



19-D-00424

s 9(2)(a)

Dear s 9(2)(a)

Thank you for your emails of 8 March 2019 to the Ministry for the Environment (MfE) and the Department of Internal Affairs (DIA), requesting the following under the Official Information Act 1982 (the Act):

"A copy of Auckland Council's request to Central Government of November 2011; and any supporting documents received from Auckland Council that accompanied that request. Please also advise whether there are any further supporting documents which followed that request."

I am responding to your request on behalf of MfE and DIA. We have identified two documents within the scope of your request:

- a letter from Len Brown, Mayor of Auckland to Rt Hon John Key, Prime Minister dated 29 November 2011
- "Briefing paper to Incoming Government from Auckland Council", 29 November 2011

Both of these documents are released to you in full. MfE and DIA do not hold any further documents from Auckland Council in support of the letter dated 29 November 2011.

Please note that due to the public interest in our work, MfE will publish responses to most of our requests for official information on our web site shortly after the response has been sent to you: www.mfe.govt.nz/about-us/official-information-act-requests.

If you have any queries about this, please feel free to contact our Executive Relations team by email at ministerials@mfe.govt.nz.

Yours sincerely

Lesley Baddon
Director, Natural and Built System

29 November 2011

Rt Hon John Key
Prime Minister
Parliament Buildings
WELLINGTON

Dear Prime Minister

BRIEFING PAPER TO INCOMING GOVERNMENT FROM AUCKLAND COUNCIL

Congratulations on your success in the general election.

It has been said many times that the success of Auckland is inter-woven with the success of New Zealand. My Council and I look forward to working with you and your Government to ensure mutual success for the people of Auckland and the people of New Zealand.

Since the Auckland Council's inauguration on 1 November 2010, there have been remarkable achievements in areas of governance, operations, planning and finance. We are moving at pace to implement our major planning documents that will shape the future of Auckland for the next 30 years.

The purpose of this briefing paper is to engage with your Government at the earliest opportunity on major policy or legislative issues which we consider are essential for the ongoing momentum and success of Auckland. The policy issues raised with you in the attached briefing note cover:

- proposed legislative link between the Auckland (Spatial) Plan and other Plans under the Resource Management Act and Land Transport Management Act
- adopting a "place-based" approach to planning and delivery
- alignment of Government and Auckland Council objectives on the Southern Initiative
- transport planning and funding
- population growth, housing and funding
- implementing the Auckland Plan through Unitary Plan provisions
- other Resource Management Act amendments
- infrastructure: benefit/cost analysis and social discount rate
- E-voting in Local Government
- regional governance and funding legislation for amenities

I would be pleased to meet with you to discuss these important issues at your earliest opportunity. My office will be in touch with yours to arrange a time.

Yours sincerely



LEN BROWN
Mayor of Auckland

THANKS FOR NOT SENDING
THIS TEXT!

Briefing paper to Incoming Government from Auckland Council

1. Overview of progress in the first year

There have been many achievements of the Auckland Council in its first year since 1 November 2010. These have included:

Governance – establishment of the co-governance model in legislation including the Governing Body and Local Boards. The Independent Maori Statutory Board is in place and delivering. Council-controlled Organisations are operating effectively.

Planning – the Draft Auckland (Spatial) Plan has been produced, along with the Draft Economic Development Strategy, Draft City Centre Masterplan and the Draft Waterfront Plan. They are currently subject to consultation. Local Board Plans for all 21 Local Boards have been signed off. The Draft Long Term Plan 2012/22 will be released for public consultation in February 2012.

Financial – the rates increase for 2011/12 was 3.94%, compared with a projected increase of 9.3% from ATA transition costs and long-term plans of legacy councils. The 2011/12 capital-raising of \$500 million was the largest in New Zealand. The council has been operating with 2,000 people less than the total of the previous legacy councils. Savings of \$144 million were achieved in the first year.

