and registered Community Housing Providers (CHPs) that can be tenanted by people who are eligible for public housing. (definition extracted from Ministry of Housing and Urban Development 2019, Public Housing in Auckland Region factsheet September 2019, page 1. 

Public Housing Register

The Public Housing Register is comprised of a Housing Register and a Transfer Register. The Housing Register is prioritised by need and consists of public housing applicants who have been assessed as being eligible. The Transfer Register is made up of people already in public housing, but who have requested and are eligible for a transfer to another property. (definition extracted from Ministry of Housing and Urban Development 2019, Public Housing in Auckland factsheet September 2019, page 3. 
Kōmiti Whakarite Mahere / Planning Committee Workshop: Auckland Unitary Plan – Universal Design

NOTES

Notes of a Planning Committee workshop held via SKYPE on Wednesday, 2 September 2020 at 11.45am.

PRESENT
Cr Chris Darby
Cr Josephine Bartley
Cr Cathy Casey
Deputy Mayor Bill Cashmore
Cr Fa’anana Efeso Collins
Cr Pippa Coom
Cr Linda Cooper, JP
Cr Alf Filipaina
Mayor Hon Phil Goff, CNZM, JP
Cr Shane Henderson
Cr Richard Hills
Cr Tracy Mulholland
Cr Greg Sayers
Cr Desley Simpson, JP
Cr Sharon Stewart, QSM
Cr John Watson
Cr Paul Young

From 11.51am
From 12.05pm
From 11.47am
From 11.55am
From 11.48am
From 11.49am

ALSO PRESENT
Rachel Peterson
Co-chair Disability Advisory Panel

ABSENT
Cr Angela Dalton
Cr Hon Christine Fletcher, QSO
IMSB Member Hon Tau Henare
Cr Daniel Newman, JP
IMSB Member Liane Ngamane
Cr Wayne Walker

Note: No decisions or resolutions may be made by a Workshop or Working Party, unless the Governing Body or Committee resolution establishing the working party, specifically instructs such action.
Purpose:
To explain the benefits of universal design in residential dwellings, to explore the need for timely intervention through the RMA, and to seek guidance on future work to introduce universal design into the AUP through a plan change.

Planning Committee Deputy Chair Cr J Bartley chaired the workshop

<table>
<thead>
<tr>
<th></th>
<th>Apologies</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Apologies from Cr Fletcher and Cr Newman were noted.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Declarations of Interest</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>There were no declarations of interest.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Universal Design</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>Celia Davison – Manager Planning – Central/South</td>
</tr>
<tr>
<td></td>
<td>Elise Copeland – Principal Specialist – Universal Access and Design</td>
</tr>
<tr>
<td></td>
<td>Elisabeth Laird – Planner – Central/South</td>
</tr>
</tbody>
</table>

A presentation was given.

Members asked and received answers to their questions.

Rachel Peterson, Co-chair Disability Advisory Panel, made closing comments

The workshop closed at 1.15pm
Memorandum 23 September 2020

To: Planning Committee, Waitakere Local Board, Albert-Eden Local Board, Ōrākei Local Board, Devonport-Takapuna Local Board, Kaipātiki Local Board, Waiheke Local Board

Subject: Update on the current status of the city centre programme

From: Barry Potter, Director of Infrastructure and Environmental Services

Contact information: Jenny Larking, Head of City Centre Programmes jenny.larking@aucklandcouncil.govt.nz

Purpose

1. To provide an update on the status of the city centre programme including:

   • significant projects that will be substantially complete over the next 6 - 9 months and opened for the public to visit and enjoy
   • the next phase of the city centre transformation, in particular the planning for Wellesley Street to re-open and Victoria Street to close in mid-2021
   • how we are supporting Aucklanders through change and telling the story.

Summary

• The city centre programme is working to deliver on the outcomes of the City Centre Masterplan, including providing an accessible, people-centric and vibrant city centre. An update on the impact of the COVID-19 pandemic and revised programme timelines was provided by memo on 23 July 2020.

• In addition to the impacts of COVID-19, there has been ongoing disruption to the city centre from both council and private construction. A number of significant projects will be substantially complete over the next 6 – 9 months opening up new spaces for the public to visit and enjoy, as well as opportunities to celebrate what the council group has delivered for Aucklanders.

• To support the next phase of the City Rail Link construction, planning is underway for the re-opening of Wellesley Street West in mid-2021 and the subsequent, expected 18-month closure of the Victoria Street intersection with Albert Street. The closure involves the temporary re-routing of 36 bus services, pedestrian route changes as well as infrastructure changes.

• The work is being closely coordinated with the planning of other projects in the area include Te Hā Noa – Victoria Street Linear Park, the Watercare wastewater project (Wellesley-Queen) and the Wai Horotiu/Queen Street Valley pilot.

