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Vicious to Virtuous Homes and Cities in an Ageing New Zealand – Hard and Soft Design

Kay Saville-Smith (CRESA)

Room to Region: Age-Friendly Environmental Design and
Planning in the Western Asia-Pacific

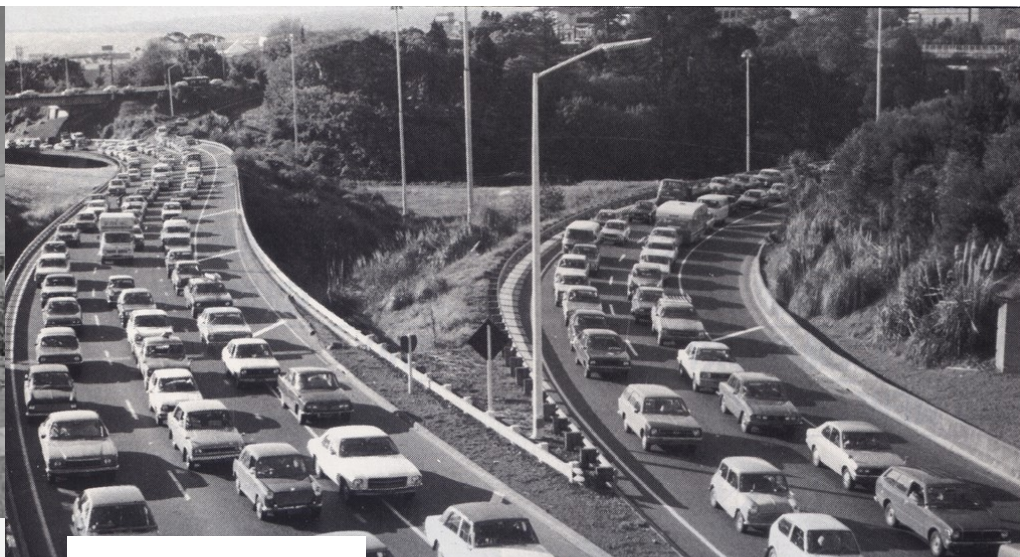
Symposium, Kyushu University, Fukuoka, 12-16 March 2018

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Two Key, Dichotomous Concepts:

- Hard and Soft design
 - Hard design refers to the process and material artifacts of our dwellings and built environments
 - Soft design refers to the decision-making, framing, policies and practices that shape:
 - Hard design
 - Conditions of operation, access and outcomes
- Vicious and Virtuous circles:
 - Self-reinforcing and reproducing
 - Feedback loops that generate good or poor outcomes



**A Quarter
Acre, Pavlova
Paradise**



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New Zealand Cities & Settlements:

- Two defining characteristics:
 - Environmentally unsustainable
 - Demographically dysfunctional
- Ill-adapted to meeting challenges presented by New Zealand's big trends:
 - Structural ageing
 - NZ's tenure revolution
 - Unaffordable built environments

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‘Car is King’ in Towns and Cities

A driver must not drive a mobility device on any portion of a roadway if it is practicable to drive on a footpath.



