



Waitakere City Council  
*Te Taiao o Waitakere*

## NOTICE OF MEETING

# HENDERSON COMMUNITY BOARD

I hereby give notice that a Meeting of the Henderson Community Board will be held on:-

**DATE:**        Thursday,        8 September 2005                                **TIME:**        6.30 pm

**VENUE:**        Civic Centre, 6 Waipareira Avenue, Lincoln, Waitakere City

to consider the business as set out herein and to take any necessary action connected therewith.

2 September 2005

Ngareta Delamere  
**COMMITTEE SECRETARY**

Telephone (09) 836 8000 extn 8552

### MEMBERSHIP:

Mrs	EAG	Grimmer, MNZM (Chairperson)
Mr	WS	Bainbridge (Deputy Chairperson)
Cr	AK	Corban, OBE, JP
Cr	DE	Gilmour
Mrs	HM	Jones
Mr	SJ	McDonald
Mr	LJF	Nobilo, JP

(Quorum 4 members)

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

(The reports and recommendations contained in all agendas are reports and recommendations only and are not to be construed, in any way, as Council policy until adopted.)

**AGENDA FOR A MEETING OF THE HENDERSON COMMUNITY BOARD TO BE HELD  
IN THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN, WAITAKERE CITY,  
ON THURSDAY, 8 SEPTEMBER 2005, COMMENCING AT 6.30 PM**

---

**TABLE OF CONTENTS**

<b><u>ITEM</u></b>	<b><u>PAGE NO.</u></b>
1 APOLOGIES	1
2 CONFIRMATION OF MINUTES	1
3 URGENT BUSINESS	1
4 PRESENTATION - NEW ZEALAND POLICE	2
5 PUBLIC FORUM	2
PUBLIC FORUM WILL TAKE PLACE AT 7:00 PM	2
6 CHAIRPERSON'S REPORT	2
7 COMMITTEE SECRETARY'S REPORT	3
8 COMMUNITY WELLBEING FUND ALLOCATION 2005/2006	4
9 DRAFT PARKS AND OPEN SPACE STRATEGY	7
10 HOUSING REVIEW PROJECT	12
11 HEPBURN ROAD, GLENDENE - RELOCATION OF BUS STOP	17
12 BRAEBANK LANE - INTERSECTIONS WITH COVIL AVENUE AND BRIDGE AVENUE NEW GIVE WAY CONTROLS	19
13 SEL PEACOCK DRIVE, HENDERSON - NEW PARKING CONTROL	21
14 LEVELS OF SERVICE CONSULTATION	23
15 HENDERSON RAILWAY STATION NAME CHANGE	25
16 RAILSIDE AVENUE TO ALDERMAN DRIVE AND CATHERINE MALL PRECINCTS INFRASTRUCTURE RENEWAL PROJECTS - RATANUI STREET PARKING CHARGES	26
17 RAILSIDE AVENUE TO ALDERMAN DRIVE AND CATHERINE MALL PRECINCTS INFRASTRUCTURE RENEWAL PROJECTS UPDATE	30
18 TEMPORARY CLOSURE OF STEVIES LANE	37
19 BOARD MEMBERS' REPORTS	39

**AGENDA FOR A MEETING OF THE HENDERSON COMMUNITY BOARD TO BE HELD  
IN THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN, WAITAKERE CITY,  
ON THURSDAY, 8 SEPTEMBER 2005, COMMENCING AT 6.30 PM**

---

**1 APOLOGIES**



**2 CONFIRMATION OF MINUTES**

Meeting Minutes - 4 August 2005

**RECOMMENDATION**

That the minutes of the Meeting of the Henderson Community Board held on Thursday, 4 August 2005, as circulated, be taken as read and now be confirmed.



**3 URGENT BUSINESS**

Section 46A(7) of the Local Government Official Information and Meetings Act 1987 provides that where an item of business is not on the agenda, it may only be dealt with at the meeting if:

- (i) the Board by resolution so decides; and
- (ii) the Chairperson has explained at the beginning of the meeting (when open to the public) that the item will be raised for discussion and decision, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting.

The Board may make a decision on a matter determined to be urgent.

**NOTE:** Urgent business need not be dealt with now and may be delayed until later in the meeting.



#### 4 **PRESENTATION - NEW ZEALAND POLICE**

Provision has been made on this agenda for a representative from the New Zealand Police to update the Board on matters in the Henderson area.



#### 5 **PUBLIC FORUM**

**Public Forum will take place at 7:00 pm**

For guidance of Community Board Members, the Council's Standing Orders have the following provisions in regard to Public Forum.

- (i) members of the public wishing to address the Board in Public Forum shall furnish their names to the Chairperson at the beginning of the meeting; and
- (ii) the Chairperson shall determine the order of speakers, and allow five minutes for speaking time;
- (iii) questions by members are to be confined to obtaining information or clarification on matters raised by the speaker.

Section 46A(7A) of the Local Government Official Information and Meetings Act 1987 provides that no resolution, decision, or recommendation may be made in respect of any specific item of business not on the agenda except to refer the items to a subsequent meeting for further discussion. Therefore, no decision may be made on matters raised in Public Forum. However, written reports on matters raised may be requested from the Chief Executive Officer.



#### 6 **CHAIRPERSON'S REPORT**

I am pleased to advise Members that the Air Force has agreed to a Charter Parade for the dedication of the plaques at the Gun Emplacements in Te Atatu Peninsula on Armistice day (Friday, 11 November 2005). This will be a very special day and I hope many of the schools and residents in the area will be able to attend.

I attended the Council workshop on the Representation Review. This included the presentation of the report of "Communities of Interest" prepared by David Mead it was extremely thorough and gave clear options to investigate. Communities of Interest are the basis on which the Council must decide matters of effective representation. The status quo is not an option because the + or - 10% rule cannot be applied. The Councillors asked for further work to be done on two options.

The decision on the system of Election for the 2007 Triennial Election was decided at the Council meeting on the 31 August 2005 it will be First Past the Post. No decision on Maori Wards has yet been made.

I have been advised that the road closure at the end of Harbourview Road will be reported to the Henderson Community Board in October 2005. Also we are to receive a report on the Advertising Bollards shortly.

The special Community Board meeting to hear Annual Plan submissions from the public will be held on Thursday, 22 September 2005. Please ensure all groups you are associated with are informed as this is our opportunity to forward the residents requests early to the officers.

I attended the Regional Community Board Association meeting on the 13 August 2005. We have spent a lot of time over remuneration for Community Board members over the meetings I have attended as there are an range of discrepancies between the Councils. The secretary is to produce a report to the next meeting on a format for an association newsletter on a twice-yearly basis. Mike Cohen reported that North Shore Community Boards had been working well with Auckland Regional Transport Authority on planning towards an integrated metropolis-wide transport system. Waitakere services are to be reviewed next year and I can see the benefits of our Boards being involved at this time.

When I was in Sydney recently there was a front page headline on how people are deserting the rail transport and taking to the roads, sounds familiar doesn't it.

### **RECOMMENDATION**



That the Chairperson's Report be received.


Elizabeth Grimmer, MNZM


**CHAIRPERSON**



## 7 **COMMITTEE SECRETARY'S REPORT**

Issue	Comments	Reporting Council Officer
Community Board Minor Park Projects 2005/2006	The report outlining project proposals for the Community Board Minor Park Projects for 2005/2006 has been deferred to the October 2005 Board meeting due to the large amount of project proposals received.	Toni Grogan  836 8000 ext: 8969
Jack Pringle Village Green - Advertising Bollards	The advertising bollard on Jack Pringle Village Green has been incorrectly located. It was supposed to be positioned in the road reserve. If the bollard was to be placed on the village green, then the Henderson Community Board approval (as land owner) would have been required and sought at that time.  A review of further installations of the advertising bollards and the operation of the existing bollards is due to commence. Pending the outcome of this review a decision to reposition or obtain approval for the location of the bollard on the village green will be undertaken.	Grant Jennings  836 8000 ext: 8537

Issue	Comments	Reporting Council Officer
Te Atatu Peninsula Park Reserve Management Plan Advisory Group Meeting	There is to be a Te Atatu Peninsula Park Reserve Management Plan Advisory Group meeting on Thursday, 8 September 2005 at 5.00 pm in the Council Chambers.	Mandy McMullin  836 8000 ext: 8792

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Edmonton Road - Traffic Study - Annual Report (through Secretary's Report)	2 October 2003 Resolution No: 2018/2003	6 October 2005	Adam Moller  836 8000 ext: 8750
Te Atatu Traffic Management	6 March 2003 Public Forum	6 October 2005	Ross Hill  836 8000 ext: 8737
Te Atatu Road/Old Te Atatu Road	7 April 2005 Resolution No: 598/2005	6 October 2005	Ross Hill  836 8000 ext: 8737
Project Twin Streams Update	4 August 2005 Resolution No: 1492/2005	8 December 2005	Tony Miguel  836 8000 ext: 8294

### **RECOMMENDATION**

That the Committee Secretary's Report for 8 September 2005 be received.

Report prepared by: Ngareta Delamere, Committee Secretary.



## **8 COMMUNITY WELLBEING FUND ALLOCATION 2005/2006**

### **PURPOSE OF THE REPORT**

The purpose of the report is to inform the Henderson Community Board on the process of assessing applications and allocating funding for the Community Wellbeing Fund.

### **BACKGROUND**

The Community Wellbeing Fund provides small sums of money to a wide range of groups in the community, who provide local services and activities on a voluntary or 'not for profit' basis

Currently, Council allocates around fifty cents per head of population which equates to an amount of \$92,000, of which \$46,000 is allocated to City-wide projects by the Finance and Operational Performance Committee. The balance is allocated to each Community Board on a ward population basis of which the Henderson Community Board has \$10,810 to allocate in the 2005/2006 round.

In February 2005 the amount each applicant can apply for to the Community Wellbeing Fund Community Board allocation was amended as a result of under subscription to the fund for the past two years by the following resolution:

*“That the Henderson Community Board’s maximum allocation per application from the Community Wellbeing Fund be increased from \$1,000 to \$1,500.”*

62/2005

## **STRATEGIC CONTEXT**

The Community Wellbeing Fund aligns with Council’s Community Assistance Policy with the goal of the Policy being to help strengthen the ability of local community groups to create a strong social base for Waitakere City and to meet local needs. In the Community Wellbeing Fund an applicant must meet one or more of the objectives from the Community Assistance Policy, which helps achieve this strategic goal.