• Subject to available budget, the city centre communications programme is being refreshed in preparation for the upcoming milestones and disruption. The campaign will begin in mid to late October 2020 with a marketing campaign targeting city centre users through digital and out-of-home channels.
Context

2. The city centre programme seeks to deliver on the outcomes of the City Centre Masterplan, including improving the vibrancy, accessibility, and attractiveness of the city centre. The programme supports growth and leverages existing public and private investment such as the City Rail Link as well as major international events.

3. The city centre programme is structured in a number of strategic delivery programmes encompassing projects funded by council, Auckland Transport and Panuku and delivered as integrated programmes of works. They include:

   - **Downtown** – delivers a connected and accessible waterfront, prepares for the growth of ferry services and supports further activation of Queens Wharf. The programme has been brought forward to align with the America’s Cup event (AC36) in 2021.

   - **Midtown and Uptown** - delivers improved pedestrian and public spaces around key transport hubs. The programme is aligned with and leverages off development opportunities from the City Rail Link and bus infrastructure, as well as the New Zealand International Convention Centre.

   - **The Waterfront** areas managed by Panuku are made up of four distinct precincts - Westhaven, Wynyard Quarter, Viaduct and Central Wharves. This programme builds on the success of the waterfront’s regeneration and continues to deliver an accessible and sustainable waterfront.

   - **AC36 Infrastructure** – delivers infrastructure for the America’s Cup event (AC36) as well as legacy for the city centre. America’s Cup AC36 infrastructure is jointly funded by the council and central government.

4. Staff provided an update to the Planning Committee and the Waitemata Local Board by memo on 23 July 2020, on the impact of the COVID-19 pandemic on the delivery of the city centre programme and revised timelines. While programmes have been impacted by the lockdown as well as reduced productivity due to COVID-19 restrictions, the majority of programmes in the city centre are progressing well and remain on target for completion.

Discussion

New Public Places and Spaces for People

5. There has been ongoing disruption to the city centre from council and private construction. In addition, city centre retailers are experiencing significantly reduced footfall and low customer numbers because of COVID-19 lockdown conditions and the increased number of people working from home.

6. A number of significant projects will be substantially complete during the next 6 - 9 months in the waterfront, downtown and Karangahape Road areas, and opened for the public to visit and enjoy. There is an opportunity to celebrate what the council group has delivered for Aucklanders.

7. Significant places that will be opened before Christmas include the Westhaven Marine Village that will house marine related amenities, including Chandlers, Brokerages, other specialist services and a food and beverage offering, Silo Park Extension - a new, public open space that was previously used as the Bulk Liquid Storage Terminal, Albert Street and Lower Queen Street urban realm that are delivered as part of the City Rail Link project.

8. A full schedule of major public places and spaces for people and completion milestones are included in the appendix.

The Next Phase of City Centre Transformation

9. To support the next phase of City Rail Link construction, Auckland Council, Auckland Transport, City Rail Link Limited and the Link Alliance are working closely to plan the reopening of Wellesley Street West in mid-2021 and the subsequent, expected 18-month closure of the Victoria Street intersection with Albert Street. Due to the COVID-19 lockdown, the Wellesley Street West reopening has been delayed.
10. In the transition, both the Wellesley Street West and Victoria Street intersections will remain open for a few days to minimise disruption and enable time for road users to find alternative routes in preparation for the Victoria Street intersection closure.

11. The Victoria Street closure involves the temporary re-routing of 36 bus services within the city centre, as well as infrastructure changes such as curb build outs, bus stops, and road layout changes. The work is being closely coordinated with the planning of other projects in the area including Te Hā Noa – Victoria Street Linear Park and the Watercare wastewater project (Wellesley-Queen).

12. The ‘Access for Everyone’ pilot for the Waikorotu/Queen Street Valley pilot has started, with the first co-design workshop scheduled for 24 September 2020.

13. The City Rail Link project tunnel boring machine, the Dame Whina Cooper Tunnel Boring Machine, is anticipated to arrive on New Zealand’s shores in October 2020. The Link Alliance is investigating opportunities for the public to view the tunnel boring machine before it’s placed at the tunnel portal in Mt Eden, ready for its first drive in April 2021.

14. Mining is scheduled to begin for Karangahape Station in September 2020 and the noise enclosure structure at Karangahape Station will be completed in October 2020. In November 2020, the Link Alliance will start to carefully deconstruct the historic bluestone wall on Albert Street.

15. The Link Alliance is progressing design of the public spaces surrounding City Rail Link stations. Early consultation on the form and function of the space with the community immediately adjacent to the station entrance at Beresford Square will take place in September 2020 to help inform design of the urban realm.

16. Panuku have in production a draft masterplan for Wynyard Quarter that reflects the changes that have been witnessed through the investment associated with the America’s Cup in 2018 and the future plans for Wynyard Point including a major headland open space. This draft masterplan is intended to be discussed with the Planning Committee in November 2020 with public consultation planned from November 2020 to March 2021.