Operational – the council has continued to provide standards of service across all activities at levels as great or greater than the previous councils. There were no systemic failures. The Rugby World Cup 2011 (after resolving some issues on opening night) was a stunning success for Auckland and New Zealand. The civil defence capability has been tested and proven. Commitment has been obtained to designate the route for the City Rail Link and that work is in progress.

2. The Auckland Plan – Final to be adopted by 29 February 2012

Auckland has seized the opportunity to prepare its first spatial plan under the principles of being *simple, fast, bold and innovative* and in accordance with international best practice – co-production with Government, business and community. The Plan:

- Requires shared and agreed multi-sector action plans and an updated regulatory context to enable delivery. It is critical that the strategy is married with delivery and that the Auckland Plan does not become a plan that sits on a shelf, otherwise any confidence in spatial planning will be lost.
- There has been excellent involvement and engagement in the preparation of the Auckland Plan, resulting in 1972 written submissions as part of the formal statutory consultation procedure (The London Plan received only 1000 submissions).

- Over 850 submitters requested to be heard. Hearings included new innovative workshop forums; marae hearings; Fale Pasifika venue and traditional hearings, provision for te reo Maori and sign language. Special needs, eg for disabled persons, were also accommodated.
- Deliberations and decision-making for the Auckland Plan is the responsibility of the full Governing Body of Auckland Council (the Auckland Future Vision Committee).
- The final Plan will be printed and available by the end of March 2012.

3. The Auckland Plan – Threats and Opportunities – Statutory Context

- The Auckland (Spatial) Plan is required by law (Section 79 Local Government (Auckland Council) Act 2009) to enable coherent and co-ordinated decision making of Council and other parties and to provide a basis for aligning implementation plans, regulatory plans and funding programmes by Auckland Council.
- However, a key threat to the timely implementation of the Auckland Plan is the legislative vacuum in the Resource Management and Local Government Acts; neither of which acknowledge and provide for the legal requirement for a spatial plan in the Auckland Council legislation. As Auckland Council is currently the only local authority required to prepare and adopt a spatial plan, it is the only local authority affected by this gap in the legislation.
- The absence of legislation giving status and effect to the spatial plan during its preparatory, consultation and decision-making stages creates major risks and uncertainties for Auckland Council, the Government, key infrastructure providers, and other stakeholders in the spatial planning process.
- The Government is especially affected, given the level of its expenditure in Auckland, estimated to be \$17.2 billion or 32% of its national expenditure in 2007.¹ The Government already recognises spatial planning as a tool that can help it deliver on national objectives, and ensure that central and local government objectives are well aligned.²
- Additionally, it creates uncertainty in the context of the scale of Government, local government and private sector investment, and the lead times for major projects. While there are non-legislative ways in which the policies and objectives of the Auckland Plan could be met (for example, by negotiation and information sharing to align investment strategies and objectives) these are far less effective without the certainty provided by clear and unambiguous legislation.

¹ "Building Competitive Cities – Reform of the Urban and Infrastructure Planning System: a Discussion Document", Ministry for the Environment, October 2010, page 10.

² Building Better Cities, page 22.

- Under the current legislation, there will also be overlapping processes without any statutory linkages between the spatial plan and the new Unitary Plan which is under preparation.
- Council has a proposed interim solution that it would like to progress with the Government. This solution would require immediate amendments in the first instance, on a transitional basis, to the Local Government (Auckland Council) Act 2009 to ensure there is a clear relationship between the spatial plan and other plans under Resource Management Act 1991 and Land Transport Management Act 2003 until 1 July 2014.
- It is proposed that the amendments be strictly limited to address the specific Auckland circumstances. Proposed amendments would ensure that existing documents such as the Regional Policy Statement and the Regional Land Transport Strategy are replaced by the Auckland Plan (or are excluded from consideration in related regulatory processes if they are inconsistent with the Auckland (Spatial) Plan). This would ensure that the spatial plan can achieve its statutory purpose.
- This proposal is consistent with Government's desire to simplify the planning framework. With respect to proposed changes to the Land Transport Management Act, the Council also considers the circumstances in Auckland are unique and that the Auckland Plan necessarily needs to set the high level long term objectives for transport. The Regional Land Transport Plan would be the operational plan set by Auckland Transport.
- Council supports fewer plans with the relevant high level transport objectives being set in the Auckland Plan and Auckland Transport delivering on these through its Regional Land Transport Plan. These comments are being made to the Minister of Transport as part of feedback on the proposed changes to the LTMA 2003.
- Draft legislative provisions to address the problem outlined above have been prepared for consideration.