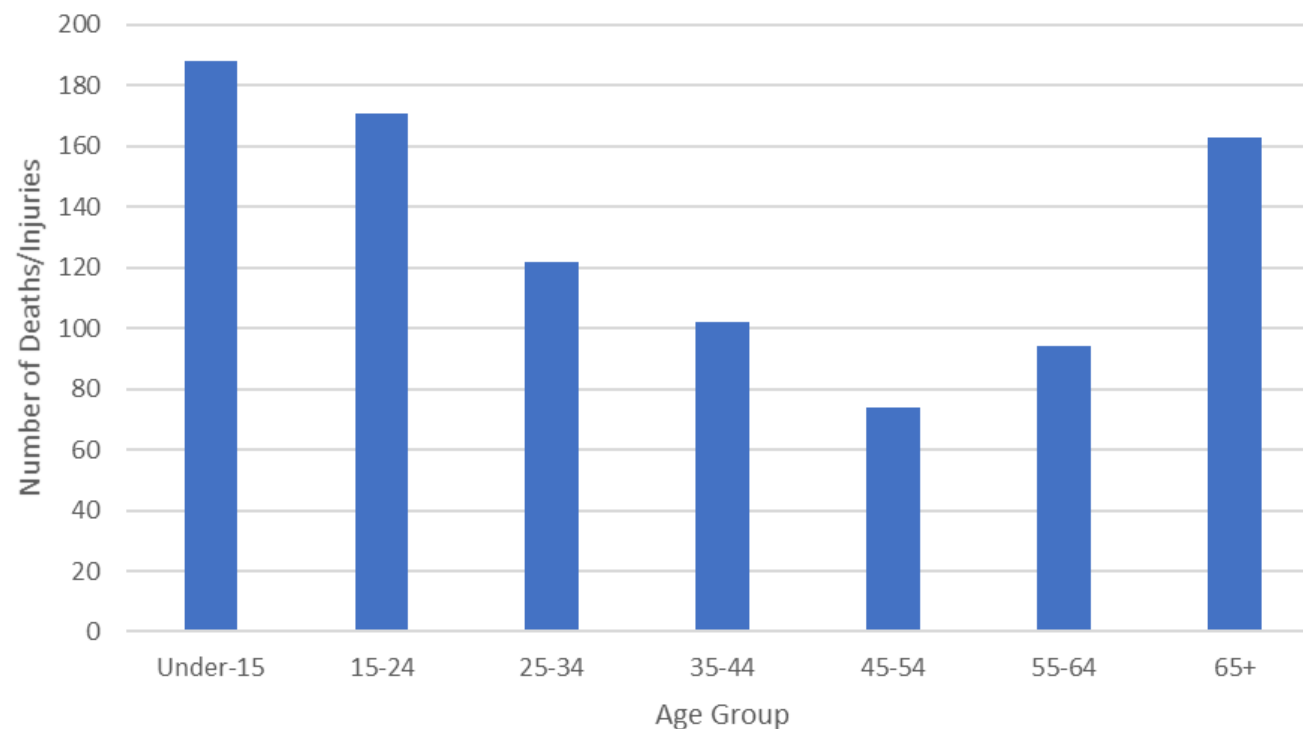
5% of Aucklanders have adequate access to public transport. Only 26.5% have access to both facilities and 2 or more transit trips per hour.

- Impacts on hard design:
 - Over provision of parking and garaging allocation requirements in district plans
 - Under provision and maintenance of footpaths
- Erosive effects on soft policy:
 - Erosion of footpaths for feet and as non-motorized spaces
 - Roading exceeds public transport funding
 - Dual funding regime (State Highways – Central govt) incentivizes highway rather than local road and public transport
- ‘King Car’ excludes older people
 - By 2051 if current rates of licensing prevail over 300,000 older people will be unlicensed
 - Injurious to children and young people
- Vicious circle:
 - Undermined public transport, restoration is struggling
 - Attenuated connectivity, increased travel times, costly infrastructure
 - Most vulnerable households burdened with travel costs
 - Old and young street users exposed to risk

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Pedestrian Deaths and Injuries 2016/17



