

**AGENDA FOR A MEETING OF THE HENDERSON COMMUNITY BOARD TO BE HELD AT
WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE,
ON THURSDAY, 7 FEBRUARY 2008, COMMENCING AT 6.30 PM**

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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - 6 December 2007

RECOMMENDATION

That the minutes of the Meeting of the Henderson Community Board held on Thursday, 6 December 2007, 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 Chairman 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 PRESENTATIONS

A 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.

B AUCKLAND GOVERNANCE: A WAITAKERE VIEW

The Deputy Mayor, Councillor Hulse delivered the above presentation to the Royal Commission at its meeting held on Wednesday, 23 January 2008. This meeting was attended by the Mayor, all Councillors, the Community Board Chairmen, the Chairman of Te Taumata Runanga and the Waitakere Ethnic Board. The Deputy Mayor will make the same presentation to the Community Board.



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 Chairman at the beginning of the meeting; and
- (ii) the Chairman 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 CHAIRMAN'S REPORT

A new year is upon us and I trust all members had a relaxing break and are refreshed for the year ahead. I certainly tried to rest after an exhausting year which saw me attend in excess of 260 meetings or functions.

Keep Waitakere Beautiful

At very short notice we were asked to forward our priorities for Trees for Babies and Street Planting. Thank you to those members who contacted me with their recommendations. The list is as follows:

Priority List for Trees for Babies

1. Kingdale Reserve
2. Opanuku Reserve (close to kindergarten)
3. Fairdene Reserve
4. Alan Reserve
5. San Bernadino Reserve

Tree Planting

1. Summerland Drive
2. Flanshaw Road (left hand side)

Neighbourhood Support Waitakere

In December 2007 a function was held to acknowledge those who have worked so hard to restart this most important organisation with certificates being presented to those present. I know this much needed community organisation will go from strength to strength with such a committed and enthusiastic committee and supporters.

Auckland Governance Commission

On Wednesday 23 January 2008 the Councillors, Community Board Chairmen and other representatives of invited groups met with the Commissioners at which the Mayor and Deputy Mayor made presentations and questions were addressed to the Commissioners. I have asked the Deputy Mayor to present to the Board her presentation. The Commission wants as many groups and individuals as possible to make submissions with the submissions from Waitakere being heard in our City. A public forum is being organised in March 2008 to inform and hear the views of all residents.

Farewell to Ross McLeod

It is with sadness we farewell Ross McLeod, Director: Corporate and Civic Services who has been with us for a significant number of years since Waitakere was formed. I remember him commencing in employment in Democracy Services and have watched him succeed through hard work and study. He is another outstanding Council officer who is leaving us and we will be the loser, but we understand his wish to use the skills he has gained at a higher level in Local Government. The Board congratulates him on his appointment as Chief Executive Officer of Hastings District Council.

RECOMMENDATIONS

1. That the Chairman's report be received.
2. That the Henderson Community Board confirm the Trees for Babies and Street Planting lists as set out:

Priority List for Trees for Babies

1. Kingdale Reserve
2. Opanuku Reserve (close to kindergarten)
3. Fairdene Reserve
4. Alan Reserve
5. San Bernadino Reserve




Tree Planting

1. Summerland Drive
 2. Flanshaw Road (left hand side)
3. That the Henderson Community Board congratulates Ross McLeod, Director: Corporate & Civic Services on his appointment as Chief Executive Officer of Hastings District Council and extend best wishes to him and his family for the future.