Supporting Aucklanders Through Change and Tell the Story

17. A city centre communications and marketing programme was established in 2019 to connect the various project communication activity and provide a ‘vision layer’ to excite Aucklanders about the transformation of the city centre to a safer, greener and more people-friendly place.

18. This communication programme is anchored in the ‘Auckland’s Future in Progress’ brand framework which provides a consistent visual identity and narrative for programme across the council family.

19. The ‘Auckland’s Future in Progress’ programme was paused in March 2020 as the country went into the first COVID-19 lockdown and while Auckland Council worked through the impact of the Emergency Budget.

20. The city centre communications programme is being refreshed in preparation for the upcoming milestones and disruption. The programme will:
   - Help Aucklanders understand the benefits of individual infrastructure projects to maintain support through the disruption, and how the projects connect to an overall plan
   - Build an emotional connection to the overall vision for the city centre and why this transformation will benefit them and our region
   - Celebrate project milestones and invite Aucklanders to experience the benefits of them, such as new public spaces
   - Help residents and business to understand when and why changes such as road closures and infrastructure works will be taking place.

21. The programme will begin in mid to late October 2020 with a marketing campaign targeting city centre users through digital and advertising in public spaces. The reach of this campaign will be agreed based on available budget.
22. The marketing campaign will be supported by an ongoing public relations layer of storytelling through owned and earned media, and these stories will continue to highlight how council is delivering for Auckland. There will be opportunities for elected members to lead aspects of this storytelling plan.

23. This activity will provide a strong foundation for AT's 'Better Way' campaign to launch ahead of the Victoria and Albert Street intersection closure in 2021. The purpose of the Better Way campaign is to support people to find alternative ways to move around midtown.

24. The Auckland Council Communications team will continue to work closely with individual project communicators to find opportunities to promote the work of the council family and to excite Aucklanders about the future of the city centre and the progress being made.

25. An integrated Development Response Approach which aims to support residents, businesses and visitors through disruption and change is embedded in each of the city centre programmes. Through initiatives such as business capability-building programmes, activations which drive footfall spend, and community liaison to support those most affected, the development response approach for each project works to minimise the negative impacts of construction and support customers to be better prepared and adapt to change, before, during and after development.

**Next steps**

26. Staff will provide regular updates on the city centre programmes as the work progresses.
Appendix

The completion of major public places and spaces for people and milestones:

Completed / soon to be completed
- The infrastructure for 36th Americas Cup and associated auxiliary works has been completed by Wynyard Edge Alliance. This includes the completion of bases and spaces to host the event with the first race to be staged on the 17th of December 2020.
- Urunga Plaza, which adjoins the newly opened Park Hyatt Hotel was opened in early September. It is the first time the space has been open to the public since its previous industrial use and creates a new connection from Karangahape Plaza to join the Viaduct Harbour promenade.
- The first of five pōhutukawa trees will be planted in the Lower Queen Street on 29 September 2020. This is the first significant milestone for delivery of the project. Because of COVID-19 restrictions, City Rail Link Limited is planning a small event and photo opportunity for 10 people to mark this milestone.

October 2020
- Westhaven Marina Promenade (Stage 2) boardwalk structure is on track for completion in October 2020 and will provide a boardwalk from Buoy Café to Z Pier along the water’s edge.

November 2020
- Albert Street from Wyndham Street to Customs Street will be substantially completed in November 2020. City Rail Link Limited is planning to celebrate the completion of works after the central government’s October elections have taken place. The type of event held will be dependent on COVID-19 restrictions.
- Galway Street, between Commerce and Gore streets will open as a shared space. This will make the area more attractive and improve accessibility for increasing numbers of pedestrians. It is scheduled for completion in November 2020.
- The Westhaven Marine Village will be completed in November 2020. It will house marine related amenities, including chandlers, brokerages, other specialist services and a food and beverage offering.
- Silo Park Extension is a new, public open space that was previously used as the Bulk Liquid Storage Terminal. It is being delivered as part of the 36th America’s Cup infrastructure with completion in November 2020.

December 2020
- Lower Albert Street Bus Interchange is scheduled for completion in December 2020 and will function as a destination or starting point, or transfer between buses, ferries and trains.
- Lower Queen Street will create an enhanced public space between Britomart and the Commercial Bay shopping complex. The project is scheduled for completion in December 2020. A small event to bless and reopen the space to communities is planned. It is expected that the Waitāmatā Local Board will also have confirmed the name for the square before its returned to communities. The Waitāmatā Local Board will also have considered naming the square before it is opened.

February 2021
- Te Wānanga will be an exciting public waterfront space in the ferry basin between Princes Wharf and Queens Wharf and provide a focus and connection for downtown businesses, residents, visitors and locals. It is scheduled for completion in February 2021.
April 2021

- Karangahape Road Enhancement works will be completed in April 2021. This will provide more transport choices with a growing network of cycle ways, improved public transport, better pedestrian connections and upgraded street environments to create a sense of community and a destination rather than a thoroughfare.

