

Location:
Liverpool,
United Kingdom 

Website:
www.granby4streetsclt.co.uk

Initiative type:
Operational 

Relevant LGNZ supply tools:



S2. Partnerships



S10. Asset transfer

Lead organisation:

Granby Four Streets Community Land Trust (GFSCLT)



Partner organisations:

Multiple partners including housing associations, developers, local govt

44

people housed

Initiative detail:

- Inner-city location characterised by decades of decline & underinvestment.
- GFSCLT established to involve local people in regeneration & attract other organisations to commit to the area.
- Liverpool City Council (LCC) transferred 10 houses to GFSCLT ownership for renovation.
- GFSCLT transformed 13 empty houses into 6 two-bed homes for affordable rent, 5 two-bed homes for sale through a low cost homeownership model, and 2 will become the Granby Winter Garden (1 indoor garden & 1 community space).
- Housing providers & developers are regenerating remaining properties in the Four Streets area.
- Financial support obtained from multiple sources (incl. National Lottery, Power to Change etc.)

Delivery timeframe:

2012 - 2018

Cost:



\$2.7m

total

\$61,381

per person

\$245,525

per housing unit

Advantages:

- Provided a catalyst for concurrent development (3 housing associations currently renovating 72 derelict houses in Granby between them).
- Created 50 new jobs in the local area to-date.
- Strong buy-in & leadership from the local community contributed to project success & ongoing viability.
- Influenced LCC's approach to housing regeneration, from demolition to partner-led redevelopment.

Disadvantages:

- Largely reliant on the negotiation of asset transfer (housing) from LCC; alongside grants & loans.
- GFSCLT provides affordable housing, not social housing. Although the CLT model could also be used to deliver social housing units.

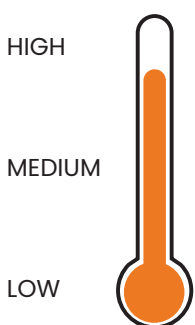
Central/local government interface:

No direct interface, although overarching central govt support for CLT provided impetus and a policy framework.

Delivery mechanism:

Community Land Trust: holds land in trust, separating its value from that of any buildings upon it. Leases houses on long leases or rents at affordable levels. Increases in land value are locked in by the CLT for the permanent benefit of the community.

Level of public support:



Initially low due to historic events, took considerable time to heal & for trust between parties to build. Eventually resulted in high levels of public support.

Key success factors:

1 High degree of trust & strong relationships between all parties.

2 Willingness of local govt to transfer ownership of housing stock.

3 Access to grants & development loans.

Relevance to New Zealand:

- The CLT mechanism arose from the UK Govt's Localism Act. Similar opportunities may exist if localism is progressed in New Zealand.
- CLT were originally intended to address issues in UK rural areas; it could therefore be applied to metropolitan, provincial, or rural areas in New Zealand.
- LCC is a major property owner & had housing stock to contribute to the initiative. This is generally not the case in New Zealand.
- Local government in New Zealand could explore partnering opportunities (including with communities) to regenerate housing stock to provide social housing units.

Location:
Victoria,
Australia



Website:
www.launchhousing.org.au/harris-transportable-housing-project

Initiative type:

Operational



Relevant LGNZ supply tools:



S2. Partnerships



S5. Regulatory settings



S10. Asset transfer (temporary)

Lead organisation:

Launch Housing

Partner organisations:

Harris Capital, Victorian Property Fund, VicRoads, Dept. of Health & Human Services (DHHS)



57

people housed

Initiative detail:

- Uses vacant land set aside for road widening owned by VicRoads (the State's transport agency) to provide transportable housing for people experiencing, or at risk of, homelessness.
- 9 parcels of vacant VicRoads land in Footscray & Maidstone will be used to accommodate 57 prefabricated homes.
- Homes will be made available to people currently on the social housing waiting list, where the wait can be up to 25 years.
- If land is required for road widening, the transportable tiny homes can be relocated.
- VicRoads is unlikely to require the sites for road widening for at least 10 years & must give at least 12-months' notice of any relocation requirements.

Delivery timeframe:

2018 - 2020

Cost:



\$9.5m

total

\$166,457

per person

\$166,457

per housing unit

Advantages:

- Good use of underutilised government land to provide safe & secure housing.
- The use of prefabricated, transportable housing can control the cost and quality of housing units.
- Uses a partnership approach to spread funding costs (private and public funding was received).
- Delivers actual increase in social housing supply.

Disadvantages:

- Not suitable for all areas; i.e. near major existing transport corridors (potential access or air quality issues).
- VicRoads may require the land in the future.
- Requires upfront capital to fund construction of prefabricated, transportable homes and associated services.

Central/local government interface:

Interface is between State Government, philanthropists & local organisations. No local government involvement apart from through the building/ planning approval process.