Elizabeth Grimmer, MNZM
CHAIRMAN




7 COMMITTEE SECRETARY'S REPORT




	Issue	Comments	Reporting Council Officer
1.	Tui Glen Reserve and Community Waitakere Facility Update Officer's Report	A resource consent pre-hearing meeting on the proposed Community Waitakere Resource Centre at 2 Claude Brookes Avenue, LUC: 2007-96 is scheduled for Monday, 4 February 2008. This meeting is the result of an objection to the proposal being received through the notified resource consent process. Further updates will be provided to the Board as information becomes available.	Renee Davies  836 8000 Extn: 8118
2.	Te Atatu Peninsula Walkway Design - Chapman Strand to Taipari Strand Officer's Report	The contract for professional services for the Te Atatu Peninsula Walkway – Chapman Strand to Taipari Strand link was awarded in December 2007. Detailed design work will continue through 2008, with building consent expected to be obtained by June 2008. Stage One of the physical works are anticipated to commence towards the end of 2008.	Robin Jenkin-Winter  836 8000 Extn: 8400
3.	Tui Glen Stage 2 Development Officer's Report	Detailed design work commenced for the Stage 2 development in April 2007. Work was to include further access way upgrades, parking areas, retaining walls, landscaping and paths. However, due to the engineer's estimate for the project exceeding the available budget, the planting works (except the rain garden planting) and the majority of the path work have been removed from Stage 2. These items will be put forward for inclusion in the draft 2008/2009 Annual Plan as Tui Glen Stage 3. Resource and building consents have been obtained for the project. A preferred tenderer was selected in December 2007 and physical works commenced in January 2008.	Andreas Lilley  836 8000 Extn: 8553

	Issue	Comments	Reporting Council Officer
4.	Te Atatu Peninsula Town Centre Project Officer's Report	<p>After a successful tender, Council has engaged architectural consultants Creative Spaces to develop three initial concepts for the redevelopment of the current combined library and community facility. These concepts range from a minor upgrade through to a mixed use development consisting of retail and residential spaces, a library and a community centre. This is an initial exercise which will determine what scale and form is possible on the current site.</p> <p>This process will be undertaken alongside a retail and trade analysis of commercial activity in the Te Atatu Peninsula town centre. After a successful tender, Market Economics (working in partnership with Harrison Grierson) will carry out this study.</p> <p>The Te Atatu Peninsula Business Improvement District Establishment Poll took place on Friday, 30 November 2007. 72.9% of the returned votes approved the targeted rate, and this result will be presented to Council's Financial and Operational Performance Committee at its meeting on Monday, 11 February 2008.</p> <p>A public workshop is planned to be held within the next few months in order to continue the process of developing a long term vision for the Te Atatu Peninsula town centre.</p>	<p>Robin Jenkin-Winter ☎ 836 8000 Extn: 8400</p>
5.	Alan Reserve Playground Upgrade Officer's Report	<p>As part of Council's ongoing playground renewal programme the playground at Alan Reserve is being upgraded in 2008.</p> <p>A mail drop of the proposed playground design was undertaken throughout the local community in October 2007.</p> <p>Consents have been lodged and are currently being processed with physical works planned to be carried out from April 2008.</p>	<p>Tracey Hamilton ☎ 836 8000 Extn: 8969</p>

	Issue	Comments	Reporting Council Officer
6.	Gloria Park Car Park Upgrade Officer's Report	In January 2008, works commenced on the upgrade of the car park at Gloria Park and are expected to be completed by March 2008. These works consist of a reduction in the car park area to improve safety, new kerb and channel, the resurfacing of the car park and entranceway with a new hot mix surface, line marking and bollards. The toilet block was removed in November 2007 as part of a separate project.	Andreas Lilley  836 8000 Extn: 8553
7.	Harbourview – Orangihina, Hughes Esplanade – Weed Control and Planting	Weed control will be carried out in Harbourview – Orangihina and Hughes Esplanade during January and February 2008 in preparation for native revegetation planting to be carried out in Autumn.	Helen Biffin  836 8000 Extn: 8758
8.	Henderson Valley Toilet Block Upgrade Officer's Report	Consents have been lodged and are currently being processed. Tenders for the construction of a replacement toilet closed on 22 January 2008. Physical works are planned to be carried out from March 2008, subject to receiving a suitable tender offer.	Talitha Gibbons  836 8000 Extn: 8303
9.	Kingdale Reserve Footbridge Upgrade Officer's Report	This bridge is being upgraded in 2008. Works include the installation of concrete erosion and control measures around the existing timber bridge piles. Consent applications have been lodged and are currently being processed. The tender for the physical works was advertised in January and will close in early February 2008. Physical works are planned to be carried out from March 2008, subject to receiving a suitable tender offer.	Talitha Gibbons  836 8000 Extn: 8303
10.	Parking Restrictions at Cranwell Park During the Construction of the Henderson Youth Facility and Upgrade of the Recreation Centre 3 September 2007 Resolution No. 3311/2007 No's 5 and 6	A report will be brought back to the Board once the Henderson Youth Facility and Upgrade of the Recreation Centre has been completed, which will be in August/September 2008. In relation to the old Council building, additional asbestos was found during demolition. The cost to remove this was approximately \$52,000 and caused a slight delay to the project.	Clare Sarney  836 8000 Extn: 8506