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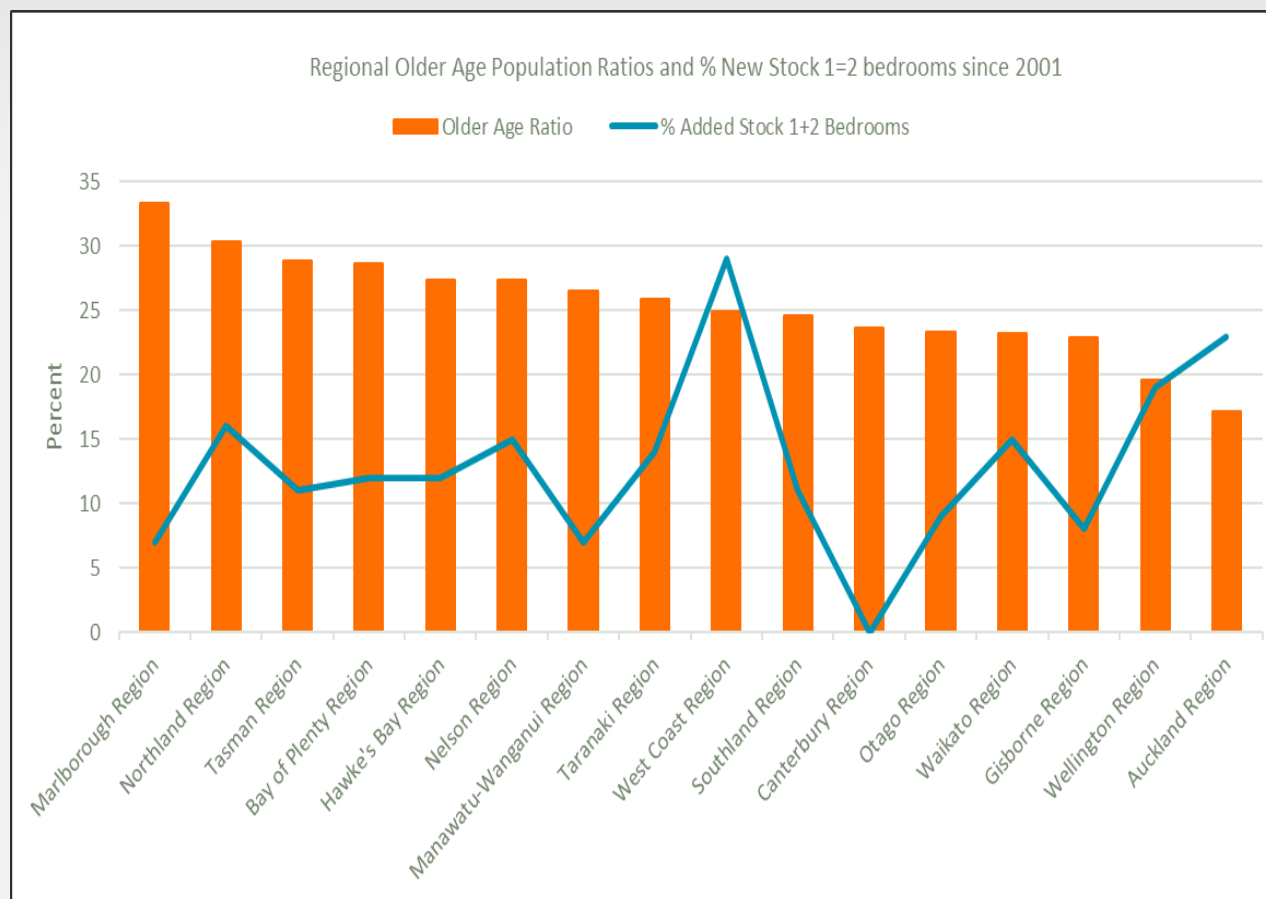
Dysfunctional Housing Stock

- Cities contain most of our housing stock
 - Stocks are marked by:
 - Little diversity
 - Increasing size and misalignment with household size and needs
 - Under-maintenance
 - Lack of functionality
 - New builds and renovations:
 - Built under a partial and inadequate code with regard to accessibility and functionality
 - Struggle to meet code
 - Often sited in environmentally fragile and risky spaces
 - Systemic problems (leaky building) leads to insecurity and dependence
 - Over-production for wealthier or higher income households

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Dr Michael Rehm, University of
Auckland and K Saville-Smith, CRESA



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Over-production for the Wealthy

- Retirement villages
 - Auckland – 44% of NZ's RV development pipeline
 - Around 7,000 units in the development pipeline
 - Probable over-supply short/medium terms
 - Forecast demand for last year – 351 units
 - Industry supply year ending Nov 2016 – 545 units
 - Boom tailing off – 21% drop Summerset new and resales
 - Entering residential care to sustain sale and purchases
- Declining production of entry level dwellings:
 - New build value profile:
 - 1960s more than 35% of new-build in lower quartile of value
 - 2003 8% new builds lowest quartile with >40% in upper quartiles of value
 - Declining investment in affordable rental stock
- Neglect of ADUs and Partition Dwellings

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Public and Political Debate

- Dominated by asset-based welfare and older people downsizing
 - House price increases and home-based asset growth
 - High rates of home ownership among older people
 - Asset inequality between older and younger generations
- Asset-based welfare argument:
 - Is largely uninformed by realities of downsizing
 - Misconstrues house price increases and impacts on equity realisation
 - Fails to recognise New Zealand's tenure revolution
- Preoccupied by:
 - Special housing rather than lifetime design
 - Planning as a barrier to supply and driver of unaffordable housing
- Generational zero-sum game