## **ISSUES**

In the 2005/2006 funding round the amount that can be applied for by each applicant to the Community Board’s allocation of the Community Wellbeing Fund has increased from \$1,000 to \$1,500. This has resulted in the fund not being undersubscribed as it has been in the past two years. Although the number of eligible applications to the Henderson Community Board has not increased, in fact they have decreased from twelve applications last year to eight this year.

The advertising for this funding round was as follows:

- Western Leader;
- Waitakere City News;
- Information in Community Assistance Newsletter which goes out to over 1,000 community groups;
- Six funding workshops;
- Internet information;
- Application forms in prominent positions at Council venues.

## **ASSESSMENT PROCESS**

### **Eligibility**

All applications have been screened for eligibility as per the Community Wellbeing Fund Policy. All eligible applications have been put forward to the Community Board for consideration. Those applications that have been found to be not eligible have been contacted to discuss other funding options.

### **Priorities**

Each application has been preliminarily assessed against the priorities outlined in the Community Wellbeing Fund Policy and from this a recommended amount has been suggested.

### Application Information

A1-A8

The original applications are available for inspection prior to and at the meeting. Attached at pages A1 to A8 is a one page summary. All applications have been sorted from highest to lowest in terms of the number of priorities met. This assessment has been based on the information provided in the application.

It is suggested that the Community Board work through the applications in order, making a preliminary allocation on each application. The Board may then wish to go back and revisit any allocation before coming to a final decision.

### FUNDING AVAILABLE

Henderson Community Board has a total of \$10,810 to allocate via this scheme. The Board has eight eligible applications to consider for financial assistance with the total amount requested being \$11,088.00.

	Amount applied for	Amount Recommended
Glendene School	\$1,500	\$1,500
Peninsula Womens Conference	\$1,500	\$1,500
Edmonton Scout Group	\$1,500	\$1,480
Te Atatu Peninsula Kindergarten	\$1,396	\$1,390
The Salvation Army	\$1,500	\$1,450
Peninsula Community Playgroup	\$886	\$800
Te Atatu Toy Library	\$1,500	\$1,400
Te Atatu South Kindergarten	\$1,306	\$1,290
<b>TOTAL</b>	<b>\$11,088</b>	<b>\$10,810</b>

### CONCLUSION

There are eight eligible applications for financial assistance totalling **\$11,088** with an amount to allocate of \$10,810. It is suggested that the Community Board work through the applications in order, making a preliminary allocation on each application. The Board may then wish to go back and revisit any allocation before coming to a final decision.

### RECOMMENDATIONS

1. That the Community Wellbeing Fund Allocation 2005/2006 report be received.
2. That the Henderson Community Board considers applications to the Community Wellbeing Fund and allocates funding as per the process outlined in the report and the following recommended amounts:

	Amount applied for	Amount Recommended
Adventure Specialties Trust	Not Eligible	<b>\$0</b>
Glendene School	\$1,500	\$1,500
Peninsula Womens Conference	\$1,500	\$1,500
Edmonton Scout Group	\$1,500	\$1,480

	Amount applied for	Amount Recommended
Te Atatu Peninsula Kindergarten	\$1,396	\$1,390
The Salvation Army	\$1,500	\$1,450
Peninsula Community Playgroup	\$886	\$800
Te Atatu Toy Library	\$1,500	\$1,400
Te Atatu South Kindergarten	\$1,306	\$1,290
<b>TOTAL</b>	<b>\$11,088</b>	<b>\$10,810</b>

Report prepared by: Jan Brown, Community Assistance Administrator.



## 9 DRAFT PARKS AND OPEN SPACE STRATEGY

### PURPOSE OF REPORT

The purpose of the report is to request the Henderson Community Board to provide comments on the draft Parks and Open Space Strategy (hereafter referred to as the draft Strategy) and that these comments will be included in a report to the City Development Committee in October 2005 to approve public notification of the draft Strategy.

### BACKGROUND

Council's existing Parks Strategy was adopted in 1999. This strategy needs to be updated to align with updated Council strategic platforms and priorities. There are also some gaps in the existing Strategy that need clearer direction to help provide improved planning for open space within the City.

A values survey was undertaken in November 2004 in the preparation of the Strategy update to help provide initial direction and gauge the values that residents of Waitakere City have of open space.

A Councillor workshop was held on the 13 July 2005, followed by a workshop for Community Board Members on the 28 July 2005. These workshops were provided to introduce the draft Strategy and gain initial feedback from Elected Members.

This report is to provide the opportunity for the Henderson Community Board to give formal recommendations on the draft Strategy to the City Development Committee before it is approved for consultation.

Copies of the draft Strategy have been distributed separately to Board Members (prior to workshops). Additional copies have been supplied in the Community Board Members Lounge and the Councillors Lounge.

### STRATEGIC CONTEXT

The draft Strategy has a number of linkages to national and regional legislation and strategies such as the Local Government Act 2002, Reserve Act 1980, Regional Growth Strategy and Regional Open Space Strategy.

The draft Strategy provides the guidance, policies and direction for parks and open spaces in the City. This includes over 550 parks and reserves that occupy over 1,300 hectares, as well as other open spaces that provide amenity value such as streetscapes.

The draft Strategy has linkages to all of Council's Strategic Priorities and Platforms. However, the key platforms that drive the draft Strategy are the Urban and Rural Villages, Strong Communities, and the Green Network.

### **Urban and Rural Villages**

*"The 2020 vision is for Town Centres to be thriving, providing exciting options for people to live, work, and play. Public facilities and places and the streets are alive and busy."*

The draft Strategy plays an important role in enhancing Town Centre environs to make them more pleasant places to visit, work and live. This is achieved through street improvements, Town Squares, Pocket Parks, unique playground provision and ensuring access to wider recreational opportunities.

### **Strong Communities**

*"The 2020 vision is that people are active, healthy and content. They feel safe and there is a strong sense of community. Our City is a great place for children. We enjoy our diversity of lifestyles and people."*

The draft Strategy has a significant role in providing recreational opportunities for residents helping to keep the City active and healthy. The draft Strategy also guides how parks are developed to ensure that they are safe places to visit, that there is community ownership of parks and open spaces, and that they reflect community identity to provide a sense of place.

### **Green Network**

*"The 2020 vision for the Green Network is that: the Waitakere Ranges will be permanently protected; there will be a network of bush and trees from the Ranges, through town centres and suburbs, to the coasts, bringing the natural world into people's everyday lives and filling the streams and forests with life."*

The draft Strategy plays a significant role in providing guidance and prioritising work in the Green Network including biodiversity protection and enhancement, ecological corridors, pest control and landscape values. It also includes issues such as public access to natural areas and community assistance programmes.

## **ISSUES**

It is timely for the Council to update the Parks Strategy to align with other strategic planning Council is undertaking, including the development of the next Long Term Council Community Plan, development contributions, and the Leisure Strategy.

Waitakere is expecting significant growth over the next 50 years and at the same time we have an aging population. The Council must ensure that this growth and changing demographics is planned for.

At the same time the Council must meet the needs of the existing population, ensuring that parks and open spaces are provided equitably over the City. Many areas in the City have different levels of park provision due to historic activities and differing development trends. These discrepancies need to be addressed.

The Council is implementing development contributions to fund open space requirements to cater for growth to ensure that the cost of growth is appropriately funded.

The draft Strategy sets out the direction on where and how the Council will develop the City's parks and open spaces.

The list below outlines the purpose and outcomes identified through the draft Strategy:

#### Capture the wider roles of open spaces

- To ensure that planning is undertaken in a holistic and integrated manner;
- To capture wider roles of parks and open spaces including heritage, culture and providing sense of place that reflects the local community.

#### Diverse range of open spaces

- The draft Strategy is not limited to parks and reserves, and seeks to provide guidance on more open space types such as streetscapes, and includes the role of private open spaces that provide a large component of our natural environment;
- The draft Strategy also provides more direction for a greater range of open spaces, especially in more intensive growth areas such as town centres.

#### Long term vision for parks and open spaces

- The draft Strategy seeks to provide a long term vision, and planning for a 50 year horizon taking into account population, age and ethnic growth projections. Included in this is the identification of new growth areas and nodal intensification around rail stations and town centres.

#### Robust planning structure

- To provide a consistent and robust planning structure to provide equity across the City and improve decision making processes;
- To ensure that the City's open space network is affordable to purchase, develop and maintain.

#### Provide clear direction for projects to feed into Long Term Council Community Plans and Development Contributions

- To improve flow and relationship of the draft Strategy with the Long Term Council Community Plan so that projects are justified through decision making process. Provide direction for long-term planning for city growth, and determine the cost of growth and allocate it appropriately between Council and developers.

#### **Focus areas**

The draft Strategy outlines how we will develop the City's open space network. Within the draft Strategy there are four key focus areas that have been identified:

#### Green Network Corridors and Representation

- There is a need to continue to secure and develop the five key stream corridors of the Oratia, Opanuku, Swanson, Paramuka streams and the Whau River. These meet a number of strategic needs from water quality, ecological (wildlife corridors), flood mitigation, walking and cycling networks and other recreational opportunities. The Twin Streams project has significantly advanced the Oratia, Swanson and Opanuku Streams in this regard;
- Council should also assess the current reserve network and ensures that underrepresented ecosystems are prioritised and protected.

### Quality vs Quantity

- There is a need to balance community desires for parks and open spaces with affordability. Council has often inherited small areas of open space that only provide limited ecological or recreational opportunities. These areas incur maintenance costs and at the same time reduce the ability for Council to secure higher quality, more desirable parks for the Community;
- Further to this Council should seek to provide equity across the City. There is an existing network of parks and open spaces with huge diversity. Even in new growth areas it is not possible for Council to develop a standard park due to limiting factors such as topography;
- To this end a system has been established to provide the level of quality for every park in the City based on measurable physical features such as size, coastal aspect; facilities (e.g. sport fields) and measures these against people's expectations of what values and experiences that parks should offer;
- This captures the diversity of parks in Waitakere, helps decision making for park development and upgrades and ensures that we get quality not just quantity in our open spaces.