	Issue	Comments	Reporting Council Officer
11.	<p>Road Naming Within the Henderson Vineyards Business Campus</p> <p>Report from Standing Committee</p>	<p>At the 10 December 2007 meeting of the Finance and Operational Performance Committee it resolved:</p> <p><i>“1 That the Road Naming Within the Henderson Vineyards Business Campus report be received.”</i></p> <p><i>“2. That:</i></p> <p><i>(a) Road A connecting Lincoln Road to Central Park Drive and which forms an extension of Universal Drive be treated as an addition to the existing Universal Drive and Universal Drive therefore be adopted as the road name.</i></p> <p><i>(b) That the road from Central Park Drive to the new section of Universal Drive be named Soljan Drive, and that the Mazuran name be considered for any future roading development within the Henderson Vineyards Business Campus”.</i></p> <p style="text-align: right;">3932/2007</p>	<p>Andrew Crann ☎ 836 8000 Extn: 8735</p>
12.	<p>Appointment to the Henderson Heritage Trust Inc</p> <p>Officer’s Report</p>	<p>The Board appointed WS Bainbridge to the Henderson Heritage Trust Inc at its emergency meeting held on 8 November 2007.</p> <p>Advice has been received that this appointment is not required.</p>	<p>Ngareta Delamere ☎ 836 8000 Extn: 8852</p>
13.	<p>Rangeview Road, Sunnyvale – Burn Outs and Graffiti</p> <p>Officer’s Report</p>	<p>At the Board’s meeting on Thursday, 6 December 2007 meeting, Doreen Grogan spoke about a new subdivision at the end of Rangeview Road, Sunnyvale, that has no gates or barriers and as such is being used for burn outs and graffiti.</p> <p>Barriers were requested to be erected at the end of Rangeview Road, Sunnyvale in January 2008 to stop access to cars.</p>	<p>Ngareta Delamere ☎ 836 8000 Extn: 8852</p>

	Issue	Comments	Reporting Council Officer
14.	Appointment to Ad Hoc Group Officer's Report	Te Pai Park Reserve Management Plan Advisory Group The purpose of the Group is to oversee the preparation of Te Pai Reserve Management Plan. The Henderson Community Board is requested to appoint one member.	Ngareta Delamere  836 8000 Extn: 8852

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Fixed Driver Feedback Signs in the Henderson Ward	5 July 2007 Resolution No. 3003/2007	5 June 2008	Bernadette Molloy  836 8000 Extn: 8524
Request from the World Harmony Run for a Street, Walkway or Park to be Named After Sri Chinmoy	2 August 2007 Resolution No. 3159/2007	6 March 2008	Renee Davies  836 8000 Extn: 8118
Kerbing and Channelling on Rangeview Road, Sunnyvale and Sherry Brook Place, Sunnyvale	6 December 2007 Public Forum	3 April 2008	Sue Liddell  836 8000 Extn: 8736

RECOMMENDATIONS

1. That the Committee Secretary's report for 7 February 2008 be received.
2. That the Henderson Community Board appoint a Member to the Te Pai Reserve Management Plan.

Report prepared by: Emma Joyce: Committee Secretary.