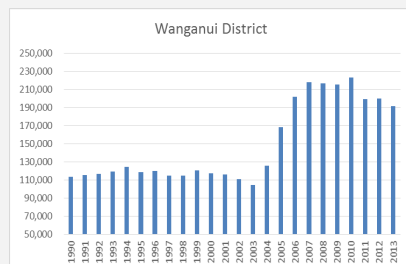
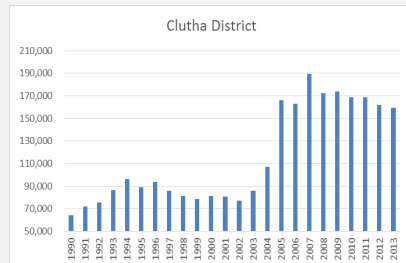
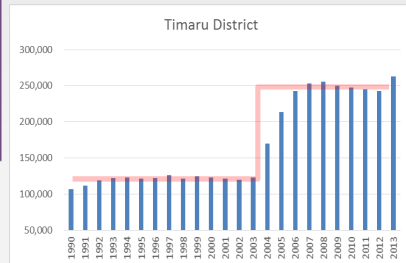
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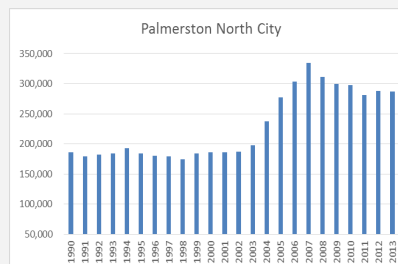
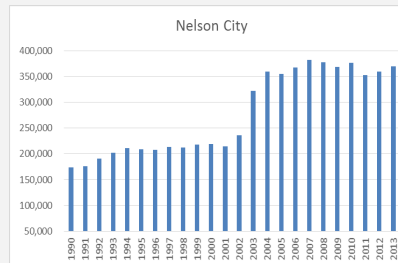
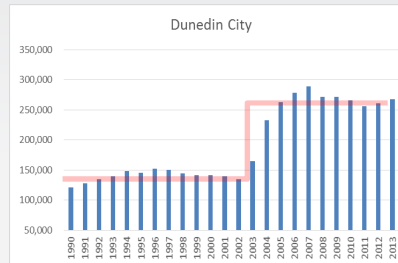
Professor Larry Murphy and Dr Michael
Rehm, University of Auckland

House Prices – Auckland and Other Markets

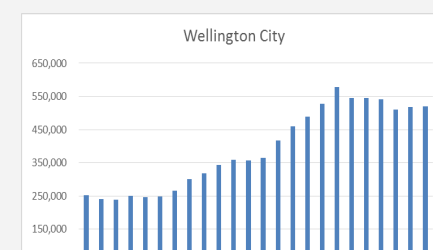
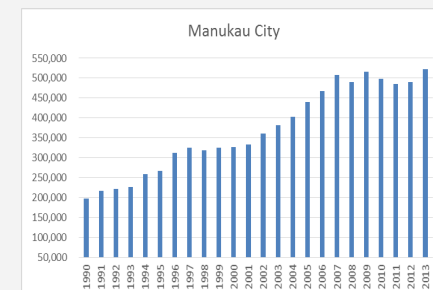
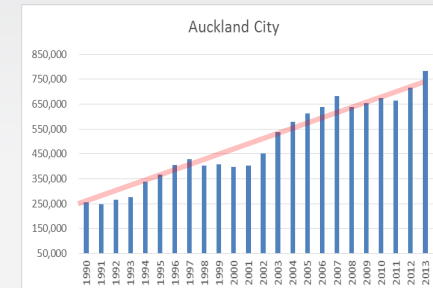
Rural Areas