### Growth Areas

- There are a number of areas where significant growth is expected such as in the north of the City and in our town centres. The Council should take the opportunity now to secure land for open spaces in new growth areas to ensure that they are a driving factor in development. At the same time the Council's growth strategy seeks to increase densities within town centres. These areas must be pleasant areas to live and work to encourage quality development. Ensuring quality parks and open spaces in town centres is a major mechanism to achieve this and to offset the needs of the growing population.

### Leisure walks and sports fields

- It is suggested that the key recreational opportunities Council should develop are the continued establishment of the City's sports fields to cater for the growing demand of active recreation and additional to this Council should develop a network of high quality leisure routes in the City as walking is the most common and a growing recreational activity throughout communities (identified in the Parks Values Survey, November 2004). It is also an important recreational activity that meets the needs of an aging population.

A key in achieving all of these areas is securing land, and getting the right land in the right place before the opportunity is lost.

### **Proposed programme**

This report will go to all Community Boards during September 2005 to provide the opportunity for formal comments to be forwarded to the City Development Committee prior to the draft Strategy being approved for consultation. The following outlines the key programme dates:

Item	Description	Date
Community Boards Recommendations	Formal recommendations to City Development on draft Strategy.	5-8 September 2005

Item	Description	Date
City Development Committee Approval	Provide comments from Community Boards and approve draft for consultation.	10 October 2005
Public consultation	Release draft Strategy for public comment.	October to end November 2005
Report to Community Boards on consultation	Summary of submissions, identification of amendments to the Strategy.	March 2006
Report to City Development Committee on consultation	Summary of submissions, identification of amendments to the Strategy, and adoption of the Strategy.	April 2006
Amendments to draft Strategy	Amendments to draft strategy based on submissions and inclusion of finalised Long Term Council Community Plan strategic priorities.	April - June 2006
Chair's sign off of final Parks and Open Space Strategy amendments	Chair's sign off of amendments. Printing and distribution.	July 2006

The draft Strategy will be advertised in the local papers and Council publications (such as the internet and City News). A letter will be sent to all key stakeholders such as sport clubs, residents and rate payers groups, and other territorial authorities.

Levels of Service and Long Term Council Community Plan consultation will also provide additional opportunities for input into the draft Strategy.

## RESOURCES

Staff resource has been allocated to parks and open space planning. The draft Strategy is being funded from the completion of the Parks Analysis and Planning budget approved through the 2005/2006 Annual Plan.

## CONCLUSION

This report is to provide the opportunity for the Henderson Community Board to provide formal recommendations on the draft Strategy to the City Development Committee before it is approved for public consultation.

## RECOMMENDATIONS

1. That the Draft Parks and Open Space Strategy report be received.
2. That the Henderson Community Board provide comments on the draft Strategy for inclusion in the report to the City Development Committee scheduled for 6 October 2005.

Report prepared by: Gyles Bendall, Strategic Parks Planner.



## 10 HOUSING REVIEW PROJECT

### **PURPOSE OF THE REPORT**

The purpose of this report is to inform the Henderson Community Board about the review of the Council's housing for older adults portfolio.

### **BACKGROUND**

The Council's housing for older adults portfolio is managed by the Property Assets section within the City Services' Project Services Group. This housing portfolio constitutes 'social housing' in the sense that it is housing which is owned by the public sector and not-for-profit organisations.

Since 2001, there have been discussions about the future role of Waitakere City Council as a provider of social housing and what it should do with the housing that it owns.

A report was presented to the City Development Committee meeting on Thursday, 7 April 2005, proposing that a review of the Council's housing for older adults portfolio be carried out to take advantage of opportunities that exist in relation to this asset. The City Development Committee resolved that a review be undertaken. This review constitutes a major workstream of the proposed housing strategy.

The review is timely given the Council plans for the main urban centres around Waitakere City and problems with the aging housing stock and deferred maintenance and obsolescence. Options that are open to the Council in relation to the housing portfolio include redevelopment, joint ventures with other parties, financial assistance to redevelop from central government, or selling to another provider or developer.

The review is comprehensive and covers all 12 of the villages that are owned by the Council, which comprise 335 units. The review is scheduled to be completed in early 2006 with a preliminary report presented before the end of 2005.

### **STRATEGIC CONTEXT**

The Council's strategic priorities that are of particular relevance to the housing arena include 'sustainable development', and 'safe city'. Of further strategic importance when considering Council's provision for housing in the City, are the nine outcomes for sustainability that include: 'urban and rural villages', 'integrated transport and communication' by ensuring people have choices in housing and have accessibility to transport and communication links, and 'strong communities' by supporting the health and wellbeing of the community.

These sustainable outcomes are important given Council's plans for future development in response to the population growth which is occurring in Waitakere City and across the Auckland region generally. As part of the plans for future growth, Council has set a goal to ensure that high quality urban intensification occurs within and around the town centres of Waitakere City. These urban centres will be linked to transport nodes and other amenities that support such development. With this work, Council is wanting to lead the way to ensure there is good urban design and provision of adequate community infrastructure (such as parks, facilities and stormwater pipes), to help ensure that the city remains a desirable place to live, work and play, and that the sustainability outcomes are achieved.

Against this background of urban growth and planning for the future, the housing for older adult villages that are scattered across the city should be considered a resource which, if used efficiently and effectively, could help the Council achieve its stated goals.

## ISSUES

### 1 Progress achieved to date

#### a) Planning out the review

The project which commenced in April 2005, has involved staff from across all the Council Directorates, with the primary sponsor being the Director: Strategy & Development. A project plan and project brief have been written. There is a core work team with staff specialising in finance, property assets, strategy, communications and quality assurance issues. There is also a reference team, where the members have agreed to act as a 'reference point' for information and specialist advice in the housing area or related area.

The aims of the review include the following:

- Define the Council's role in regards to social housing;
- Identify opportunities to enable the council to make decisions about its housing for older adults portfolio;
- Recommend to the Council which opportunities to pursue in relation to the housing for older adults portfolio;
- Present an action plan to outline the key actions required to implement decisions.

A number of workstreams have been identified:

- project management (to lead and drive the project);
- specialist support (to include legal, technical, quality assurance, and financial);
- project support (to include administrative and event preparation);
- communications and consultation (to co-ordinate the Council's approach);
- research and analysis (to provide background information);
- strategic planning (to examine and assess the options);
- partnership & advocacy (to explore potential partnerships);
- operational (to work closely with city services).

#### b) Communications plan

A communications plan has been developed for the project which was approved by the Communications and Facilitations Group at a meeting on 2 May 2005. A steering group was set up for the development of consultation material, with 4 elected members appointed: Councillor Hulse, Councillor Cooper, Councillor Clews and Councillor Chan.

The communications plan has been followed and actions have involved sending out letters to key stakeholders, including Age Concern, Grey Power, Housing New Zealand and local MPs.

**c) Tenant consultation**

The tenants of the villages have been informed about the review and have contributed to the project, as set out in the communications plan. Tenants have been sent letters advising them of the review and a series of face-to-face meetings at the villages were held over a period of two (2) weeks (Friday 15 July to Friday 29 July 2005). Ten visits were made to the villages, with two of these combining tenants from two villages. This was primarily an information gathering exercise to hear what improvements the tenants would like to see and to hear their views about the villages, and provided the opportunity to explain the purpose of the review and to dispel any rumours about the future intentions of the Council with the villages. All attendees were invited to take part in a survey which they could complete in their own time and post back to the Council at no charge.

The meetings were well attended by staff from City Services, Public Affairs and Strategy and Development. Each visit was scheduled to include an official welcome by a Councillor, a short presentation, a discussion session and refreshments to close. In combination, Councillors Clews, Hulse and Cooper, attended all but one of the meetings as members of the consultation steering group. Several other Councillors were in attendance at a number of the meetings. At one meeting (for tenants of North and South Karaka Street) on Monday 25 July, a local MP was in attendance, who expressed views that may not have aided the residents understanding of what the review is aiming to achieve.

The visits were considered to be successful as the original aims were achieved, and a great deal of useful information was collected and continues to be collected, with completed surveys (nearly 70 at the time of writing) still being received by post. A letter is to be sent to tenants to thank them for attending the meetings and for their valuable contribution.

At the meetings care was taken not to raise unrealistic expectations of what the Council can achieve. It was made clear that not all issues raised by the tenants will be addressed, due to financial constraints and the eventual impact of the review upon future decisions about the villages. As expected, tenants used the opportunity to air their complaints or problems they are experiencing in their units or at their villages, and these were all noted down at the time.

The feedback obtained through the meetings comprised a mixture of maintenance and remedial issues as well as more substantive issues that are of relevance to the review. The following will be carried out:

- A report will summarise the feedback from the meetings including the main issues and concerns and discuss the 'strengths' and 'weaknesses' of the villages from a tenant perspective;
- All maintenance issues will be fed back to City Services where action will be taken where appropriate, and outlined in a report;
- Information that is of relevance to the Community Boards will be fed back to each Board.

d) **Research and analysis**

Progress has been made on gathering background information that will be used in the decision making process. The information may relate to one or more of the potential options for the future use of the housing portfolio. A summary of the analysis of the information will be made available to the Henderson Community Board in the future.

- **Planning and zoning report** - prepared by resource consent staff, indicating for each village, zoning and building restrictions, such as the potential for subdivision, density restrictions, and any contamination issues;
- **Title searches** - prepared by legal services, to confirm ownership of the properties, identify any hindrances or encumbrances on the titles and provide copies of the titles;
- **Financial analysis** - currently being prepared by Council staff, to examine the potential costs of different options, such as refurbishment, redevelopment, selling, and contracting out the management of the housing. The results of a preliminary analysis is due to be completed by mid-August and more detailed analyses will then be carried out;
- **Levels of service analysis** - at an operational level has been carried out by SPM Consultants to examine likely costs of improving existing units from a health (e.g. heating), safety, security, design and condition perspective. It will aid decisions about future management of the housing and any asset management planning issues. To be completed by the end of August 2005;
- **Valuation** - carried out by Bristow, Barbour and Walker to determine the market value of the villages;
- **Community outcomes** - via the Long Term Council Community Plan, to include the views and opinions of the public about housing.