8 **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	Steve McDonald Shirley Savage (alternate)
City Safety Action Group	Leo Nobilo Shirley Savage
Henderson Heritage Trust Inc.	Wayne Bainbridge
Keep Waitakere Beautiful Committee	Steve McDonald
McLaren Park Henderson South Community Initiative	Steve McDonald Elizabeth Grimmer (alternate)
Te Atatu South Schools Travel Plan	Elizabeth Grimmer Leo Nobilo
Waitakere Citizens Advice Bureau	Gayle Marshall Shirley Savage (alternate)
Waitakere Road Safety Steering Group	Elizabeth Grimmer
COUNCIL COMMITTEES	APPOINTMENT
Community Sport Fund Allocation Subcommittee	Wayne Bainbridge SJ McDonald (alternate)
Creative Communities Scheme Allocation Subcommittee	Wayne Bainbridge Elizabeth Grimmer (alternate)
Long Term Council Community Plan and Annual Plan Committee	Elizabeth Grimmer Leo Nobilo (alternate)
Street Events Subcommittee - Henderson Ward	Wayne Bainbridge



9 **ALDERMAN DRIVE UPGRADE - PROJECT STATUS**

PURPOSE OF THE REPORT

The purpose of this report is to inform the Henderson Community Board on the status of the Alderman Drive, Henderson (from Edmonton Road to Sel Peacock Drive) intersections upgrades project, and the next phases required to finish this project.

BACKGROUND

Waitakere City Council is undertaking the re-development of Alderman Drive, Henderson. The project consists of four major components as listed below:

- A new bridge link into Trading Place from Alderman Drive / Edmonton Road intersection;

- Replacing the existing outdated roundabout at Alderman Drive / Edmonton Road intersection with a traffic signals;
- Upgrade the existing Alderman Drive bridge;
- Replacing the existing roundabout at Alderman Drive / Sel Peacock Drive intersection with traffic signals.

At its meeting held on Wednesday, 19 December 2007, Council resolved as follows:

- “1. That the Alderman and Edmonton Roads Intersection Upgrades report be received.*
- 2. That in relation to the Alderman Drive and Edmonton Roads intersection upgrades, Council approves Option 1, as shown in the Agenda report, to be taken forward to implementation, subject to funding subsidy being secured from central government.”*

3988/2007

A1 The approved Option 1 for implementation is shown in attachment A1.

STRATEGIC CONTEXT

The implementation of the intersection upgrades and the Trading Place bridge are both identified on page 42 of Council's Transport Strategy, and budgeted in the Long Term Council Community Plan. The aims of this project are to:

- Develop a more pedestrian and cycle friendly environment;
- Better manage vehicle traffic and to improve bus movements;
- Provide an effective, signalised and coordinated road network.

The importance of improving the Alderman Drive route is an essential part of Council's transport management for the Henderson Town Centre. This route links Lincoln Road with Great North Road and acts as a bypass to enable the Henderson main street to function as a pedestrian friendly environment.

ISSUES

The detailed design of the project's roading component was recently completed, and now Council's officers are in the process of tendering for the last stage of the detail design works.

The design works required before starting the construction in October this year, are as follows:

- Landscape design within the adjoining road reserve and Pioneer Park;
- Land designation process and consents for the re-development of Alderman Drive and the new bridge to Trading Place;
- Cycleway to link both sides of Alderman Drive under the existing bridge;
- Design the upgrade of the existing Alderman Drive / Ratanui Street intersection, so that can be implemented in 2009/2010 financial year.

The proposed programme of work for the project is shown in Table 1:

1	Tender for the final stage of professional services work and award contract.	Complete by 14 March 2008.
2	Carry out land designation process, landscape design, obtain all necessary consents, relocate underground services and prepare tender documentation for construction works.	Complete by 16 February 2009.
3	Tender for construction, subject to approval of subsidy fund.	Complete by 16 March 2009.
4	Construction of the two bridges and upgrades the intersections simultaneously.	Start 6 April 2009 and complete by 30 January 2010.

Table 1 - Proposed programme of work

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The Council had budgeted \$6.4 million in the current 2007/2008 financial year, but due to the delays that this project been subjected to and the cost escalation in almost all of the current construction's rates, the latest cost estimate for this project is now \$10.3 million.

Transport Assets had already allowed for the extra budget required in the draft 2008/2009 annual budget.

The Council will need to update the cost escalation of this project in the Land Transport New Zealand programme for subsidy, which means to update the benefit cost ratio analyses to take into account the new estimate.