Small Cities



Large Cities



**BUILDING BETTER
HOMES, TOWNS
AND CITIES**

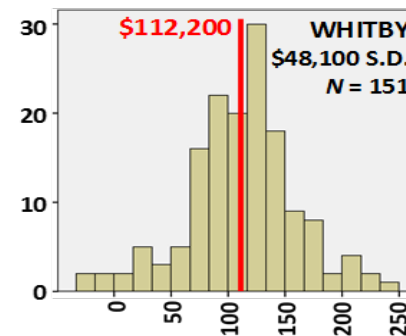
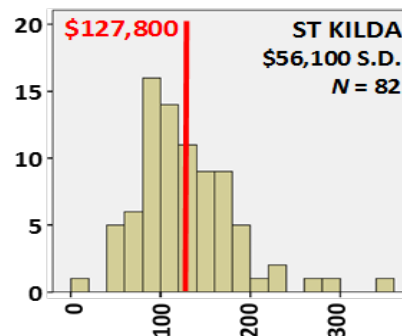
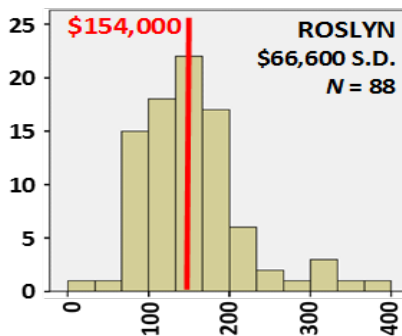
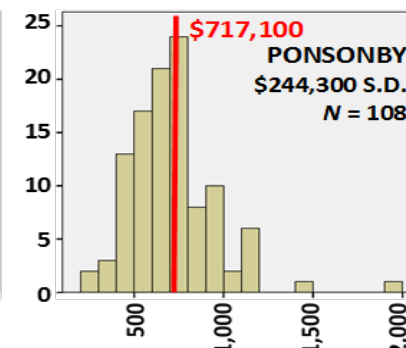
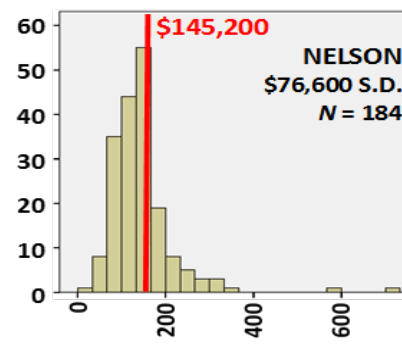
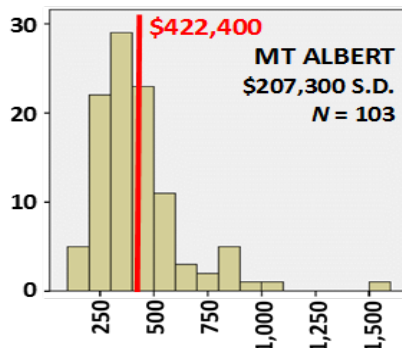
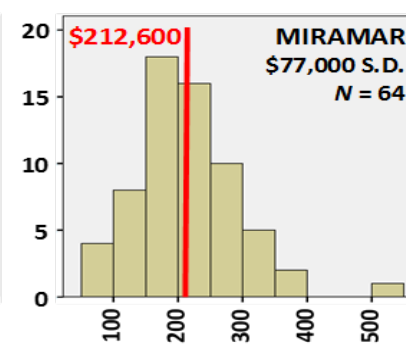
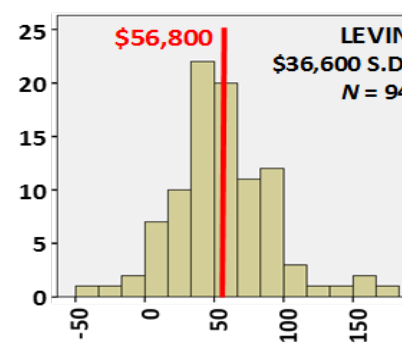
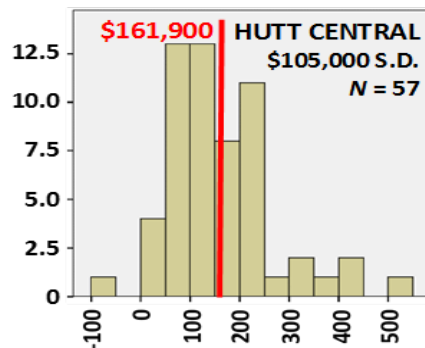
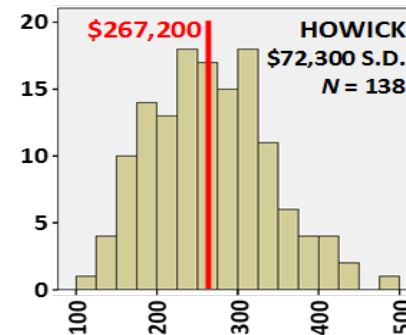
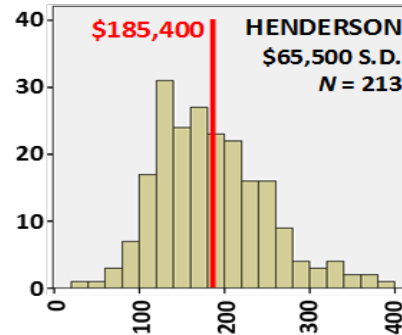
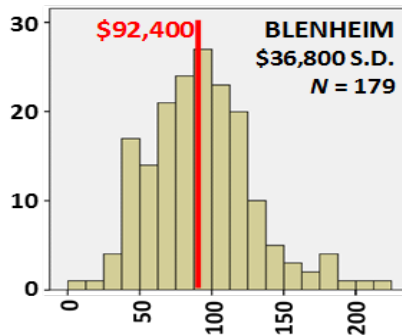
Ko Ngā wā Kainga hei
whakamāhorahora

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Pig's back? Capital Gain in Repeat House Sales