Further research is being carried out to assist the development of the housing strategy, with the overall intention being to paint a picture of the current housing scene and help identify future trends and patterns, as follows:

- **Housing needs assessment** - undertaken by DTZ Consultants. A research brief has been shared with Auckland City Council. An assessment of the future housing needs of older people is one area that is being covered;
- **Profile of housing across the city** - analysis of valuation data (from Quotable Value New Zealand Limited which produces valuations), will help to examine trends and patterns at a city level and at a suburb level. This will include maps and charts;
- **Other housing providers** - information is being collected about other housing providers in Waitakere City, particularly, Housing New Zealand Corporation.

2 **Councillor involvement**

Workshop and tour

A tour of some of the villages was followed by a workshop to examine some of the options with Councillors was held on Monday, 29 August 2005, as outlined in the communications plan. Members of the workteam were invited.

### Formation of staff-councillor steering group

The establishment of a staff-councillor steering group for this project was recently suggested by one of the Councillors. Officers are of the view this would be beneficial to the outcome of the project, as it will enable interested councillors to contribute on an ongoing basis. As the project moves toward the decision making stage, it is likely that the involvement of the steering group members will increase, with for example, providing feedback at an early stage with the analyses and written findings.

### 3 Next steps

The key steps of the review and timelines are set out below. Minor changes have been made to the anticipated end date of the project, which is now set to be February / March 2006, instead of February 2006 as outlined in the report to the April meeting of the City Development Committee.

Review steps	Likely timeframe
Information gathering relevant to the housing portfolio	May - September 2005
Consultation with tenants, Councillors, and Council staff (workshops, Councillor tour)	July - September 2005
Write up findings and draw preliminary conclusions	September 2005
Further consultation with Councillors and Council staff and external key stakeholders	September - October 2005
Draft policy and programme of action to Committee	October - November 2005
Consultation with key stakeholders and public	November - December 2005
Final policy and programme of action	February - March 2006

### RESOURCES

Within Strategy and Development and City Services, there is sufficient budget to cover the estimated costs of \$50,000.

### CONCLUSION

This report provides an update on progress with the housing review that the Council is currently undertaking. Significant progress has been in planning out the project, devising a communications plan, consulting with the tenants and gathering information vital to the decision making process. The key steps and timeline have been modified slightly since the inception of the project, although overall, the project is progressing well and support has been given to it from officers across the whole of Council and by Councillors.

### RECOMMENDATION

That the Housing Review Project report be received.

Report prepared by: Zoe Cumming: Senior Analyst, Social Policy (Strategy and Development Unit).



## 11 HEPBURN ROAD, GLENDENE - RELOCATION OF BUS STOP

### PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for the relocation of a bus stop on Hepburn Road, Glendene.

### BACKGROUND

At the meeting of the Henderson Community Board held on 7 July 2005 a new bus stop was approved on Hepburn Road outside number 230 (Delegat's Wine Estate), through the following resolutions:

1. *That the Hepburn Road, Glendene - New Bus Stop report be received.*
2. *That in relation to **HEPBURN ROAD, GLENDENE**:*
  - (a) *That, in accordance with the powers conferred by virtue of the Local Government Act 1974, The Land Transport Act 1998, The Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,*
    - (i) *on the west kerb line of **HEPBURN ROAD** starting from a point 51 metres south along the kerb line of the point where the kerb line meets the kerb line of **NEESONS WAY** and extending to a point, a further 18 metres south along the west kerb line, a new '**BUS STOP**' control be put in place.*
3. *That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions*

1320/2005

A9-A10

A copy of the agenda report relating to this matter that was considered by the 7 July 2005 meeting of the Community Board is attached at pages A9 to A10.

### STRATEGIC CONTEXT

The Waitakere City Council's 'Integrated Transport and Communication' platform provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services and for city travel facilitated by integrated, environmentally responsible and innovative design, with a focus on meeting the essential needs of all, for access, communication, and safety.

Correctly sign posted bus stops are desirable to both notify public transport users of the pick up and drop off locations for bus services and to keep these locations clear of other vehicles.

### ISSUES

The bus stop sign and markings for the new bus stop approved by the Community Board were installed by Council shortly after the 7 July 2005 meeting.

A representative of Delegat's Wine Estate has recently contacted Council and requested that Council relocate the bus stop. The representative is concerned that when buses are present at the bus stop that the ability of the heavy vehicles serving the winery to manoeuvre into the nearby vehicle crossing is restricted and believes that this presents a safety hazard. The representative has also stated that they believe that the bus stop will cause people to congregate around the frontage of their property and that these people may be in danger of being struck by trucks entering and leaving the winery.

The representative has stated that the winery management have no recollection of receiving the consultation letter mentioned in the 7 July 2005 report. The post office box number to which the letter was sent has been checked and was found to be the correct box number for Delekat's Wine Estate's corporate office.

A Council officer has met with a representative of Delekat's Wine Estate in Hepburn Road on 8 August 2005 and identified a potential area to which the bus stop could be relocated. It is proposed that the stop be relocated to the north side of the northern vehicle crossing to the winery. All trucks approaching the winery do so from the south and this relocation will ensure that stopped buses are not in the way of winery trucks. At the 8 August 2005 meeting the winery's representative offered no objection to this proposed relocation.

The proposed relocation does have the disadvantage that the head of the bus stop will be adjacent to the side frontage of number 2 Neesons Way and waiting bus patrons may be able to observe this property's back yard. The occupants of this property may be concerned about loss of privacy. A consultation letter has been sent to the occupants of 2 Neesons Way seeking their opinions on the proposed relocation. Any response received to this letter will be circulated to Members of the Community Board before the meeting.

Delekat's Wine Estate has been invited to attend the Public Forum of the September 2005 meeting of the Henderson Community Board and state any views that may have on this matter.

A11 The location of the proposed bus stop control is shown on the aerial photograph attached at page A11.

## RESOURCES

The proposed signage change can be implemented under the 2005/2006 maintenance budgets.

## CONCLUSION

The proposed relocation of the existing bus stop outside number 230 Hepburn Road is recommended to alleviate the concerns of the operators of the winery located at this address.

## RECOMMENDATIONS

1. That the Hepburn Road, Glendene - Relocation of Bus Stop report be received.
2. That pursuant to Standing Order 27.18 resolution 1320/2005:
  1. *That the Hepburn Road, Glendene - New Bus Stop report be received.*
  2. *That in relation to **HEPBURN ROAD, GLENDENE**:*
    - (a) *That, in accordance with the powers conferred by virtue of the Local Government Act 1974, The Land Transport Act 1998, The Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,*
    - (i) *on the west kerb line of **HEPBURN ROAD** starting from a point 51 metres south along the kerb line of the point where the kerb line meets the kerb line of **NEESONS WAY** and extending to a point, a further 18 metres south along the west kerb line, a new '**BUS STOP**' control be put in place.*

3. *That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.*

be rescinded.

3. That in relation to **HEPBURN ROAD, GLENDENE:**

- (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,

- (i) on the west kerb line of **HEPBURN ROAD** starting from a point 23 metres south along the kerb line of the point where the kerb line meets the kerb line of **NEESONS WAY** and extending to a point, a further 15 metres south along the west kerb line, a new '**BUS STOP**' control be put in place.

4. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Paul Schischka, Transport Engineer.



## 12 **BRAEBANK LANE - INTERSECTIONS WITH COVIL AVENUE AND BRIDGE AVENUE NEW GIVE WAY CONTROLS**

### **PURPOSE OF THE REPORT**

The purpose of this report is to seek the Henderson Community Board's approval in principle for new 'Give Way' controls at the intersection of Covil Avenue and Braebank Lane and also at the intersection of Bridge Avenue and Braebank Lane.

### **BACKGROUND**

A resident of Covil Avenue has contacted Council requesting that changes to the intersection of Covil Avenue and Braebank Lane be considered to deal with perceived speed and failure to give way related traffic problems at this intersection.

### **STRATEGIC CONTEXT**

The Waitakere City Council's 'Integrated Transport and Communication' platform provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for city travel facilitated by integrated, environmentally responsible, and innovative design, with a focus on meeting the essential needs of all, for access, communication, and safety.

Intersection priority controls can improve road user safety at intersections by better defining turning priorities and reminding drivers of the need to stop when they do not have priority.

## ISSUES

### **Covil Avenue and Braebank Lane Intersection**

This intersection is currently uncontrolled with the priority route being the through route along Covil Avenue. Turning traffic travelling between Covil Avenue and Braebank Lane is required to give way to through traffic on Covil Avenue. Should the signalisation of the intersection of Te Atatu Road and Covil Avenue occur the traffic patterns at this intersection will change and the majority of traffic movements will be turning movements between Covil Avenue and Braebank Lane.

Braebank Lane intersects with the Covil Avenue's western approach to the intersection at an angle of 125 degrees. This high angle of intersection allows drivers travelling between Covil Avenue and Braebank Lane to do so at relatively high speeds. The angle of intersection may also cause confusion with some drivers as to turning priorities at the intersection. These two factors combined result in a higher than normal risk of 'failure to give way' type accidents occurring at the intersection, particularly if traffic volumes using the Braebank Lane leg of the intersection increase.

To minimise this safety concern it is recommended that changes be made to the intersection to give priority to the dominant traffic flow, better indicate to drivers which movements have priority and slow traffic using the non-priority leg of the intersection.

It is recommended that a 'Give Way' control be installed on Covil Avenue's eastern approach to the intersection. In addition to the proposed new 'Give Way' control it is also recommended that additional road marking be installed at the intersection to help reinforce the change in priorities created by the 'Give Way' control. This additional road marking would take the form of a centre line running between Covil Avenue and Braebank Lane and a continuity line across Covil Avenue's eastern approach to the intersection.

The installation of a small traffic island on the east approach of Covil Avenue to the intersection with Braebank Lane is also recommended as part of the intersection reconfiguration. This island will help to slow traffic travelling through the intersection along Covil Avenue as well as helping to provide additional indication to drivers in regard to traffic priorities at the intersection. The design must ensure that access to the vehicle crossings of properties numbers 30 and 33 is maintained. The residents of these properties will be consulted on the proposed island during the design phase.

A12 These proposed changes are indicated on the plan attached at page A12.

It is likely that some parking restrictions around the intersection of Covil Avenue and Braebank Lane will be necessary as part of the reconfiguration of the intersection to ensure that driver sight lines at the intersection are not obscured by parked vehicles and to ensure that turning paths within the intersection are not blocked. The exact location of these restrictions will be determined as part of the detailed design work for the proposed changes and will be subject to consultation with local residents.