CONCLUSION

The Alderman Drive project was recently approved by Council on 19 December 2007 for implementation. The detailed design of the roading component has been completed and Council's officers are in the process of tendering for landscape design and associated works.

Subject to secure the funding subsidy from Land Transport NZ, construction is expected to start mid October 2008 and complete by end of November 2009.

RECOMMENDATION

That the Alderman Drive Upgrade – Project Status report be received.

Report prepared by: Vinh Bui: Senior Transport Engineer.



10 PROPOSED NAME CHANGE OF XENA LAKE AND RESERVE

PURPOSE OF THE REPORT

The purpose of this report is to seek the approval of the Henderson Community Board on the proposed name change of Xena Lake and Reserve.

BACKGROUND

Xena Lake and Reserve is a local park therefore jurisdiction resides with the Henderson Community Board.

On Tuesday, 4 September 2007, the Waitakere Community Board passed the following resolution:

“That the Waitakere Community Board confirm the name of the lake and reserve at 45 Lake Panorama Drive, Western Heights as Xena Lake and Reserve.”

3407/2007

At the time the Waitakere Community Board considered this matter they only had recommendatory powers delegated and subsequently the elections interviewed in the process. The final decision was to be made by a Council Committee. Subsequently two changes have occurred:

- The Ward boundaries alteration by the local Government Commission have come into effect and the lake and reserve are now within the Henderson Community Boards area of jurisdiction; and
- The Council has amended the delegations to Committees and Community Boards and those amended delegations now give the Community Board the authority to determine this matter.

Following the resolution, a sign naming the reserve as ‘Xena Lake and Reserve’ was installed. Concern was then raised by the local community that the name is not the most appropriate for the reserve. Due to this concern, the word ‘Xena’ has since been removed from the sign until a decision is made as to the future naming of the reserve.

STRATEGIC CONTEXT

The Parks Naming Policy was adopted by Council in 1999 and outlines the requirements and considerations for the naming of all parks.

The Parks Naming Policy provides the following guidelines for the naming of neighbourhood/local reserves:

Neighbourhood and Local Reserves

Name after the road it fronts to, provided that:

- the road name complies with Council’s ‘guidelines for acceptable road names’; and
- the road provides a past association with the area (for example, Harvest Reserve fronting Harvest Drive on an old apple orchards site); or
- the road name is reflective of the locality in some way (for example Kaumatua Reserve adjacent to Kaumatua housing); or
- where the road is named after a person, the name is not that of the developer or an associate of the developer, but is a prominent figure or person of the area (for example, Bruce McLaren);

Name after a prominent natural or historic feature of the area:

- Name after the locality that it serves (for example, Te Atatu South Park);
- Name after a local prominent historical figure or person of the area.

ISSUES

In November 2007, a meeting was held on site at Xena Lake and Reserve with members of the community, Council officers, Chairman of the Henderson Community Board and other Elected Members. The community presented a petition to the Council to change the name of Xena Lake and Reserve to Lake Panorama. The petition contained a total of 231 signatures.

At the meeting, the following was agreed by all parties:

- That the lake and reserve on the western side of Lake Panorama Drive, Western Heights, be renamed Lake Panorama;
- That the reserve opposite the lake on the eastern side of Lake Panorama Drive, Western Heights, be renamed Xena Park.

A2

It is considered that both names are consistent with the Parks Naming Policy. An aerial photograph of the area is attached at page A2 to assist.

RESOURCES

Any resources required can be accommodated within the current parks budgets.

CONCLUSION

It is considered that both Lake Panorama and Xena Park are consistent with the Parks Naming Policy in that they both represent some historical linkage for the area.

RECOMMENDATIONS

1. That the Proposed Name Change of Xena Lake and Reserve report be received.
2. That the Henderson Community Board confirm the name of the lake and reserve on the western side of Lake Panorama Drive, Western Heights as Lake Panorama.
3. That the Henderson Community Board confirm the name of the reserve opposite the lake on the eastern side of Lake Panorama Drive, Western Heights, as Xena Park.