Delivery mechanism:

VicRoads lease appropriate land to DHHS on a peppercorn lease of AU\$1 per year. DHHS then sublease the land to Launch Housing.

Level of public support:

HIGH

MEDIUM

LOW



Met with setbacks at the planning stage due to opposition from some local residents.

Key success factors:

1 Requires underutilised govt land that is unlikely to be needed for 10-years or more.

2 Strong relationships between partners.

3 Site selection and upfront funding.

Relevance to New Zealand:

- Able to be delivered in metropolitan, provincial &/or rural areas in NZ; wherever there is available govt-owned land.
- Scalable to the level of social housing demand evident in a particular location.
- Provides opportunities to explore the use of vacant land not traditionally considered for housing & to encourage partnerships with entities not typically considered as housing partners (e.g. NZTA and KiwiRail).
- The role of philanthropy in the provision of funding to enable social housing in NZ could be explored.
- There is capability & capacity in the NZ prefabricated building market to supply transportable homes.


Location:
County Meath, Ireland



Website:
www.rebuildingireland.ie/news/minister-english-visits-two-social-housing-developments-in-navan



Initiative type:
Operational



Relevant LGNZ supply tools:

-  S1. Social Housing Strategy
-  S2. Partnerships
-  S9. Council-owned/3rd party managed

Lead organisation:

Túath Housing

Partner organisations:

Developers, Meath CC, Dept. of Housing, Planning & Local Govt (DHPLG), Housing Finance Agency (HFA)



245
people housed

Initiative detail:

- Staged delivery of 86 social housing units across two developments in Navan, including a mix of townhouses, duplexes & apartments.
- Incorporated universal access features, making the homes suitable for elderly &/or disabled tenants.
- 90% of homes at one site were constructed off-site, before being transported to, and finished, on-site.
- Physical work was completed by developers contracted to Túath Housing. Capital funding was provided by DHPLG via Meath County Council, in conjunction with private finance from HFA.
- Driven by Meath County Council's ambitious social housing programme, which delivered 413 new social homes in 2018.

Delivery timeframe:

2018 - 2019

Cost:



\$33.4m

total

\$136,188

per person

\$387,977

per housing unit

Advantages:

- Quick delivery timeframe; developer started on-site in 2018 and the first homes were ready by 2019.
- Empowered tenants to stay in their area of choice, strengthening community networks.
- Example of a successful partnership approach between central & local government, a housing charity, & developers.
- Delivered a meaningful increase in social housing supply in a semi-rural area.

Disadvantages:

- Requires service level agreements between funding parties to clarify & legitimise funding arrangements.
- NZ's Local Govt Funding Agency does not currently provide capital for social housing projects, as done by Ireland's HFA.

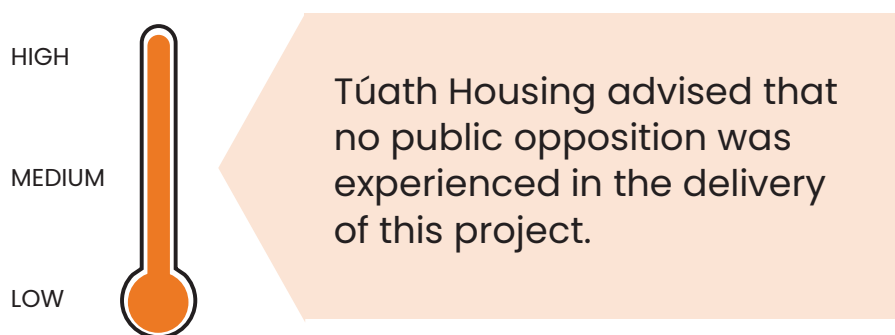
Central/local government interface:

Direct interface between central govt (DHPLG & HFA) and local govt (Meath County Council). Local govt provided impetus for social housing, managed housing supply, & distributed funding.

Delivery mechanism:

Funding obtained from central govt through its Capital Assistance Scheme & Capital Advance Leasing Facility. Funds distributed through Meath County Council to Túath Housing; who sub-contracted developers.

Level of public support:



Key success factors:

- 1** Location (close to town centre of a large town).
- 2** Value for money (acquisition cost was less than cost of build).
- 3** Successful working partnership with Meath CC, the DHPLG and HFA.

Relevance to New Zealand:

- Demonstrates the usefulness of a clear local govt social housing strategy in attracting delivery funding.
 - Highlights the different needs of provincial & rural councils, who may have land, but limited social housing supply; and the desire of tenants to stay within rural communities.
 - Could also be scaled to deliver social housing in metropolitan areas.
 - Illustrates the benefits of off-site manufacturing in achieving time & cost savings for housing developments.
 - Presents opportunities to explore the funding of social housing developments as 'social infrastructure' through NZ's Local Govt Funding Agency.
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