### **Bridge Avenue and Braebank Lane Intersection**

The proposed signalisation of the intersection of Covil Avenue and Te Atatu Road and the subsequent imposition of a prohibition on right traffic turn movements at the intersection of Bridge Avenue and Te Atatu Road will increase the volume of traffic travelling between Bridge Avenue and Braebank Lane. It is recommended that a new 'Give Way' control is installed at this intersection to normalise priorities for the T-Junction.

A13 The location of this proposed new intersection priority control is indicated on the plan attached at page A13.

## RESOURCES

The proposed road signage and markings changes can be implemented under the 2005/2006 Annual Plan maintenance budgets. The proposed new traffic island can be implemented under the 2005/2006 minor safety projects budget.

## CONCLUSION

The proposed new 'Give Way' controls at the intersection of Covil Avenue and Braebank Lane and at the intersection of Bridge Avenue and Braebank Lane are recommended to improve road user safety at these intersections.

The Henderson Community Board's approval in principle is requested for the proposed changes before public consultation and detailed design work is undertaken. A second report will be prepared providing results of the public consultation for the Board's final approval before any changes are made.

## RECOMMENDATIONS

1. That the Braebank Lane - Intersections with Covil Avenue and Bridge Avenue New Give Way Controls report be received.
2. That the proposed new **GIVE WAY** control on **COVIL AVENUE** on the eastern approach to the intersection with **BRAEBANK LANE** be approved in principle by the Henderson Community Board, subject to public consultation being carried out and a further report being presented to the Henderson Community Board for final approval.
3. That the proposed new **GIVE WAY** control on **BRAEBANK LANE** at the intersection with **BRIDGE AVENUE** be approved in principle by the Henderson Community Board, subject to public consultation being carried out and a further report being presented to the Board for final approval.

Report prepared by: Paul Schischka, Transport Engineer.



## 13 SEL PEACOCK DRIVE, HENDERSON - NEW PARKING CONTROL

### PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for installation of a new 'No Stopping At All Times' parking control in Sel Peacock Drive, Henderson.

### BACKGROUND

The operators of Storage King located at 14 Sel Peacock Drive (in the basement of the old Mitre Ten building) have requested that Council consider installing a 'No Stopping' parking control over one of the vehicle crossings to their premises to discourage drivers from parking in a manner that blocks the vehicle crossing.

## STRATEGIC CONTEXT

The Waitakere City Council's 'Integrated Transport and Communication' platform provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services and for city travel facilitated by integrated, environmentally responsible and innovative design, with a focus on meeting the essential needs of all, for access, communication, and safety.

'No Stopping At All Times' controls can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

## ISSUES

There are two vehicle crossings serving the Storage King premises. One vehicle crossing, which is used exclusively by traffic entering the property, is located on the south corner of the building adjacent to the entrance to the Work and Income building parking area. The other vehicle crossing is located 30 metres north of the first and is used exclusively by vehicles exiting the property. The operators of Storage King have stated that vehicles are often parked over the outwards vehicle crossing to their premises.

There is a roller door over the driveway that the vehicle crossing serving outwards traffic is associated with. For security reasons it is kept in the lowered position when the driveway is not in use. Some drivers may believe that the lowered roller door indicates that the vehicle crossing is not in regular use. The operators of Storage King have stated that they intend to install a warning message on the outside of the roller door to discourage drivers from parking over the vehicle crossing.

It is proposed that a 'No Stopping At All Times' parking restriction marking be installed over the outwards vehicle crossing. Although it is illegal to park over a vehicle crossing regardless of the presence or absence of any road marking the installation of a road marking in this location would help remind drivers of their responsibilities.

The proposed new marking will not eliminate any existing legal parking spaces, it is intended solely to remind drivers of the locations where it is already illegal to park.

A14 The location of the proposed new parking control is shown on the aerial photograph attached at page A14.

## RESOURCES

The proposed signage change can be implemented under the 2005/2006 maintenance budgets.

## CONCLUSION

The proposed new 'No Stopping' parking restriction marking on Sel Peacock Drive is recommended to help remind drivers that they may not park over a vehicle crossing.

## RECOMMENDATIONS

1. That the Sel Peacock Drive, Henderson - New Parking Control report be received.
2. That in relation to **SEL PEACOCK DRIVE, HENDERSON:**
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,

- (i) on the northeast kerb line of **SEL PEACOCK DRIVE** starting from a point, 33 metres northwest along the kerb line to a point adjacent to the property boundary between numbers 14 and 36 **SEL PEACOCK DRIVE** and extending to a point a further 11 metres northwest, a new **NO STOPPING AT ALL TIMES** control be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Paul Schischka, Transport Engineer.



## 14 LEVELS OF SERVICE CONSULTATION

### PURPOSE OF THE REPORT

The purpose of this report is to advise the Henderson Community Board of the Levels of Service consultation programme and to seek the Community Board's input.

### BACKGROUND

The Local Government Act 2002 requires Council to prepare a Long Term Council Community Plan which sets out Council's work programme for three years, (namely 2006/2007, 2007/2008 and 2008/2009) and an indicative work programme for the next seven years thereafter.

The key processes involved in preparing the Long Term Council Community Plan are as follows:

- Establishing community outcomes;
- Confirming the strategic direction;
- Establishing Levels of Service;
- Preparation of Activity Plans to give effect to the above; and
- Preparation and consultation on the Long Term Council Community Plan.

### STRATEGIC CONTEXT

Levels of service provide the linkages between community outcomes, the strategic direction and enable work programmes to be prioritised.

### ISSUES

As stated above, the Local Government Act 2002 requires a more robust three-yearly planning cycle than in the past. This also makes sense from a practical point of view, as often projects can not be completed in one year due to the time required to complete the following processes:

- Consultation;
- Preliminary and feasibility planning;
- Consenting;
- Land purchase, if required;

- Tendering; and
- Implementation or construction.

Thus it is also proposed to carry out preliminary consultation with the Community Boards to establish priorities for the next three years for the following activities:

- Transportation;
- 3 Waters;
- Parks;
- Community facilities;
- Libraries;
- Solid waste; and
- Property and pensioner housing.

As the Local Government Act 2002 requires consultation on Levels of Service, a work programme has been developed as follows:

- Focus group consultation in September 2005;
- Community Board consultations from September to November 2005;
- Citywide consultation in October 2005; and
- A series of Council workshops.

The work programme recommended for the Community Board is as follows:

- A workshop for all Community Board Members;
- The Community Boards will then be required to individually consider priorities for each Ward at a separate workshop to be held in October 2005; and
- Reporting back with the outcomes of the two workshops to the November 2005 Community Board meetings, to recommend to Council the Levels of Service and priority projects for consideration in the draft 2006/2016 Long Term Council Community Plan.

A15-A23

An example of a recently completed Levels of Service consultation carried out by Taupo District Council is included at pages A15 to A23.

## RESOURCES

Funding is available in the 2005/2006 Annual Plan for the Levels of Service consultation and planning for the 2006/2016 Long Term Council Community Plan.

## CONCLUSION

Levels of Service consultation is required by the Local Government Act 2002 and will enable better three-yearly planning for activities in the draft 2006/2016 Long Term Council Community Plan.

Two workshops are proposed for elected members to enable recommendations to be considered by the Community Boards in November 2005 for input to the Long Term Council Community Plan.

## **RECOMMENDATIONS**

1. That the Levels of Service Consultation report be received.
2. That Henderson Community Board Members attend two (2) workshops on Levels of Service and priorities for the next three-years, with the outcomes reported back to the November 2005 Henderson Community Board meeting.

Report prepared by: Tony Miguel, Group Manager: Asset Management.



## 15 **HENDERSON RAILWAY STATION NAME CHANGE**

### **PURPOSE OF THE REPORT**

The purpose of this report is to seek formal feedback and support from the Henderson Community Board on a proposed change of the name of "Henderson" railway station to "Waitakere Central" station.

### **BACKGROUND**

The Henderson railway station and its surrounds are to be substantially redeveloped to form a transport interchange catering for rail, bus, pedestrians and cyclists. At the Council meeting on 5 February 2004 the Council discussed the naming of the civic centre and transport interchange development as Waitakere Central. Officers were instructed to initiate an application for a change of name of two railway stations:

- Henderson station to Waitakere Central station;
- Waitakere station to Waitakere Village station.

Consultation in relation to Waitakere Central has been conducted through the Annual Plan process, and specific feedback is being sought from Community Boards, local iwi and rail organisations - Ontrack, Auckland Regional Transport Authority (ARTA) and Connex.

### **STRATEGIC CONTEXT**

The redevelopment of the Henderson town centre will reinforce Henderson's role as the central business and civic district of Waitakere City. The integrated transport interchange and civic centre are being promoted as Waitakere Central to reflect the role of Henderson town centre as the heart of Waitakere City. This enhancement of the Henderson station also helps deliver Council's vision for an integrated public transport system.

### **ISSUES**

The proposed name change of Henderson station to Waitakere Central may cause confusion for passengers and the community about the difference between Waitakere Central and Waitakere railway stations. It is proposed that at the same time that Waitakere Central opens, which is preliminarily scheduled for August 2006, Waitakere station is renamed Waitakere Village station. This new name will serve to differentiate Waitakere Village from Waitakere Central.

Assigning geographical and hydrographic names within New Zealand is the responsibility of the New Zealand Geographic Board Nga Pou Taunaha o Aotearoa. Waitakere City Council will need to make an application to the Board proposing the name changes. The application is required to include input from the Waitakere and Henderson Community Boards, local iwi and rail stakeholders including Ontrack, Auckland Regional Transport Authority and Connex. Auckland Regional Transport Authority has suggested that Henderson railway station be renamed Waitakere Central - Henderson to minimise changes and to reflect that Waitakere Central is located in Henderson town centre.

The support of the Henderson Community Board for the change of name of the Henderson station to Waitakere Central station would assist the application.

## **RESOURCES**

There will be some costs involved with the proposed changes to the names of the railway stations. This will involve the cost to change rail network maps and timetable information. Council officers are in discussions with Auckland Regional Transport Authority about the costs and if the name changes can be introduced as part of any future planned timetable changes by Auckland Regional Transport Authority.