Report prepared by: Sarah Natac: Customer Liaison Officer: Parks and Open Space



11 HENDERSON WARD LOCAL RESERVES MANAGEMENT PLAN

GLOSSARY

Henderson Ward Local Reserves Management Plan	(HWLRMP)
The Reserves Act, 1977	(the Act)
Lloyd Morgan Lions Club Park	(Lloyd Morgan Park)

PURPOSE OF THE REPORT

The purpose of this report is to inform the Henderson Community Board of the proposed reserves to be included in the Henderson Ward Local Reserves Management Plan (HWLRMP), to seek approval to publicly notify the intention to prepare the Reserve Management Plan, to approve the establishment of an internal Advisory Group and appoint two Members from the Henderson Community Board to the Advisory Group.

BACKGROUND

The management of all reserves is governed by the Reserves Act, 1977 (the Act). Under the Act, Council is required to prepare Reserve Management Plans for all reserves under its jurisdiction. The process for preparing a Reserve Management Plan, including consultation requirements, is clearly outlined in the Act.

The purpose of a Reserve Management Plan is to guide the use and development of reserves. Reserve Management Plans are expected to be reviewed after a period of ten years. However, a Reserve Management Plan can be amended to reflect any changing circumstances, within this ten year period.

The Parks Planning section of Council is responsible for the preparation of Reserve Management Plans. The Reserve Management Plan Programme for 2007/2008 includes one collective Local and one individual Citywide plan. Reserve Management Plans for local reserves are governed by the appropriate Community Board. Citywide reserves are governed by the Infrastructure and Works Committee.

The Annual Plan 2007/2008 allows for the preparation of a collective Reserve Management Plan for the 70 Local Reserves within the Henderson Ward. This includes Lloyd Morgan Lions Club Park (Lloyd Morgan Park), in Te Atatu South.

At the February 2007 Community Board Meeting, the following resolution was passed in regard to Lloyd Morgan Park.

“4. That the preparation of a Reserve Management Plan for Lloyd Morgan Reserve be prioritised as a matter of urgency and that no further community buildings be erected on the reserve until this is prepared.”

166/2007

A report was presented to the City Development Committee on Thursday, 5 July 2007. This report was to propose a reordering of the Reserve Management Plan Programme for the 2007/2008 year, to bring forward the HWLRMP. This was in order to address current issues and pressures facing Lloyd Morgan Park. The proposed reordering of the Reserve Management Plan Programme was approved at that meeting.

STRATEGIC CONTEXT

Reserve Management Plans are prepared within the context of Waitakere City Councils Strategic Priorities and Platforms. The Strategic Platforms particularly relevant to Reserve Management Plans are the Green Network, Urban and Rural Villages, and Strong Communities.

Reserve Management Plans are prepared within the context of the draft Parks and Open Space Strategy (update of the 1999 Parks Strategy), which provides guidelines on the management of parks in Waitakere. The objectives and policies outlined in Reserve Management Plans are guided by the objectives of the Open Space Strategy.

Reserve Management Plans are also prepared in the context of the draft Waitakere City Council Leisure Strategy.

ISSUES

A collective Reserve Management Plan for the local reserves within the Henderson Ward is proposed. This collective approach ensures that the management and the development of those reserves will be holistic and integrated. The Henderson Ward Local Reserves are located within a densely populated and highly urban environment. Therefore, there are numerous pressures and demands facing these reserves. Lloyd Morgan Park is an example of this. The Reserve Management Plan enables such pressure and demands to be addressed, and consulted with the community. The HWLRMP will also be in line with current town centre redevelopments.

Specific Lloyd Morgan Park Consultation

The Lions Club on Lloyd Morgan Park have a current project that proposes an extension to their building. This project is therefore affected by the aforementioned Community Board resolution that states, no further buildings are to be erected on the park, until the HWLRMP is prepared. For this reason, a slight change to the Reserve Management Plan process is proposed. Details of the Lions Club proposal will be included as part of the preliminary submission period, where the community will be provided with an opportunity to comment on this proposal. Submissions received on this will be presented to the Community Board, who will make a decision on that proposal in May – June 2008 if considered appropriate, prior to the final adoption of the HWLRMP.