- The Ferry Basin Redevelopment will deliver six new berths on the west side of Queens Wharf to support a modern, consolidated ferry terminal for Auckland. It is scheduled for completion in April 2021.

April to June 2021

- Quay Street Enhancement works are scheduled for completion in the first half of 2021 and will create an attractive street space with room for pedestrians, cyclists, and other modes of transport. This will enhance the connection between the city centre and the waterfront. Sections of the street will be progressively opened as work completes.
AUCKLAND’S FUTURE IN PROGRESS

22 September 2020

E HANGAIA ANA TE POKAPŪ Ā TĀONE MŌ Ō TĀTOU IWI
BUILDING A CITY CENTRE FOR OUR PEOPLE
AN UPDATE ON THE CITY CENTRE AND WATERFRONT PROGRAMME

• New public places and spaces for people
• The next phase of the city centre transformation
• Supporting Aucklanders through change and telling the story
PROGRAMME OVERVIEW

BARRY POTTER
DIRECTOR, INFRASTRUCTURE & ENVIRONMENTAL SERVICES
VISION – CITY CENTRE MASTERPLAN

“For Auckland’s city centre to be highly regarded internationally as a centre for business and learning, innovation, entertainment, culture and urban living – all with a distinctly ‘Auckland’ flavour.”

A city centre Aucklanders can be proud of.
WHERE WE ARE TODAY

- Significant programmes underway and nearing completion, including Downtown, AC36 America’s Cup infrastructure, Westhaven and Wynyard Quarter
- The City Rail Link project continues to transform the city centre. Contracts 1 & 2 works are wrapping up and Link Alliance works scaling up in the midtown, Karangahape and Mt Eden precincts
- Planning underway for midtown projects such as Te Hā Noa – Victoria Street Linear Park, as well as the draft masterplan for Wynyard Quarter.
New public spaces and places for people

- Infrastructure for 36th America’s Cup
- Ūrunga Plaza
- Pōhutukawa trees planted Lower Queen Street
- Westhaven Marina Promenade (Stage 2)
- Albert Street (Wyndham to Customs Street)
- Galway Street (Commerce and Gore streets)
- The Westhaven Marine Village
- Silo Park Extension
- Lower Albert Street Bus Interchange
- Lower Queen Street
- Te Wānanga
- Karangahape Road Enhancement
- The Ferry Basin Redevelopment
- Quay Street Street Enhancement
36 America’s Cup Infrastructure

Wynyard Quarter and Viaduct

AC36 works due for completion by Wynyard Edge Alliance

AUCKLAND’S FUTURE IN PROGRESS
Silo Park Extension
Wynyard Quarter

Completion (stage 1) by Wynyard Edge Alliance by November 2020

AUCKLAND’S FUTURE IN PROGRESS
New public plaza opened to public 4 September

Park Hyatt Hotel opened 16 September
Amey Daldy Park
Wynyard Quarter

New public park due for completion November 2020
Promenade completed by October 2020

Promenade Stage 2
Westhaven
Marine Village completed by November 2020.
LOWER QUEEN STREET SQUARE
Complete December 2020
CHIEF POST OFFICE BUILDING
Complete March 2021

AUCKLAND’S FUTURE IN PROGRESS
Albert Street – Wyndham to Customs Streets

Complete October 2020
KARANGAHAPE ROAD ENHANCEMENT
Complete April 2021

AUCKLAND’S FUTURE IN PROGRESS
OPPORTUNITIES FOR AUCKLAND

- Celebrate what the council group has delivered for Aucklanders
- Leverage AC36 America’s Cup in 2021
- Foster community and vibrancy to promote economic recovery
TE HĀ NOA
VICTORIA STREET LINEAR PARK
TE HĀ NOA – VICTORIA STREET LINEAR PARK

- Planning underway
- Focused on the areas outside CRL entrances on Victoria Street
- $33 million in Long-term Plan including current investigation stages
- Public consultation early 2021

City Rail Link render for Aotea station entrance on Victoria Street
CITY RAIL LINK
TUNNEL BORING MACHINE, DAME WHINA COOPER

AUCKLAND’S FUTURE IN PROGRESS
Attachment D

KARANGAHAPE STATION

AUCKLAND'S FUTURE IN PROGRESS
AOTEA STATION

AUCKLAND’S FUTURE IN PROGRESS
BACKGROUND - AOTEA STATION

Aotea station box
(Under Albert Street)