## **CONCLUSION**

The Community Board's support for the change of name of the Henderson station to Waitakere Central station will assist the application to the New Zealand Geographic Board. The Waitakere Central station name will reflect the role of Henderson town centre as the heart of Waitakere City.

## **RECOMMENDATIONS**

1. That the Henderson Railway Station Name Change report be received.
2. That the application to the New Zealand Geographic Board to change the name of Henderson Railway Station to Waitakere Central Railway Station be supported.

Report prepared by: Kevin Wright, Manager Transport Strategy.



## **16 RAILSIDE AVENUE TO ALDERMAN DRIVE AND CATHERINE MALL PRECINCTS INFRASTRUCTURE RENEWAL PROJECTS - RATANUI STREET PARKING CHARGES**

### **PURPOSE OF THE REPORT**

The purpose of this report is to present to the Henderson Community Board the proposed modified parking plan for Ratanui Street and to seek the Board's approval to undertake the proposed changes.

### **BACKGROUND**

Isthmus Group was awarded the contract in 2004/2005 to design new urban concepts for both of the above precincts.

The scope of works includes new paving, a variety of seating at appropriate locations, community gathering places in the precincts, landscaping, and proposes places to accommodate artworks.

The objective is to provide safe pedestrian routes, link the economic sectors, improve the visual and usable amenity, and improve the business opportunities along the way. Both precinct projects will be the first of several Henderson precinct infrastructure renewal programmes to raise the overall quality of amenity in Henderson to a Central Business District standard. The Railside Avenue to Alderman Drive precinct will also become a strong pedestrian link between Waitakere Central, the Public Transport Interchange, Waitakere Central Library and Unitec Campus, Pioneer Park, and the Aquatic Centre.

The draft design for the above project was presented to the Henderson Community Board on 3 March 2005. It was resolved:

*“That the Railside Avenue to Alderman Drive and Catherine Mall Precincts Infrastructure Renewal Projects - Draft Designs Presentation report be received.”*

329/2005

Since that date further consultation with key stakeholders and Council staff has enabled the design to progress to a detailed design stage ready for preparation of the tender for construction.

## **STRATEGIC CONTEXT**

In 2001 the Henderson Concept Planning Workshop identified a range of construction projects and general initiatives that would create a strong economic environment and improve the visual amenity. Both of these precinct renewal projects fit within these proposed initiatives.

In 2002 the Council committed to undertaking two major development projects in the ‘Heart of Henderson,’ these being: Waitakere Central combined with a new public transport interchange the new Waitakere Central Library combined with Unitec Campus, car park building, and a series of public plazas to stimulate economic and employment growth for Waitakere City.

## **ISSUES**

### **Street Design Context**

Currently Ratanui Street provides a variety of public parking options from 15 minute to 120 minute parking spaces, taxi stands, a bus stop and a temporary loading zone. The street mainly consists of public service sectors such as the courts, education and health facilities and the new central library.

The growth of the above facilities will place an increased number of pedestrians in the immediate vicinity as well as becoming a main walking route between the aquatic centre and the new public transport centre in Railside Avenue. As part of the new design for this street a focus had been placed on providing an improved pedestrian environment by creating interesting social nodes along the route, aligning the footpaths and pedestrian crossings to be more direct and safe, adding new street and footpath lighting, and providing a new landscape and seating areas.

To make both sides of the street vibrant and capture the increased library and Unitec users the design places a raised speed table in Ratanui Street stretching from the Library plaza over the road in front of the Telecom building at number 6 Ratanui Street. The speed table will have the same surface materials as the Library plaza enabling it to be a safe place to cross the road and clearly providing a message to vehicle users that this is a safe pedestrian zone.

On the western side of the road in front of the Telecom site it is proposed to place two street café kiosks adjacent to the footpath and to widen the kerb line at this position to place a range of seating options within a landscaped gathering place. A resource consent is lodged with the Council for this process.

### **Car Parking Spaces**

A24 The following information is provided at page A24. The shaded spaces are being retained and the clear dotted spaces are being removed.

Ratanui Street currently has thirty (30) parking spaces, twenty five (25) general public spaces two (2) of which are currently temporary disabled, two (2) police parking spaces, three (3) taxi spaces, a temporary loading zone and bus stop area.

### **Western Side of Ratanui Street**

The four (4) 15 minute parking spaces at the southern end of Ratanui Street adjacent to the Great North Road intersection will remain unchanged.

To establish the street kiosk and seating area in the front of the Telecom site it is necessary to widen the kerb line. This requires removing two (2) of the existing five (5) parking spaces leaving a balance of three (3) parking spaces to provide a buffer to the seating area.

At the northern end of Ratanui Street in the P120 minute parking area the current two (2) temporary disabled parking spaces will return to the new Library lane in December 2005.

One (1) public space will be removed from the southern end of this area to enable the kerb to be reshaped to widen the existing footpath where it is currently narrow and unsafe due to the misalignment of the adjacent property boundaries.

At the northern most end of this P120 minute parking area the existing pedestrian crossing will be moved several metres south to provide a much safer position for the pedestrian crossing while still maintaining the centre road refuge. To place the crossing here it will require removing one (1) parking space. The end result will be that the two police spaces will remain plus eleven (11) 120 minutes public spaces.

In total four (4) spaces will be required to be removed from the western side of Ratanui Street to enable the safe pedestrian route and the new landscaped seating areas to be achieved.

### **Eastern Side of Ratanui Street**

The bus bay will remain adjacent to number 7 Ratanui Street. It is proposed that the current temporary general loading zone that was part of the Library / Unitec development resource consent not be removed in December 2005 when the construction is completed but continue to remain in Ratanui Street as it provides a convenient drop off position for service vehicles and the general public. It is proposed that the three (3) taxi stands remain and that the current three (3) P120 minute public spaces in front of the Wai Health building be changed to P15 minute spaces to allow quick drop off places for people needing to use the public services in this area.

It is proposed that the approval to, change the P120 spaces by Wai Health to P15, and the general loading zone, take place immediately. That the removal of the nominated parking spaces on the western side of the road take place at the works construction stage approximately February/March 2006.

## RESOURCES

The resources for this project are included in the 2005/2006 Annual Plan.

## CONCLUSION

The objective of the Henderson precincts infrastructure upgrade project is to link the economic sectors, improve the visual and usable amenity, and provide safe interesting pedestrian and social routes between key destinations.

The detailed design stage of this project found a number of constraints hampering the ability to provide a safe pedestrian dominant route in Ratanui Street. The final design has endeavoured to correct this situation by improving the walking environment with continual surfaces and prioritising the places where pedestrian crossings are placed. More people using the area in route to the Aquatic Centre, Library / Unitec and transport centre will keep the area safe. The seating and kiosks provide people nodes resulting in natural street surveillance.

To achieve the pedestrian predominance required, four (4) existing public parking spaces will be required to be removed from the western side of Ratanui Street.

## RECOMMENDATIONS

1. That the Railside Avenue to Alderman Drive and Catherine Mall Precincts Infrastructure Renewal Projects – Ratanui Street Parking Changes report be received.
2. That in relation to **RATANUI STREET, HENDERSON:**
  - (a) That all existing parking restrictions or limitations currently applicable to **RATANUI STREET** imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
  - (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) on the east kerb line of **RATANUI STREET** starting from a point adjacent to the property boundary between numbers 13 and 11 **RATANUI STREET** and extending to a point a further 18 metres north along the east kerb line, a new **P15** parking control be put in place.

3. That in relation to **RATANUI STREET, HENDERSON**:
- (a) That all existing parking restrictions or limitations currently applicable to **RATANUI STREET** imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, cease to have any force and effect as from 1 March 2006 provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
- (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
- (i) on the west kerb line of **RATANUI STREET** starting from a point 14.5 metres south of a point where the kerb line meets the south kerb line of Alderman Drive and extending to a point a further 27.5 metres south along the west kerb line, a new **P120** parking control be put in place.
- (ii) on the west kerb line of **RATANUI STREET** starting from a point 42 metres south of a point where the kerb line meets the south kerb line of Alderman Drive and extending to a point a further 5 metres south along the west kerb line, a new **NO STOPPING AT ALL TIMES, EXCEPT POLICE VEHICLES** parking control be put in place.
- (iii) That the parking controls imposed by parts (i) and (ii) shall come into effect from 1 March 2006.
4. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Janet Hannan, Principal Advisor, Urban Development.

---

17 **RAILSIDE AVENUE TO ALDERMAN DRIVE AND CATHERINE MALL PRECINCTS  
INFRASTRUCTURE RENEWAL PROJECTS UPDATE**

**PURPOSE OF THE REPORT**

The purpose of this report is to bring an update to the Henderson Community Board on the detailed design stage for the above precincts and seek approval to close a portion of Stevies Lane and the adjacent reserve during the relative construction stage.

**BACKGROUND**

Isthmus Group was awarded the contract in 2004/2005 to design new urban concepts for the Railside Avenue to Alderman Drive and Catherine Mall Precincts.

The scope of works includes new paving, a variety of seating at appropriate locations, community gathering places in the precincts, landscaping, and proposed places to accommodate artworks.

The objective is to link the economic sectors, improve the visual and usable amenity, and improve the business opportunities along the way. Both precinct projects will be the first of several Henderson precinct infrastructure renewal programmes to raise the overall quality of amenity in Henderson to a Central Business District standard. The Railside Avenue to Alderman Drive precinct will also become a strong link between Waitakere Central, the Public Transport Interchange, Waitakere Central Library and Unitec Campus, Pioneer Park, and the Aquatic Centre.

The draft design for the above project was presented to the Henderson Community Board on the 3 March 2005, where it was resolved:

*“That the Railside Avenue to Alderman Drive and Catherine Place Mall Precincts Infrastructure Renewal Projects - Draft Designs Presentation report be received.”*

282/2005

Since that date further consultation with key stakeholders and Council staff has enabled the design to progress to a detailed design stage ready for preparation of the tender for construction.

In 2001 the Henderson Concept Planning Workshop identified a range of construction projects and general initiatives to create a strong attractive economic environment and improve the visual amenity. Both of these precinct renewal projects fit within these proposed initiatives.

In 2002 the Council committed to undertaking two major development projects in the ‘Heart of Henderson’, these being; Waitakere Central combined with a new public transport interchange the new Waitakere Central Library combined with Unitec Campus, car park building, and a series of public plazas to stimulate economic and employment growth for Waitakere City.