4. The Auckland Plan – three key policy issues

4(a) Adopting a “place-based” approach to planning and delivery:

- The Auckland Plan deliberately adopts a “place-based” approach. This is based on international research and delivery which identifies that there are strong economic reasons for a “place-based” approach. These include:³
 - Drivers of productivity coming together in places – places offer a combination of assets which can boost the productivity of firms and attract skilled workers

³ Communities and Local Government, London: Why Place Matters and Implications for the Role of Central, Regional and Local Government: Economic Paper 2.

- ▶ Place can and does impact on economic and social outcomes – market failures impact differently in different places; Government policies have spatial impacts
- ▶ There are limits to peoples' ability to move and commute – mobility often affects the low skilled, or those who have invested in location specific skills
- ▶ Place enables targeting of concentrated groups – vulnerable groups tend to be concentrated in particular places, offering a way of targeting and tailoring services. There is also a need to co-ordinate generally the way in which policies come together in place
- A place-based approach allows central government and Auckland Council to align their activities and programmes to deliver physical and social infrastructure and programmes together in the same place at the same time which is the basis of integrated spatial planning. This enables efficiencies and appropriate rationalisation, avoiding duplication of effort. It also provides certainty to the private sector and third parties of public sector investments, thereby enabling them to better make their own investment decisions based on transparent public decision-making
- International best practice also demonstrates that “place management” is required to achieve the best outcomes for social housing, eg the Kensington Social Housing Model, Melbourne. These models ensure that community development, economic development and housing are achieved together all in one place.
- The Council seeks ministerial support for all Government departments to integrate their planning and delivery in accordance with “place-based” principles. The Council acknowledges that some activities necessarily require a network response, eg transport, but nevertheless even these activities can have some prioritisation around place.

4(b) The Southern Initiative

- The Southern Initiative comprising the geographical area of 4 Auckland Local Boards (Papakura, Mangere-Otahuhu, Otara-Papatoetoe and Manurewa) with a population of 300,000 residents has been identified in the draft Auckland Plan as one of two big “place-based” initiatives. The other is the city centre. The Southern Initiative has been afforded a top priority in the draft Plan, recognising that this area, particularly around the airport, is a centre and driver for economic opportunity and innovation; generates significant employment and contributes to the productivity of Auckland and New Zealand. It is the gateway to Auckland and New Zealand, and connects both people and exports to the world.
- Additionally, it has a rich natural and cultural history with tangata whenua re-establishing around traditional marae and the Manukau

harbour. The harbour itself is regenerating following the upgrade of the wastewater treatment plant and abutting the harbour lies significant natural and cultural heritage such as the Otuataua Stonefields which are in public ownership. There is an opportunity to build on these attributes so that they serve not only the local community, but become a tourist destination in their own right. The vision is that the Manukau harbour and its surrounds match the splendour and opportunities currently emerging at the waterfront and downtown Auckland.