Victoria-Albert closure
mid 2021 – late 2022

Wellesley-Albert closed Mar 2020 – mid 2021

Mayoral Dr closed
Mar 2020 – 2024
## NETWORK IMPACT – ALL MODES

<table>
<thead>
<tr>
<th></th>
<th>Wellesley-Albert closure (Mar 2020)</th>
<th>Victoria-Albert closure (mid 2021)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Buses</strong></td>
<td>26 bus routes affected ~60,000 passengers per day</td>
<td>35 bus routes affected ~81,000 passengers per day</td>
</tr>
<tr>
<td><strong>General Traffic</strong></td>
<td>5,000 vehicles per day</td>
<td>15,000 vehicles per day</td>
</tr>
<tr>
<td><strong>Pedestrians</strong></td>
<td>5,000 pedestrians per day</td>
<td>6,000 pedestrian per day</td>
</tr>
<tr>
<td><strong>Cyclists</strong></td>
<td>Minor impact</td>
<td>Increasing numbers on Victoria St cycleway</td>
</tr>
</tbody>
</table>
Wellesley St re-opening

- Prepare do-minimum road and bus infrastructure for operation during Vic St closure, including double decker buses
- Undertake urgent design and utility diversions in central block, to prepare for future use as a main bus corridor after Victoria St reopens (funding dependent)

NETWORK IMPACT MITIGATIONS

Victoria St closure

- Modelling of impacts on traffic (scenario testing)
- Plan and implement new bus routes and associated infrastructure
- Provision for cyclists and pedestrians to cross the work sites
- Key stakeholder engagement
- Communications campaign

AUCKLAND'S FUTURE IN PROGRESS
## NETWORK IMPACT: EAST-WEST OPTIONS

<table>
<thead>
<tr>
<th></th>
<th>CURRENT</th>
<th>MIXED TRAFFIC OPTION</th>
<th>BUS ONLY OPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAYORAL DR</td>
<td><img src="image1" alt="Diagram" /></td>
<td><img src="image2" alt="Diagram" /></td>
<td><img src="image3" alt="Diagram" /></td>
</tr>
<tr>
<td>WELLESLEY ST</td>
<td><img src="image4" alt="Diagram" /></td>
<td><img src="image5" alt="Diagram" /></td>
<td><img src="image6" alt="Diagram" /></td>
</tr>
<tr>
<td>VICTORIA ST</td>
<td><img src="image7" alt="Diagram" /></td>
<td><img src="image8" alt="Diagram" /></td>
<td><img src="image9" alt="Diagram" /></td>
</tr>
</tbody>
</table>

- Detailed design optiengineering and traffic modelling are ongoing to agree the best configuration for the section of Wellesley Street between Queen Street and Albert Street.
- Options include:
  - mixed traffic both directions
  - buses only, both directions
  - buses only, westbound
- Working closely with CRL, Queen St Pilot and Watercare project teams

**AUCKLAND’S FUTURE IN PROGRESS**
CITY CENTRE BUS ROUTES - CURRENT VS. FUTURE

Attachment D

Item 13
CURRENT: QUEEN & VICTORIA STREET BUS NUMBERS

Morning peak (8:00am – 9:00am)
Attachment D

Item 13

MID 2021: QUEEN & WELLESLEY STREET BUS NUMBERS

Morning peak (8:00am – 9:00am)
ESSENTIAL INFRASTRUCTURE REQUIRED

- Right-turn from Wellesley Street East (eastbound) into Mayoral Drive to be enabled for buses only
- New bus stops, lane markings and curb buildouts on Wellesley Street
- Double decker clearance
- Queen St bus stop changes
- New bus stops for southbound services on Lower Albert Street to be opened

AUCKLAND’S FUTURE IN PROGRESS
LOOKING BACK – WELLESLEY STREET

Learn from our lessons

• Campaign launch
• Stronger DR implementation
• Prompt conversations with key stakeholders

Recreate and build on successes

• Go to the people
• Messaging saturation
• Responsive actions to feedback

AUCKLAND’S FUTURE IN PROGRESS
LOOKING FORWARD

- Long term awareness build
- Engaging and involving key stakeholders early
- Robust campaign and development response initiatives

Key dates
- Late 2020 – public announcement
- Three months prior – campaign launch
- Four weeks prior – heightened campaign
TELLING THE CITY CENTRE STORY
CONSTRUCTION IS ONE OF THE FEW CONSTANTS IN 2020

- Construction of the programme is continuing at pace in the city centre.
- The next nine months will see major milestones being achieved with the opportunity to celebrate what has been delivered.
- Disruption will continue to impact movement around the city centre for many years.
- A focus on building and maintaining public confidence in the council group’s ability to deliver city centre development remains.
MAINTAINING AUCKLANDERS SUPPORT FOR THE CITY CENTRE PROGRAMME REMAINS CRITICAL

- Impact of Emergency Budget means Aucklanders need to see the benefits of continued investment in the city centre.
- The business community is looking for leadership from Auckland Council to attract people back to the city centre and aid recovery.
- Further disruption is coming with the closure of Victoria/Albert Street intersection.
KEY INSIGHTS

• People will tolerate major disruptions if they know why the change is happening and what benefits are

• The vast majority of Aucklanders who have seen the AFIP campaign or Progress AKL website agree that:
  ▪ Information about developments and projects makes them think progress and improvements are happening
  ▪ Knowing that progress and improvements are happening makes them feel more proud of Auckland

• Aucklanders who are aware of the AFIP campaign or the Progress AKL website are significantly more likely to have positive attitudes towards Auckland Council
THE COMMUNICATIONS JOB TO BE DONE

Get Aucklanders to think that..