## **STRATEGIC CONTEXT**

The objective of implementing renewed infrastructure in the Railside Avenue to Alderman Drive and Catherine Mall precincts is to make the town centre a vibrant and enjoyable place to live, work and play by creating attractive urban places that encourage growth and economic development, with minimal environmental impacts.

The renewal of these precincts will link people directly into the proposed new transport centre in Railside Avenue. The advantages of a workable passenger transport system in the middle of the Henderson Central Business District serving a growing population will be to reduce traffic congestion. Safe vibrant streets will make sure this growing centre is easy to get around in while stimulating the local economy.

## **ISSUES**

The draft concept plan for both precincts has progressed in consultation with the Council’s asset managers and key Henderson property owners adjacent to the project areas. The detailed design phase has been completed and will be presented to the Board at this meeting.

Consultation with key stakeholders who own properties along the renewal route has been ongoing, with the intention to encourage them to make aesthetic improvements to their premises to enhance the overall project outcomes.

## Artworks

An artist has been appointed to work alongside Council staff and Isthmus Group to develop an iconic art design that can be flexible enough to enable different forms or elements of the core art work to be used in three prominent locations within this project. The locations are:

- the gateway entrance to Ratanui Street from Alderman Drive;
- the south western corner of the Great North Road and Railside Avenue;
- the western side of the front entrance to Catherine Mall.

A25-A26

Attached at pages A25 to A26 are maps showing art locations and speed table - see issues below).

## Artist Brief

It is envisaged that these artworks will:

- have a strong visual presence, be iconic, expressive and form identity markers;
- act as directional connectors between streets and places along the pedestrian routes;
- add to the streetscape a rich visual character that is relevant to the overall context of the area;
- be repeatable, visible from a distance and identifiable as iconic art elements;
- provide elements of human interest stimulating social discussion and meeting points along the route;
- have design elements that can change to enable the iconic representation to be used elsewhere in the future renewal of other precincts in the Central Business District; and
- consider how the concept could be transferred into different scale/form/function within the locations.

## Artworks Consultation

A presentation of the proposed art works for Catherine Mall and the Railside Avenue corner has been made to the Henderson Community Board on 16 July 2005 by staff and a follow up workshop on 4 August 2005 which included a presentation from the artist. The Community Board feedback has been mixed, several members have reservations regarding the design based on the materials being proposed and its design appropriateness for Henderson, while other members expressed positive feedback in regard to the iconic design being appropriate for a future Central Business District scale and the desired future new look for Henderson. The Board has now requested that the artist design the artwork component for the Ratanui Street and Alderman Drive corner and bring this back to a third workshop with the Board.

A peer review group was also set up to comment on the art concept design. This group consisted of the landscape designer for the Waitakere Central and Waitakere Library / Unitec developments, and who also prepared the new suite of furnishing designs and specifications for all future street upgrades in the Henderson town centre, Isthmus Group the landscape designers for this project, and several art specialists. There is strong support for the design particularly from the landscape designers who believe the scale, iconic statement, robust materials and design is appropriate for a Central Business District environment given Henderson will be a multi storey centre in the near future, and some reservations were expressed by others regarding bulk.

### Artworks Manufacturing

The construction material is from a recycled source and is able to have fire and graffiti retardant components included during the manufacturing process. The design has a Waitakere reference to the Kauri tree, is colourful, robust in structure and can include lighting. Council arts, asset and maintenance staff have been consulted during the design phase. The design must also be suitable to be used within the other Henderson precincts due for renewal in subsequent years.

Following on from the artworks concept design approval, detailed construction design will be undertaken September - October 2005, with manufacturing November 2005 - January 2006, installation in February - March 2006.

### Stevies Lane and Reserve

The street upgrade project also proposes an improved landscape for the Stevies Lane reserve and constructing the speed table adjacent to the new transport centre. The speed table surface will protrude several metres into Stevies Lane to form a continual pedestrian surface from the transport centre over the entry to Stevies Lane and on down the Railside Avenue retail area. To undertake the construction works in the lane and reserve area there will be a need to close the Railside Avenue entry to Stevies Lane for periods of time during the construction phase which will be approximately February - April 2006. There will also be a need to co-ordinate this work with the planned construction of the link bridge between Railside Avenue and the new Civic Centre. The traffic management plan for this portion of the project will be required to manage traffic through the other existing entry / exit driveways to Stevies Lane.

### Overall Project Construction Timeframe

The initial construction timeframe was to be undertaken between September and December 2005. As the detailed design phase has progressed it has become practical to realign the original timeframe to incorporate other adjacent infrastructure projects the Council is also undertaking in central Henderson at this time. This project is now enabling trenching for the Council's Information Technology (IT) connections to the new Council developments, Telecom, Telstraclear, Vector and EcoWater increased services capacity ducting. The additional trenching and ducting will now be undertaken by the contractor of this project. This will mean no further road opening notices will be able to be sought by these companies in the new infrastructure areas within the next five (5) years.

The construction contract will now be phased to cater for the above aligned projects timeframes and to have the least impact on the Christmas retail period. The proposed projects phases are as follows but may alter slightly once the contractor has been appointed in October 2005.

WORKS PHASE	PROJECT SECTOR	TIMEFRAME	COMMENTS
One	Ratanui St immediately in front of the new Library/Unitec development	November 1 - 19 December 2005	This section needs to be prioritised to enable completion of all works in line with adjacent development completion
Two	Great North Rd intersection with Railside Ave and Ratanui St	9 - 30 January 2006	Involves pedestrian crossing realignment and installation of new LCD traffic lights system. Needs to take place after Christmas and prior to main workforce returning.

WORKS PHASE	PROJECT SECTOR	TIMEFRAME	COMMENTS
Three	Railside Avenue from Great North Rd to Stevies Lane	February 2006 - 4 weeks	Works need to align with IT trenching and separate works contract from Stevies Lane and adjacent to the new Railside Ave. transport centre
Four	Ratanui St north	March 2006 - 4 weeks	Between the Library and Alderman Dr intersection
Five	Catherine Mall	March 2006 - April	May also be able to be constructed at the same time as phase 3&4 above.

### Traffic Management

Developing the traffic management plan to be used during construction is part of the contractor's contract. It is intended that by separating the construction phases as above this will assist with achieving a more manageable traffic management plan.

A key outcome of the precinct infrastructure renewal projects is to achieve the Council's objective of prioritising safe pedestrian movement in the town centre therefore a number of initiatives will be implemented in these projects to achieve this outcome. There are two speed tables to be installed, one in Ratanui Street linking the Library plaza across the road to the proposed social nodal proposed outside the Telecom building at 6 Ratanui Street and one in Railside Avenue to provide a major pedestrian crossing area from the transport centre to the eastern side of the road. To build these speed tables will require closure of the specific road area for up to seven days to enable the concrete to cure. This will be managed by the traffic management plan. The Great North Road intersection will have an improved pedestrian crossing alignment and footpaths will continue flush over entry driveways i.e. surfaces will stay the same and vehicles will mount the pedestrian environment to enter driveways. This will assist by providing level surfaces particularly for disabled, elderly and wheeled equipment.

It is understood that this will cause some inconvenience in the short term. All measures to minimise this negative impact will be considered in the traffic management plan. It is not possible to undertake this work without causing some disruption to the surrounding area.

### Tendering Process

Registrations of Interest (ROI) have been invited from suitably experienced contractors to pre-qualify for an approved short list for the construction phase. The registration of interest process was carried out in accordance with the Council's Procurement Manual. The evaluation of respondents was in accordance with the Transit NZ weighted attributes method, with tenderers for construction works being drawn from the highest ranked respondents. Nine (9) copies of the Registrations of Interest application documents were picked up from Waitakere City Council with four completed and complying Registrations of Interest's been submitted prior to the closing date of 4pm, 18 July 2005. A report will go to the 2 September 2005 Tenders Subcommittee to seek approval to invite tenders for construction works from the shortlist of registrants for the proposed construction. Tenders will be invited in September 2005, awarded in October 2005 for start of works by the first of November 2005.

## Communication Plan

The Council's commitment to undertake two major development projects in the 'Heart of Henderson' as the catalyst for creating a Central Business District for Waitakere City and subsequently undertaking infrastructure renewal works to develop a 'credible business address' means that this project, being the first precinct renewal, is likely to generate city wide interest. The need to close some road sections while installing the speed tables will possibly create traffic impacts beyond the immediate centre. For this reason the construction impacts will not just be localised and therefore it is considered important to inform the wider city of the Council's commitment to build a vibrant and prosperous city centre and promote the range of infrastructure works that will be taking place in the centre of Henderson over the next twelve months. These will include the Railside to Alderman and Catherine Mall precincts, the Railside Avenue transport centre, renewal of the Great North Road pedestrian infrastructure including the replanting of the centre island tree strip, installing way-finding signage, cycle-ways, Project Twin Streams and the Edmonton Road connection to Trading Place. Information from the traffic management plan will provide alternative routes to be taken while works take place. This will be included in an information newsletter that explains the works and how to use the centre while this is occurring.

A range of communication tools will be required such as city wide promotion, town centre specific newsletters, Waitakere City News, Council web site, construction contractor notices, street handout leaflets during key construction phases, and one to one information meetings with key affected parties such as adjacent business and landowners. The communication plan and initiatives will be taken to CAF for approval.

## Risk Management

A Risk Management Plan has been developed in discussion with the Director: Quality Assurance and Group Manager: Asset Management, and will continue to be updated monthly. Regular meetings have been held with relevant Council staff and external utility operators to ensure co-ordination of any infrastructure upgrades. The process for approval of any variations will mirror that applied to the current Waitakere Central - Civic Centre, and Waitakere Central Library - Unitec Campus contracts.

## RESOURCES

This project is being project managed by the Quality Assurance Directorate throughout the concept design, detailed construction design and including the construction implementation. Isthmus Group has been commissioned to design and manage the construction phase to completion.

The total project cost for design to implementation stages is \$1,660,000.