- The area is also a Pacific hub where many Pacific peoples enliven the diversity of the area and contribute to Auckland being the biggest Pacific city in the world. This richness is expressed through a range of activities such as the Otago markets, the Mangere Performing Arts Centre and TelstraClear Pacific Events Centre which forms part of an emerging network of Pacific activities of interest to all.
- At the same time, despite these attributes, The Southern Initiative is an area where the scale and magnitude of social need means that it is deserving of focused and integrated planning and delivery from central and local government, business, third party sectors working with local community leaders. Challenges include areas that have over 80% of residents living in high deprivation, 50% of school leavers leaving with, at best, level 1 NCEA, 36% youth unemployment and 20% of families living in overcrowded houses. One third of the households are Housing New Zealand tenants. This area is very youthful, with over 80,000 children under the age of 15 years. They represent a significant proportion of Auckland's future leaders and employees.
- There are a significant number of submissions from across Auckland on The Southern Initiative, the majority of which support the concept of a customised solution in this area. Submissions in support include those of many local boards, iwi, Auckland residents, educational institutions, Auckland International Airport Ltd, Villa Maria, Committee for Auckland amongst others.
- The Council would like to work, as a top priority, with government to enable a shared and agreed multi-sector action plan to underpin and advance the goals of The Southern Initiative. These goals include strengthening children and families in stable homes through a range of initiatives from early childhood learning and parental support; improvements in public passenger transport; delivery of affordable housing as well as taking advantage of the economic opportunities to transform the area.
- The Council recognises that social development is a primary role of central government and the Council has no wish to become involved in funding of social development initiatives. Nevertheless, the Council is acutely concerned about the wellbeing of its community and its young people in particular. Council is involved in programmes such as libraries, community development and

sport and recreation which contribute to social wellbeing. It also has a primary role in local urban development which creates conditions for strong communities. The Council would like to work closely with central government so that the initiatives in the Auckland Plan are aligned with and support government's social development objectives.

- While the Council has put a particular priority on The Southern Initiative, it is also acutely conscious that there are areas of social deprivation in other parts of Auckland, and has proposed initiatives in the "Auckland's People" chapter of the Draft Auckland Plan focused on raising educational achievement and other social development initiatives across the whole of Auckland.

4(c) Transport Planning and Funding:

- The Auckland Plan treats the transport network (including state highways, arterial and local roads, freight, rail bus and ferry services, walking and cycling, ports and airports) as one integrated system. The idea that the transport system should be an integrated system should be maintained in any amended purpose within the Regional Land Transport Management Act reform.
- The Council also seeks to have a funding and investment policy based on the provision of a multi-modal package of transport initiatives. The multi-modal approach to transport planning and delivery is required to achieve a reduction in the congestion on roads (by private vehicles). Such a reduction will improve levels of service for freight and business vehicles. Growth in Auckland is such that bus services on some routes in Auckland will double and triple even with the addition of the City Rail Link. The Council is also ensuring programmed road works on key freight corridors at the same time as enhancing public transport (PT) (eg upgrading Neilson St to connect SH1 to SH20 commences November 2011). Additionally, it is extending cost effective solutions, eg extending school travel plans – "walking buses"). This approach also requires cost benefit analysis to consider social discount rates in keeping with international practice that take account of long term costs and benefits that may accrue to PT differently than would accrue to improvements in the roading network.
- The City Rail Link is key to the Council's package of transport initiatives. It will greatly enhance the efficiency of the rail network, support transformational change to public transport, reduce congestion for motorists and freight on motorways and arterial roads, and facilitate economic growth in the city centre and beyond. The Council is still investigating funding options and would welcome the opportunity for further discussions with the government. In the draft Long Term Plan it is proposed to fund the

\$2.4 billion construction cost (in 2010 dollars) from the following sources:

- New Zealand Government financial assistance 50%
 - development contributions 2.5%
 - alternative funding sources 30.9%
 - general (region-wide) rates 16.6%
- The final Auckland Plan and City Centre Masterplan work includes establishing achievable growth projections for the CBD, and an integrated land use plan and multi-modal transport plan which considers a thorough analysis of alternatives. It is also considering intensification of residential developments along rail corridors, and implementation of additional Park'n'Ride sites and bus feeder services that will enhance rail patronage. Auckland Transport and Auckland Council have been working together with Ministry of Transport and NZTA, on the evidence base for the City Rail Link. This work is expected to be completed in time for a report to Government in the June quarter of 2012 with a view to Government support for the development of a new business case for the project.
- A further policy requirement sought to enable delivery of an integrated transport network in Auckland is flexibility for alternative funding mechanisms, including the option for regional fuel taxes. The Council seeks to work with the Ministry of Transport to address any concerns regarding regional fuel taxes, and other alternative road pricing tools, eg congestion charges or network pricing. The Mayor intends to consult on such options early in 2012 and the Council would seek legislative change as appropriate following investigation. It would be expected that any new funding mechanisms would be able to be effective for the three-yearly review of the Long Term Plan (LTP) in 2015.

4(d) Population Growth, Housing and Funding:

- The Auckland Plan and the Unitary Plan (giving effect to the Auckland Plan) will both have provisions to ensure a sufficient forward supply of land with unencumbered development capacity (ie the necessary infrastructure and zoning is in place) for the market to respond. However, there are areas within Auckland where the market conditions are such that the private sector will not necessarily invest even where infrastructure and zoning are in place. The private sector requires commercial returns for its development, and in areas identified for regeneration the Council will need to incentivise the private and third party sectors to be active partners in the delivery of housing. There is a degree of urgency to initiate new solutions to the housing crisis in Auckland. The Tamaki Transformation Programme model is one model where

Council and Government can pool assets and leverage off those through joint ventures. But there needs to be more than one solution available to improve the provision of housing in Auckland. Scale is critical for economies of scale. There may need to be alternative funding and incentives to encourage amalgamation of sites. The Council appreciates that the housing solution requires everyone to do their part. While the Council is prepared to amend its planning tools, this in itself will not produce the necessary quantum of housing needed in Auckland. The Council seeks to work with Government on the range of tools and levers that could be used.

- Australian research (Grattan Institute) shows that even if there was a reduction in the price of detached housing and therefore a greater demand could be met for those who desire detached housing, that there would still be a need for alternative types of housing such as town houses and attached dwellings. The Council is concerned that as new housing is built that it provides some form of segmentation in housing stock to enable first home buyers and renters to enter the market.

5. The Unitary Plan

A key tool for implementing the Auckland Plan is an integrated and comprehensive Unitary Plan (RMA Plan for Auckland.) It is also necessary to amend the Auckland legislation to enable a simplified process to implement the Unitary Plan so that outcomes of the Auckland Plan can be realised as quickly as possible.

If no transitional provisions for the Unitary Plan are available (as is currently the case) there is likely to be a delay of 4 to 5 years during which there will be a multiplicity of regulatory processes, plans and systems in place in Auckland. This will create a chaotic, complicated, time-consuming and highly uncertain planning environment that would actively discourage new development investment, it will constrain new development and cause delays which in turn would seriously compromise the achievement of Auckland's economic development strategy and goals.

Under current statutory processes, the development of RMA plans has been a drawn out process with appeals taking anywhere between 2-10 years to resolve. The existing timeframes and statutory process for Auckland's first Unitary Plan is untenable and will not enable the new Auckland plans to be effectively implemented in the timeframes anticipated in the Auckland legislation. The new Auckland planning regime is a unique process and it needs legislation that reflects and enables the new regime to take effect holistically.

Therefore, a new approach to hearing submissions and making appeals to decisions on the Unitary Plan is proposed for Auckland.

It is proposed that amendments be made to the Auckland Council legislation to provide for a special process for the Unitary Plan only. This is for Auckland Council only because of the unique position it is in to implement the planning reforms quickly following the governance reforms. The following process is proposed for approval of the Unitary Plan:

- (i) no further submissions would be provided for following the customary submissions on the Draft Unitary Plan. These are unnecessary as they only provide an opportunity for submitters to relitigate matters in other submissions.
- (ii) the panel's decision would be final (no appeals except on points of law to the High Court).