- The city centre is still open for business and there is lots of great things happening there
- The developments will make the city more people-friendly and accessible
- The city centre is becoming more sustainable and set up for the future
- Auckland Council is doing a great job in the city centre

So that…

- People are aware of the great things happening in the city centre and they’re encouraged to come and experience it
- Businesses feel more supported
- Aucklanders talk positively about development and how Auckland Council is investing wisely to deliver the city centre vision
<table>
<thead>
<tr>
<th>Communications strategy</th>
<th>Vision layer – awareness and understanding of Auckland’s Future in progress and project benefits to show delivery and celebrate achievements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned and coordinated delivery of communications and engagement across all of our activity in the city centre</td>
<td>Combination of paid and earned media to support always-on city centre-wide campaign</td>
</tr>
<tr>
<td>One city centre-wide story told and reinforced across all projects</td>
<td>1</td>
</tr>
<tr>
<td>Help Aucklanders who are frustrated with disruption to become more empathetic and supportive by building understanding of why the infrastructure projects will benefit them and showing proof of delivery</td>
<td>2</td>
</tr>
</tbody>
</table>
PROGRAMME STRUCTURE

Always on to build awareness and familiarity and to explain what is coming

Digital display advertising
Out of home campaign
Content partnership
Out of home campaign
SEM

Tactical comms plans for each with messaging and imagery providing connection back to AFIP

1 VISION LAYER

2 TACTICAL LAYER

Indicative timings only
REACHING AUCKLANDERS

Marketing campaign
- Digital and out of home campaign targeting city centre users
  - Display advertising (static and video)
  - Street furniture and posters
  - Search engine marketing
  - Social media (group channels)
  - Service centre & libraries
  - Karanga kiosk & Aotea Station hub
  - Site hoardings
  - AT inventory

Content partnership
- Storytelling content that connects Aucklanders to the vision for Auckland
  - Digital content distributed through media partnership
  - Digital display within site
  - Print or radio placement (depending on outlet)

PR plan
- Targeted media engagement to both inform and excite about the city centre programme
  - Targeted media (industry and mainstream media)
  - OurAuckland content (video, feature stories) promoted through council group channels
  - ‘Shareable’ content provided to elected members and stakeholders for their own channels
A DEVELOPMENT RESPONSE APPROACH

Minimise negative impacts
- Mitigate construction impacts
- Coordinate activity to reduce frequency and duration in a location
- Consider methodology and design for minimum disruption and impactful interventions

Increase alignment across council group
- Aligned systems, processes and project management framework
- City-wide place-based view of governance, planning and priorities
- Culture change and high standards which support customer expectations

Empower communities
- Engage communities to help them understand, value and participate in development
- Support customers to be better prepared and adapt to change
- Strengthen neighbourhood connectedness and resilience
A DEVELOPMENT RESPONSE APPROACH – K ROAD STREETSCAPES

Karangahape Road Business Association - KBA with Naked Accounting.

In times of uncertainty, facts help us make the calls. Naked Accounting are hosting two free workshops for the Karangahape Road business community, to help you get these facts. They’ll be talking about how to use data that most businesses already have to make informed decisions through cash flow projections and budgeting.

Event and registration details here: facebook.com/nakedstevie
Saturday, 19th September (10am-12pm)... See more

CASH IS KING

FREE WORKSHOPS FOR KARANGAHPA ROAD BUSINESSES

GAIN CERTAINTY IN UNCERTAINTY WITH CASHFLOW PROJECTIONS AND BUDGETS

SATURDAY 19TH SEP 10AM-12PM
MONDAY SEP 21ST 6PM-6PM
MONSTER VALLEY.

AUCKLAND’S FUTURE IN PROGRESS
NEXT STEPS
LONG TERM PLAN 2021 - 2031

- **Today**: Update on the city centre programme
- **14 October**: Political Briefing – Finance and Performance Committee
- **Late October / November**: Further engagement on long term plan outcomes
WYNYARD QUARTER
MASTER PLANNING UPDATE
A working document that focuses on the next stage of development in Wynyard Point.

Mana Whenua engagement underway

Public ‘have your say’ and key stakeholder engagement Nov 2020-March 2021
Memorandum

25 September 2020

To: Planning Committee and all local board members

Subject: Strategic implications of recent Urban Growth Agenda reforms

From: Jacques Victor – GM Auckland Plan, Strategy and Research
       Simon Randall – Team Leader Strategic Scanning

Contact Information: simon.randall@aucklancouncil.govt.nz

Purpose

1. To highlight the strategic implications for council and Auckland of recent reform related to the Urban Growth Agenda (UGA), and the relationship of these to other areas of recent central government reform.