<b>PROJECT COSTS</b>	<b>CATHERINE MALL</b>	<b>RAILSIDE TO ALDERMAN</b>	<b>TOTAL</b>
Annual Plan 04/05	\$100,000	\$30,000	\$130,000
Annual Plan 05/06	\$322,500	\$1,207,500	\$1,530,000
<b>Total</b>	<b>\$422,500</b>	<b>\$1,237,500</b>	<b>\$1,660,000</b>
Funded by:			
Waitakere City Council 04/05	\$100,000	\$30,000	\$130,000
Waitakere City Council 05/06	\$220,000	\$870,000	\$1,090,000
<b>Total</b>	<b>\$320,000</b>	<b>\$900,000</b>	<b>\$1,220,000</b>
Land Transport New Zealand	\$102,500	\$337,500	\$440,000
<b>Total</b>	<b>\$422,500</b>	<b>\$1,237,500</b>	<b>\$1,660,000</b>

The balance of \$102,500 and \$337,500 respectively which is not funded by Council is included in an external funding application that was made to Land Transport New Zealand (LTNZ) in December 2004 to undertake development of the Henderson transport centre. This application also included an amount to improve and provide safe pedestrian friendly walking environments to promote the use of public transport and to stimulate the local economy by encouraging increased walking and less reliance on the use of the motor vehicle.

At its meeting on 17 August 2005 Council heard a comprehensive presentation from the Director: City Services in respect of the status of the Henderson Transport Interchange Project and risks associated therewith. One of the risks that the Director talked about related to the possibility of Land Transport New Zealand not granting sufficient funding to the Auckland Regional Transport Authority. Auckland Regional Transport Authority's application includes the amount referred to in the above table. In the event that funding is not available for completion of this project, the following options are available to Council:

- Defer Catherine Mall until a future period as the works associated with the Catherine Mall part of the project approximate \$400,000, similar to the amount being sought from Land Transport New Zealand;
- Council provides additional funding to ensure completion of the project in the original timescale with such funding coming from any year end surpluses to be reviewed in October 2005;
- Regardless of any year end surplus that may exist, Council could provide additional funds in this financial year by way of loan to enable completion of the project;
- Council could provide funds to complete the project on the basis it reappplies to Land Transport New Zealand for the funding as originally envisaged.

Given the significance of projects currently due for completion in the Henderson Central Business District, namely the Waitakere Central and Waitakere Central Library and Unitec Campus, completion of the Henderson streetscape work is important to complete the link between these projects. Stage 2 of the streetscape upgrade the Great North Road precinct is due for concept and detailed design during the 2005/2006 financial year with construction in the 2006/2007 financial year. Therefore, officers recommend that in the event Land Transport New Zealand does not fully fund the Auckland Regional Transport Authority application in respect of the above works that Council provide the funding required and reapply to Land Transport New Zealand for this amount.

Should the tender prices exceed budget, a value engineering exercise will be performed in addition to the normal tender price negotiations to identify possible savings in the project.

## **CONCLUSION**

The Council is committed to developing the Central Business District for Waitakere in Henderson therefore it is essential that all cross Council initiatives planned for Henderson are integrated in a timely and resource efficient manner.

The first street upgrade project Railside to Alderman and Catherine Mall has been aligned with other construction works that Council units are implementing in the same timeframe such as the IT cabling, increasing water mains capacity, the transport centre street infrastructure improvements, external services facility companies and adding visual and social benefit to the Waitakere Central Library and Unitec Campus, development by extending the plaza and social amenity to the other side of Ratanui Street to attract increased foot traffic into the area.

This project will establish the first of many street scale artworks for Henderson that will become iconic, expressive identity markers to act as directional connectors between streets and places along the pedestrian routes.

As this report is also going to the City Development Committee on the 8 September 2005 any relevant practical feedback received from the Board will be considered within this project.

### **RECOMMENDATION**

That the Railside Avenue to Alderman Drive and Catherine Mall Precincts Infrastructure Renewal Projects Update report be received.

Report prepared by: Janet Hannan, Principal Advisor, Urban Development.



## **18 TEMPORARY CLOSURE OF STEVIES LANE**

### **PURPOSE OF THE REPORT**

The purpose of this report is to advise of the temporary closure of Stevies Lane to the Henderson Community Board in order to allow the construction of the Waitakere Central Henderson Transport Interchange Link Bridge to proceed.

### **BACKGROUND**

Waitakere Central Henderson Transport Interchange Link Bridge is a key component of the overall Waitakere Central Development. The Link Bridge permits pedestrians and commuters to move safely over the rail tracks between Railside Avenue and Henderson Valley Road, to reach the planned centre island rail platform and to reach the new Civic Centre.

It is hoped to commence piling and foundation works for the Link Bridge in October 2005. The Architect's design calls for the founding of this bridge to land on Railway land currently occupied by Western Cabs Taxi dispatch office. In order to construct the Link Bridge, it will be necessary to close Stevies Lane for about six months once the taxi office is moved, while piling, foundations and construction are underway.

### **STRATEGIC CONTEXT**

Development of the rail network is a key component of meeting Council's strategic goals, particularly given that the rail network runs through some of the City's main town centres. Development of the rail network and its integration with other transport modes are key components of meeting the goals of the Regional Land Transport Strategy and the Regional Growth Strategy.

Station location, development, and linkages are important parts of upgrading the rail network. Stations are the key interface between the rail corridor, town centres and communities. Their location and design is critical, in terms of the tone they set for the rail corridor and the way in which they interface with the town centre or community. These factors can have a large bearing on how well the rail network can capitalise on transit supportive development.

Given the importance of Henderson Town Centre, and the level of development occurring, including the Waitakere Central: Library/UNITEC buildings, Waitakere Central: Civic Centre and the many other private sector developments, the linkages that the station makes between rail, other public transport, surrounding development and the Henderson Town Centre are critical.

The Link Bridge is vital to the operation of the rail station and providing disabled access to the Waitakere Central: Civic Centre buildings from Railside Avenue.

## ISSUES

### Piling

A27

The eastern escalator and Link Bridge foundations are founded on a series of twenty one 400 mm, 600 mm and 900 mm diameter piles. These piles are shown on drawing A2-08, attached to this Agenda at pages A27. It can be seen from the drawing that the piles are very close to Stevies Lane. During piling operations, the entire width of Stevies Lane plus some of the area of the adjacent park will be used by the piling rigs, cranes, earthmoving machinery and trucks. Public use of Stevies Lane will not be possible as there will be no room and it will be unsafe.

### Elevated Structure

Once the piles and foundations are constructed, the Link Bridge deck slab will be constructed at height. The contractor proposes to support the temporary falsework and boxing on props and on scaffolding situated on Stevies Lane. This scaffolding is likely to remain in place until the concrete slab has cured to a minimum of 28 days before props are to be removed.

Further construction work at elevation above Stevies Lane will then continue with the erection of steelwork, glazing and roofing. During this phase of construction, materials and equipment may fall onto Stevies Lane from a height of about 7 metres plus.

### Options Considered

A number of options were considered. These were:

**Option A** - Full closure of the upper 100 metres of Stevies Lane for a period of about six (6) months. This is the preferred option and enables the Constructor to have unlimited access to install piling and build foundations plus erect the concrete slab at height over Stevies Lane. Traffic approaching Stevies Lane from Railside Avenue would be directed northwards to the intersection of Great North Road and Railside Avenue. This option has been discussed with Transport Assets and has their approval.

Traffic requiring to enter Stevies Lane would approach from the lower end at the junction with Henderson Valley Road, which would be made into two way traffic for the duration of the Lane closure.

**Option B** - Closure of the upper 100 metres of Stevies Lane plus re-direction of traffic over the park. This option permits light traffic only to continue using the Lane as before but requires re- routing over the local park. The drawbacks of this option, require a Telecom call box and a light pole to be moved, a tree to be trimmed and heavy steel plates laid over the root area for protection. Transport Assets do not favour this option as it causes traffic congestion and safety concerns as light traffic needs to slow to a low speed to take a sharp and dangerous left turn.

**Option C** - Leaving Stevies Lane open to traffic except during piling and foundation works. This option requires the elevated concrete deck to be fully supported off steel temporary works, well above the roadway. This option is possible but will cause a delay to the project and will cost in the order of \$250,000.

**Option D** - Re- design the Link Bridge fully from pre cast elements and steel beams in order that they are lifted in over successive weekends. This option was not possible due to the final design work being completed and it would have caused substantial project delays and re- design costs.

As Option A is the preferred option with both the lowest risk and cost to the project, it is advised that this option will be adopted.

## RESOURCES

The proposed closure of Stevies Lane can be achieved in time to permit the Link Bridge to be built without delays occurring.

## CONCLUSION

The preferred Option A would require the taxi office to be moved. It is anticipated that this may be completed by September 2005 in which case Stevies Lane would be closed in October 2005 and could re open by April 2006.

## RECOMMENDATION

That the Temporary Closure of Stevies Lane report be received.

Report prepared by: Joe Schady, Senior Project Manager.



## 19 BOARD MEMBERS' REPORTS

Provision has been made on this agenda for Board Members should they so wish to submit a report on their activities during the month in regard to matters within the scope and delegations of the Board. However, to comply with the provisions of the Local Government Official Information and Meetings Act 1987, no decision may be made on matters raised in Board Members' reports.

## HENDERSON COMMUNITY BOARD APPOINTMENTS

OUTSIDE ORGANISATIONS	APPOINTMENT
Auckland Region and Far North Community Board Association Executive Committee	Elizabeth Grimmer
Henderson Citizens Advice Bureau	Leo Nobilo
Henderson Heritage Trust Inc.	Cr Ewen Gilmour
Keep Waitakere Beautiful Committee	Stephen McDonald
Council / Police Liaison Group	Helen Jones Leo Nobilo
Henderson Business Liaison Group	Elizabeth Grimmer Helen Jones
Youth and Advocacy Advisory Group	Wayne Bainbridge
Waitakere Road Safety Steering Group	Helen Jones
McLaren Community Park Project	Steve McDonald
Taipari Strand Community Group	Leo Nobilo

Te Atatu Peninsula Reserves Management Plan	Wayne Bainbridge Elizabeth Grimmer
<b>COUNCIL COMMITTEES</b>	
Community Sport Fund Allocation Subcommittee	Wayne Bainbridge Helen Jones
Hearings	Elizabeth Grimmer Wayne Bainbridge (alternate)
Street Events Subcommittee - Henderson Ward	Wayne Bainbridge
Lower Oratia Stream Reserve Management Plan Subcommittee	Stephen McDonald Leo Nobilo (Cr Corban Alternate)