The benefits of the proposed process are:

- this process allows achievement of the purpose and objectives of the Auckland Council legislation. A special process is needed for Auckland because of the unique circumstances following the governance reforms and the need for pace in implementation of the Auckland Plan, Unitary Plan, and Economic Development Strategy, to achieve the transformational change that the reforms are designed to deliver.
- it is expected that under the current processes it would take 3-4 years longer to complete appeals prior to the Plan becoming operative.
- the process has essential elements of a hearing panel that would take the place in the current system of the dual processes of Council and the Environment Court. Consideration will be needed on the composition of the panel to meet this requirement. It would shorten substantially the time taken by removing provisions for further submissions and for appeals to the Environment Court and by requiring decisions within a specified timeframe.

6. Other Resource Management Act Amendments

- The Council supports the RMUII Review incorporating provision for the urban environment. Currently the Resource Management Act has an emphasis on the bio-physical environment without a complementary emphasis on the urban environment. One option would be to include reference to the urban environment in sections 6 and 7 of the Resource Management Act.
- The regulatory consenting process also needs to be considered on an outcomes basis as opposed to a through-put basis. Auckland Council supports the Minister's Urban Technical Advisory Group's proposal that there should be further investigation of how collaborative and design processes can be better integrated as best practice in development assessments.

7. Infrastructure: Benefit cost analysis and the social discount rate

For a transport project to be approved for national funding, the government must be sure that it represents the best value for money for all of New Zealand. A critical component of this is performing a comprehensive benefit cost assessment.

One of the most controversial components of this assessment is the application of a social discount rate and the associated appraisal period. The social discount rate currently used in the assessment of transport projects is 8% (real and net of general price inflation), while the appraisal period is 30 years.

New Zealand's current social discount rate policy attempts to solve two distinct problems. The first is to take account of an infrastructure project's 'wider economic investment' effects. This means ensuring that public projects do not crowd out/replace even more profitable private sector projects – as well as taking account of how productivity improvements stimulate more private investment. These wider investment benefits and opportunity costs can differ significantly between projects. Taking account of these features is critical to ensure value for money. The second problem is determining the social rate of time preference. Individuals and society in general place a higher value on benefits and costs that occur in the near future vis-a-vis those that occur many years into the future. The social discount rate makes a judgement on the value of benefits received in the future. The New Zealand Institute of Economic Research estimates a figure for this rate of approximately 3%. An initial survey of Auckland Council's elected officials also indicates something in this order is appropriate.

At 8% discount rate, New Zealand policy makers equate a dollar of benefit received in 30 years time, with 6 cents received today. The official government policy is to disregard all benefits after a 30-year appraisal period because they are so insignificant (once applying an 8% discount rate). In comparison, at a discount rate of 4% (roughly in line with the United Kingdom and the European Commission), policy makers would equate a unit of benefit received in 30 years time with 31 cents received today (so benefits in the future are given a higher value).

This has important implications for the type of projects that are approved for funding. A lower discount rate changes the *prioritisation* of transport projects from those that have benefits in the short term to projects that have benefits further into the future.

If New Zealand wants to invest in infrastructure projects that create sustainable economic growth for future generations, then New Zealand's current social discount rate policy is not fit for purpose. The use of a social discount rate much higher than the social rate of time

preference rarely makes projects that transform the economy worthwhile because the benefits of such projects occur over extremely long periods. The very projects that Auckland and New Zealand needs to invest in are overlooked, in favour of piece meal solutions to deeply entrenched problems. This is particularly important for considering solutions to Auckland's heavily congested transport network. For instance, the City Rail Link has recently been promoted as a long-lived piece of infrastructure that will be transformative to the Auckland economy. The benefits from such a project will continue well past 2050 – yet our current assessment policy prevents such benefits from even being considered in the projects appraisal.

Using the United Kingdom approach to discounting (3.5% and a 60 year appraisal period), the benefit cost ratio of the City Rail Link would be in the order of five times as large, as compared to the New Zealand social discount rate policy.