Summary

- The recent reform under central government’s UGA has strategic implications:
  - current approaches and tools which shape urban form do not align with aspects of the UGA and will be weakened
  - delivery of Auckland Plan outcomes is potentially compromised
  - alignment to environmental and climate outcomes become more challenging
  - monitoring requirements become more extensive and complex, and decision making will need to consider monitoring in a more deliberate way
  - partnership and influence become more important tools for council.
- Other areas of central government reform, particularly in terms of climate change and environmental management such as freshwater, are not integrated well with UGA reforms.
- Urban growth will continue to be a focus for further reform, particularly the reform of the resource management system.

Context/Background

2. The Urban Growth Agenda is central government’s reform programme aimed at increasing development capacity and addressing infrastructure funding and financing.

3. In the last three months there have been several new reforms enacted which have widespread strategic impacts on Auckland Council. These include the National Policy Statement on Urban Development (NPS-UD), the Infrastructure Funding and Financing Act (IFFA), and the Urban Development Act (UDA).

4. Separate detailed updates on each of these reforms and their operational implications have been provided to elected members. The purpose of this information memo is to consider the implications of the reforms as a whole.

5. The recent developments in the Urban Growth Agenda also intersect with other central government reform, particularly in the areas of climate change and environmental management.
Discussion

Auckland Council’s current approaches to shaping urban form do not align with aspects of the UGA and will be weakened. Delivery of Auckland Plan outcomes is potentially compromised.

6. Currently council has a strong ability to influence the region’s urban form. This is primarily through setting strategies, plan-making, regulatory decision making, and infrastructure investment decisions. This council has used these tools to promote a compact urban form which supports the Auckland Plan 2050 outcomes, maximises the use of existing infrastructure, aims to protect and enhance the natural environment through development, and expands into future urban areas in a deliberate planned way.

7. Council’s understanding of where and when growth is likely to occur informs a number of key decisions, in particular the provision of infrastructure and services through the Long-term Plan (LTP). The aligning of growth and infrastructure also allows coordinated action between public and private infrastructure providers and the development sector. This includes the council and Council-controlled organisations, central government and private developers. Planning for growth in such a deliberate manner – through the Auckland Plan Development Strategy and Future Urban Land Supply Strategy for example – is to provide as much certainty as possible to all parties involved, and to address the very real issue of infrastructure delivery and funding.

8. Recent reforms could challenge this in several ways:
   - Kāinga Ora now has extensive urban development powers, including the ability to require changes to the Auckland Unitary Plan in its agreed specified development project areas which support its strategic aims. Such changes do not have to be consistent with the Unitary Plan or the Auckland Plan development strategy. Auckland Council would have limited ability to prevent such proposals.
   - Kāinga Ora will undertake development at scale which will impact the evolution of the region’s urban form. Broadly speaking, this is not at odds with Auckland Plan outcomes. However, given its extensive landholdings in Auckland, these are the areas likely to see the greatest intensification by Kāinga Ora, regardless of its desirability in certain locations. This increased growth would have a significant impact on Auckland Council’s infrastructure investment plans.
   - Private plan changes which would enable significant development outside of Auckland’s current urban area are to be dealt with “responsively” provided they meet certain criteria, even when these changes are out of sequence with council’s land supply strategy.
   - Metropolitan centres and areas within the walkable catchment of existing and planned rapid transit stops are required to have heights of at least six storeys. Other areas well served by transport and community services or with high demand may also see increased heights and densities required. This will provide increased development potential across Auckland and has significant implications for the Council’s strategic planning, anticipated growth locations, Auckland’s urban form, and infrastructure planning and provision.
   - Private developers can propose the use of Special Purpose Vehicles to central government in order to deliver infrastructure to support development in areas not initially envisaged in council’s plans and strategies. This again potentially has infrastructure planning and provision implications.

9. These reforms aim to strengthen the requirement for a future development strategy (the Auckland Plan’s Development Strategy) to align planning and investment decisions by council. However, there is a real risk of misalignment between council decisions and how Auckland develops given the increased powers of Kāinga Ora and potentially private developers. This will be difficult to anticipate in such a strategy. It could also mean that the strategy has to be continuously updated to reflect such development, undermining the notion of any degree of certainty.

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1 A detailed site by site analysis is generally required to exclude an area for reasons other than the area being of national significance.
10. As a result, Auckland’s development pattern may be more fragmented and may not achieve the Auckland Plan 2050’s desire for a quality compact urban form, where development:
   - is accessible by public transport, walking and cycling
   - is within a reasonable walking distance of services and facilities
   - maximises efficient use of land
   - allows coordination of infrastructure to support growth in the right place at the right time.

11. Mitigation of these risks will require strong relationships with Kāinga Ora and larger private
developers, greater understanding in real time of their forward development intentions, and
more frequent revision of plans and strategies.