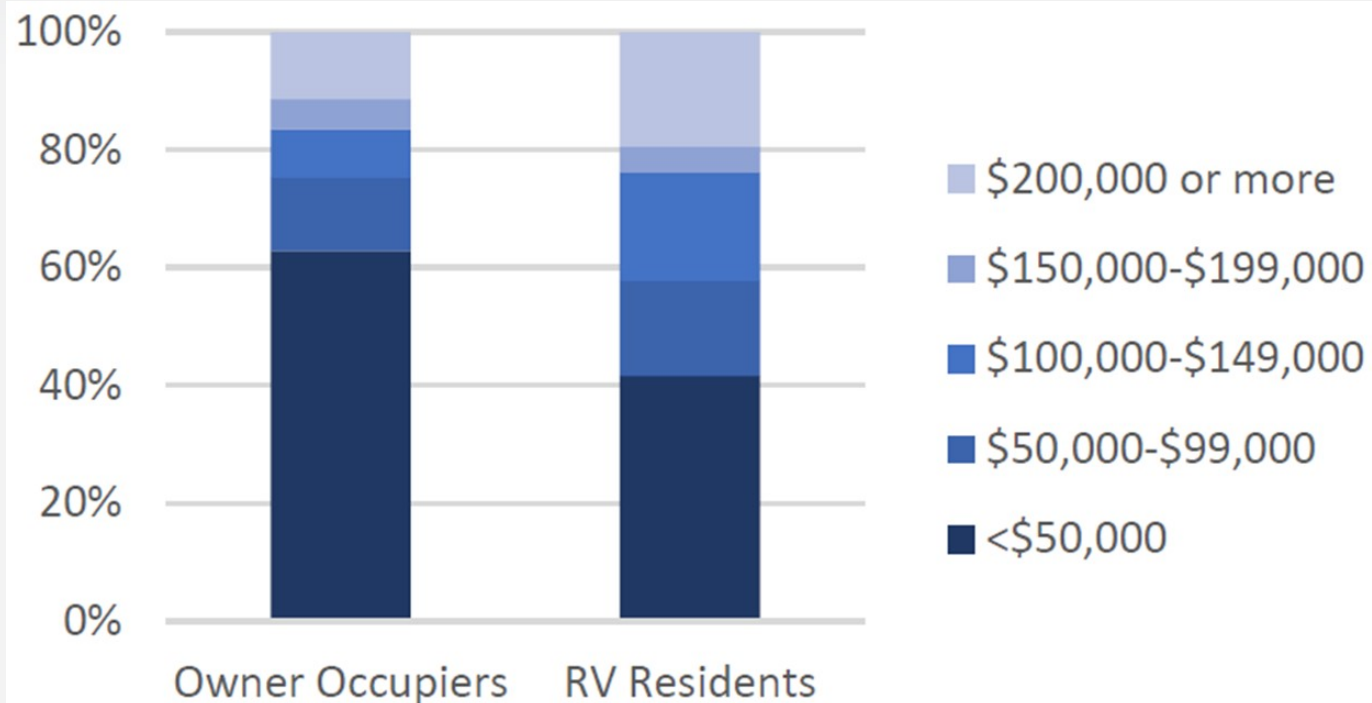
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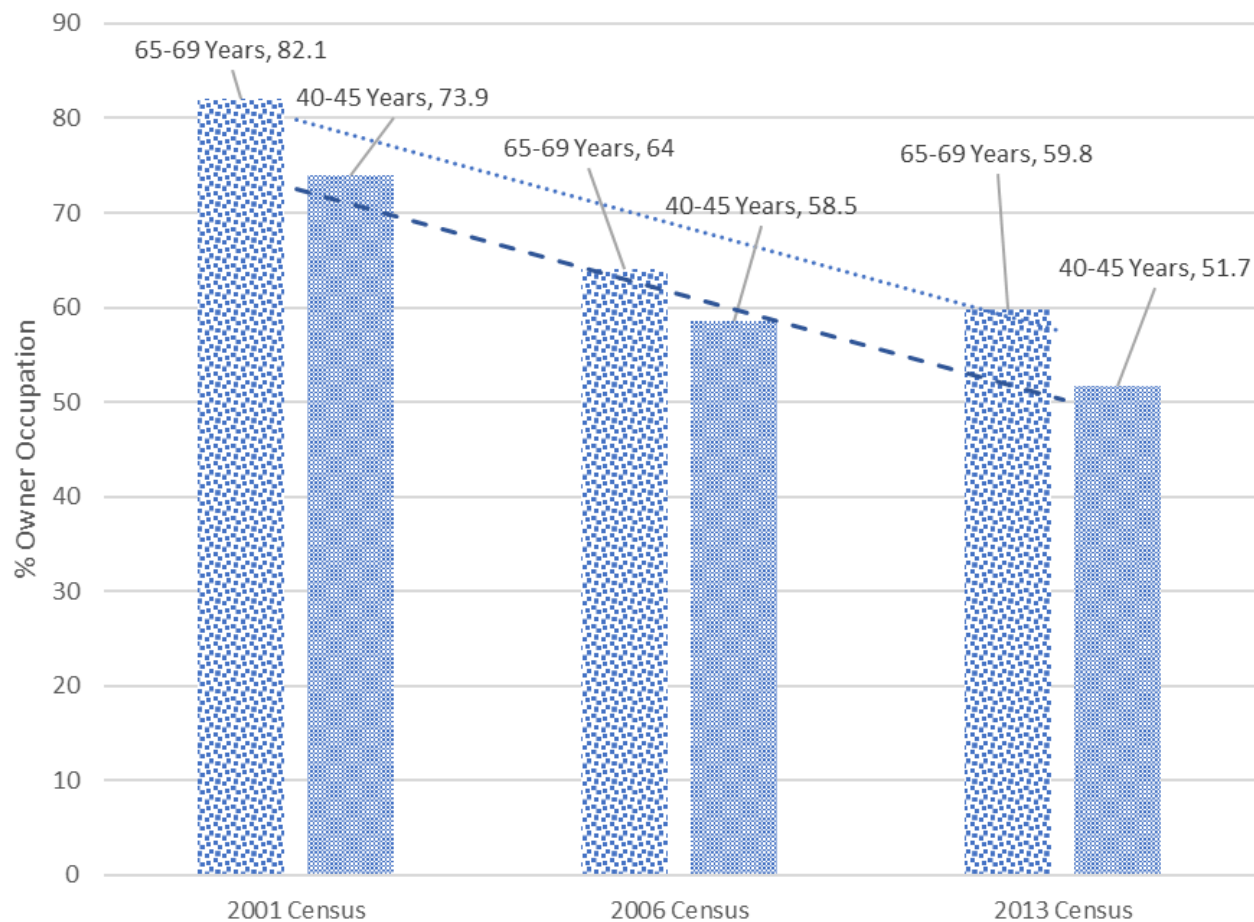
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Reported Remaining Cash Subsequent to Sale and Purchase Among Owner Occupiers (n=97) and Retirement Village Residents (n=106)