In line with the New Zealand Institute of Economic Research, we recommend that the next government:

- (a) commission independent research on the social discount rate for public programmes, which would include identifying an appropriate social rate of time preference and further researching the shadow price of capital approach
- (b) adopt an internationally comparable, evidence-based, transparent, whole of government approach to discount rates in the public sector.

8. E-voting in Local Government

E-voting has been used successfully for local and regional or state government elections in a number of OECD countries for a number of years. While the Local Electoral Act permits electronic voting, the Regulations will need some changes to allow a trial for the 2013 Local Government elections. Auckland Council has already indicated its willingness to conduct such a trial.

The Auckland Council supports the intent of the Bill amending the Local Electoral Act and seeks the necessary changes to the Electoral Act Regulations to enable electronic voting to accompany this Bill. The Auckland Council also endorses the DIA initiatives on progressing identity verification for electronic transactions.

9. Regional Governance and Funding Legislation

Governance and funding arrangements for the Auckland War Memorial Museum, MOTAT and for the ten Auckland Regional Amenities Funding Act entities need to be reviewed and aligned with the new governance

structure for Auckland. This has previously been acknowledged by Cabinet (CAB(10)332). We will be providing a paper on this matter to Government in the new year that will outline the various proposed legislative amendments.

10. Conclusions

The Council would like to discuss specific proposals and opportunities with the Government on the following issues:

- (a) proposal for immediate amendments, in the first instance on a transitional basis, to the Local Government (Auckland Council) Act 2009 to ensure there is a clear relationship between the Auckland (Spatial) Plan and other plans under the RMA and LTMA until 1 July 2014.
- (b) proposal for amendments to the Land Transport Management Act to provide for the high level strategic transport outcomes and objectives to be set in the Auckland Plan (replacing the Regional Land Transport Strategy) and for the Regional Land Transport Plan to be the operational transport plan set by Auckland Transport.
- (c) proposal to direct Government departments to integrate their planning and delivery in accordance with "place-based" principles in the Auckland Plan.
- (d) proposal that Government work with Auckland Council to advance the goals of the Southern Initiative, including strengthening children and families in stable homes through a range of initiatives from early childhood learning and parental support; improvements in public passenger transport; delivery of affordable housing as well as taking advantage of the economic opportunities to transform the area through aligned Central Government and Council objectives.
- (e) proposal for policy and legislative provisions in amendments to the Land Transport Management Act to enable delivery of an integrated transport network through alternative funding mechanisms, including possible options of regional fuel taxes, congestion charges and network pricing, following the consultation to be led by the Mayor of Auckland in early 2012 on such options.
- (f) proposal that Government will work with Auckland Council on required planning tools and incentives to achieve adequate supply of housing to meet market demand, flexibility of choice and affordable housing.

- (g) proposal that Government will work with Auckland Council on proposed processes to streamline submissions, decisions and appeals on the Unitary Plan.
- (h) proposal to consider changes to the Resource Management Act 1991 from the RMUII Review including greater emphasis on the urban environment and collaborative and design processes as best practice in development assessments.
- (i) proposal to:
 - (i) commission independent research on the social discount rate for public programmes, which would include identifying an appropriate social rate of time preference and further researching the shadow price of capital approach
 - (ii) adopt an internationally comparable, evidence-based, transparent, whole-of-government approach to discount rates in the public sector.
- (j) proposal that the Bill amending the Local Electoral Act will include regulations to enable electronic voting in a trial for the 2013 Local Government Elections, and support identity verification for electronic transactions
- (k) proposal that the governance and funding arrangements for the Auckland War Memorial Museum, MOTAT, and for the 10 entities under the Auckland Regional Amenities Funding Act be reviewed and aligned with the new governance structure for Auckland, as previously acknowledged by Cabinet (CAB (10) 332), with proposed legislative amendments to be provided from Auckland Council in the New Year.

Len Brown
Mayor of Auckland