Alignment of development outcomes with environmental and climate outcomes become more
challenging

12. The way Auckland has developed over time has contributed to its increasingly degraded natural
environment. Development in greenfield areas can increase this degradation and can contribute
to climate change, particularly through increased transport emissions.

13. Recent RMA amendments enable the consideration of emissions in regulatory plans and require
it at the consenting stages. Climate change is both an objective and policy of the NPS-UD.
However, these aims may conflict with other aspects of the NPS-UD such as the qualified
support for out of sequence development and moving away from compact forms of
development.

14. The urban growth reforms are, however, silent on either how environmental outcomes will be
achieved alongside development, or what potential there is for negative impacts, such as
council being required to be responsive to plan changes which would cause out of sequence
greenfield development.

15. The requirements of the Resource Management Act (RMA) to manage effects of such
development still stand, but the UGA reforms do not make it clear how this is to be achieved
alongside the new requirements.

16. Central government has also introduced other reforms focused on environmental and climate
outcomes, in particular the National Environmental Standards for Freshwater (NES-FW),
National Policy Statement on Freshwater Management (NPS-FM), and the proposed National
Policy Statement for Indigenous Biodiversity (NPS-IB) likely to be gazetted in April 2021.

17. The upcoming National Policy Statement on Highly Productive Land (NPS-HPL) will require the
protection of highly productive land in rural areas. This will potentially conflict with the NPS-FM’s
requirements to protect stream health, and the NPS-UD’s requirements to be responsive to
housing expansion in greenfield sites.

18. The Resource Management Reform Panel’s proposed legislative model would address some of
these potential conflicts. While more enabling of development, it restricts this to approaches and
locations where this would be within environmental limits. Central government will respond to
the Panel’s proposal in the new term.

19. Council is required to make changes to strategic documents and the Unitary Plan to implement
these national policy statements and council will need to have resolved how it will address these
potential conflicts by this point.

Our monitoring requirements have increased, and our decision-making will become more
complex

20. Traditionally council has had a range of monitoring and reporting requirements, particularly of
the natural environment. Current requirements are relatively broad, and the requirements to act
on these are equally so.

21. Recent reform introduces detailed monitoring and reporting requirements for the urban system
which act as triggers for mandatory council responses to, for example, release more land for
housing or business (or otherwise enable capacity).
22. The closer linking of new monitoring requirements to action will require significant work to set up and implement. As urban systems are dynamic and complex this will be challenging.

23. The increased monitoring requirements and linkages to decision making is paralleled in the recent freshwater reforms. Monitoring of both urban and freshwater systems could result in a requirement to deliver potentially conflicting outcomes, e.g. increased greenfield development and improved stream water quality. Outside of plan changes, councils will be required to implement action plans for several freshwater attributes (e.g. sediment) where they fall below particular thresholds considered harmful to environmental outcomes.

24. The Resource Management Reform Panel’s report places specific emphasis on the need for changes to systems monitoring. This reform is likely to resolve the potential conflicts that separate monitoring requirements will create (e.g. environmental vs development capacity monitoring) but is also likely to continue to increase emphasis on monitoring and direct feedback loops to decision making for council.

25. Monitoring and evidence driven decision making is a key focus for central government across several systems. For example, central government’s local governance for community well-being initiative identified the need for councils to better utilise wellbeing data in planning.

26. These reforms are a positive step towards more responsive plans and decisions. However, they do mean that council will be required to monitor more across a range of systems and be able to use this evidence to support integrated decision making.

**Increasing intervention by other stakeholders will require different council approaches, and more and better collaboration**

27. As the influence over the urban system becomes more dispersed, and our need to understand and react to changes increases, council’s relationships with key stakeholders will become more important. The balance of these relationships may shift and our approach to them will need to adjust accordingly.

28. Our existing relationships with Kāinga Ora is collaborative in nature. Building on this relationship offers the opportunity to take advantage of their expanded powers and funding to deliver better outcomes.

29. Other reforms will expand the emphasis on relationships and partnership. The Resource Management Reform Panel for instance proposes significant change in terms of partnerships with Māori which will see mana whenua share decision making or be delegated decision making. Likewise the NPS-FM requires the active involvement of Māori in freshwater management.

**Next steps/implementation**

30. These strategic issues will require careful navigation in a number of upcoming decisions by council, particularly
  - implementation of recent national direction and RMA amendments, including changes to the Unitary Plan
  - council’s approach to monitoring and associated support and investment decisions in the LTP
  - the 30-year infrastructure strategy and associated investment decisions in the LTP.

31. Implementation of the NPS UD will be the subject of a Planning Committee workshop on 30 September.

32. Should the current government be re-elected in some form, this reform programme will also dominate part of our relationship with central government over the next three years.

33. The next stage of the resource management reform, likely to occur in early 2021 is an opportunity for council to advocate for more integrated approaches which deliver the outcomes sought across urban and natural environments.