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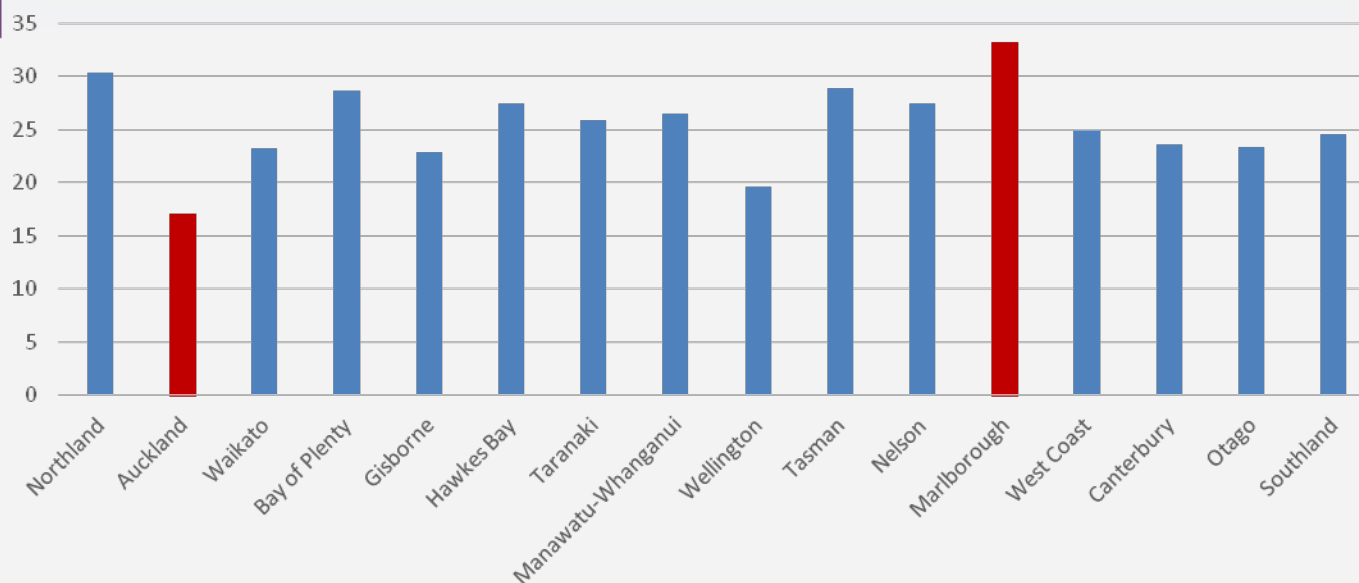


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Young and Old Live in the Same Worlds

Old Age Dependency Ratio 2013 Census

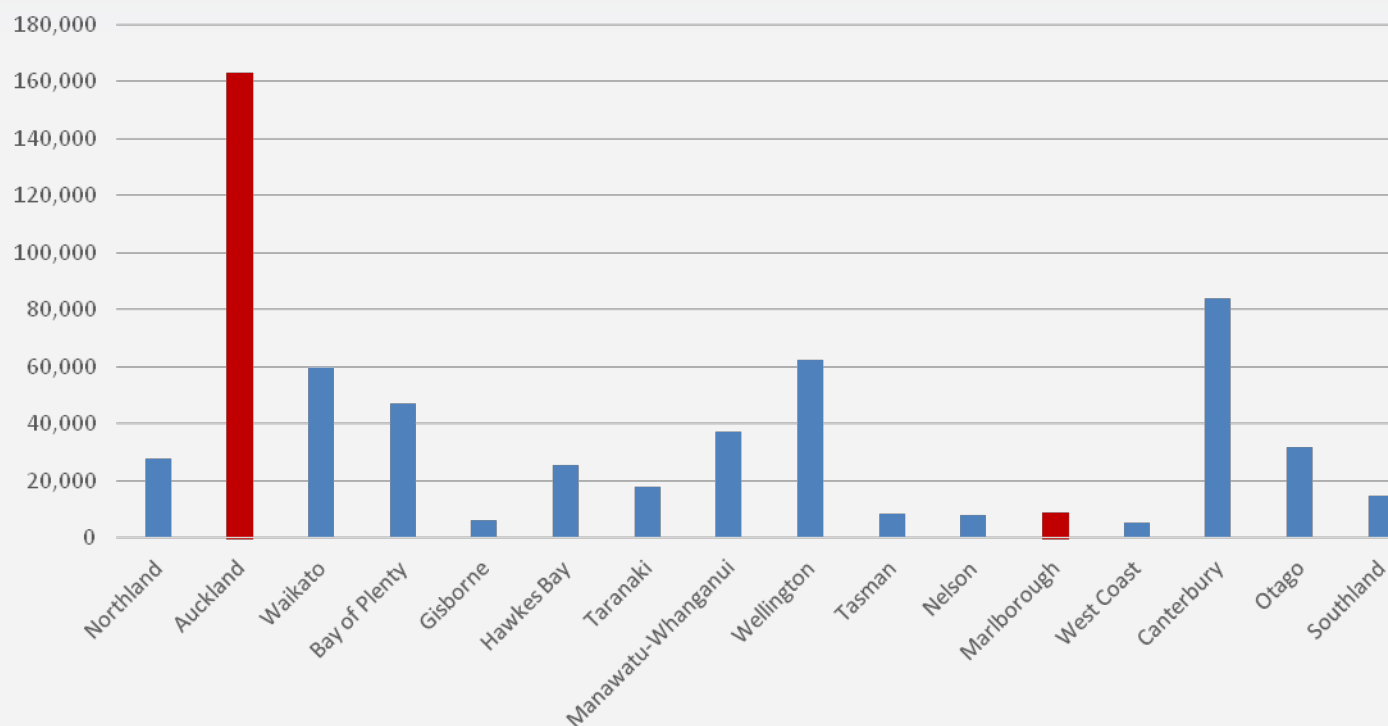


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Young and Old Live in the Same Worlds

Populations Aged 65+ Years 2013 Census



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Hard and Soft Design

- Soft Design – policies, funding and practice –
 - Critical to take-up of good hard design at dwelling scale and beyond
 - Failures undermine the benefits of good hard design
- Poor hard design becomes embedded in soft design

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Vicious to Virtuous

- Dealing to the addictions
 - House and land prices, speculation and public policy dependence
 - 'King Car' – Threat of driverless cars to the resurgence of public transport
 - Greenfields development – ADUs and partitioning can be win wins
- Dealing with myths and anxiety
 - Universal design and green builds do not drive build cost and can reduce operating and life-cycle costs
 - Young and older generations have antithetical interests
- Compact and connected towns and cities are key
- Promoting skill and imagination in hard design