Establishment of an Advisory Group

The process for preparing Reserve Management Plans allows for the creation of an Advisory Group to oversee the development of the Reserve Management Plan. An Advisory Group consists of Members from the Community Board, Council officers and community representatives. It is recommended that such an Advisory Group is formed to guide the development of the HWLRMP. It is recommended that two Members of the Henderson Community Board be appointed to the Advisory Group. The proposed Members of the Advisory Group are as follows:

- | | |
|--------------------------------------|---------------------|
| • Infrastructure and Works Committee | x 2 representatives |
| • Henderson Community Board | x 2 representatives |
| • Te Taumata Runanga | x 1 representative |
| • Leisure Services | x 1 representative |
| • Strategy and Development | x 1 representative |
| • Ecowater | x 1 representative |
| • Parks and Open Spaces | x 1 representative |

Scope of the Reserve Management Plan

Currently, this Reserve Management Plan includes four reserves that are classified as Citywide in the draft Parks and Open Space Strategy. This strategy is being reviewed, where the Citywide status of these particular parks may change. These parks do not have individual Reserve Management Plans currently allocated for them within the Reserve Management Plan Programme, which is why it is considered appropriate to include these reserves within the HWLRMP. These reserves are indicated in the list attached. The HWLRMP does not include the other large Citywide parks in the Henderson Ward. These reserves have individual Reserve Management Plans allocated for them in the Reserve Management Plan Programme.

The HWLRMP will include reserves that have been transferred from the Massey Ward to the Henderson Ward, as a result of the recent ward boundary changes. These reserves are also included in the operative Massey Ward Local Reserves Management Plan. These reserves are also indicated in the list attached.

The reserves included in the operative Te Atatu Town Centre Reserves Management Plan and Paremuka Reserve Management Plan, will be included as part of the Reserve Management Plan, for consistency.

The operative Lower Oratia Stream Reserve Management Plan will not be included as part of the HWLRMP, but will be in the Oratia/Opanuku Stream Corridor Reserves Management Plan, due 2009. The HWLRMP will therefore not include the remaining esplanade reserves that lie adjacent to the Oratia and Opanuku Streams that are also within the Henderson Ward.

The proposed 70 reserves to be covered by the HWLRMP include the following.

A3

A map showing all the reserves to be included in the HWLRMP is attached at page A3.

Henderson

- Astelia Grandis Reserve
- Awaroa Park
- Blueridge Reserve
- Bruce McLaren Memorial Park
- Catherine Mall
- Corban Green
- Dalmatia Green
- Espalier Reserve
- Featherstone Park
- Forest Hill Park
- Gus Nola Park
- George Ward Reserve
- Hindmarsh Green
- Kaikoura Reserve
- Kingdale Reserve
- Landlow Reserve
- Lockington Green
- McKinley Park
- Murillo Reserve
- Pioneer Park
- Rhinevale Close
- Rotary Park
- San Bernadino Reserve

- Semillon Reserve
- Starforth Reserve
- Sturges West Community House
- Waitakere Central
- Lavelle Reserve

Te Atatu South

- Cron Reserve
- Divich Reserve
- Lloyd Morgan Lions Clubs Park
- Marlene Glade
- McCormick Green
- Roberts Green
- Vodanovich Reserve
- Wakeling Park

Te Atatu Peninsula

- Bosun Reserve
- Bosun Walk
- Cellarmans Corner
- Danica Reserve
- Durham Green
- Edgelea Park
- Halyard Common
- Harbourview Corner
- Kervil Park
- Lone Tree Park
- Matipo Reserve
- Provence Green
- Tuscany Green

Current Citywide Classification

- Jack Colvin Park
- Ramlea Park
- Gloria Park
- Corban Reserve

Included in operative Massey Ward Local Reserves Management Plan

- Alan Reserve
- Daytona Reserve
- Epping Plantation Reserve
- Fairdene Reserve
- Glen Norman Reserve
- Lincoln Road Plantation Reserve
- Woodford Reserve
- Penfold Park
- Corban Reserve

Included in operative Te Atatu Peninsula Town Centre Reserve Management Plan

- Kaumatua Reserve
- Jack Pringle Park
- Roby Reserve
- Te Atatu Community Corner

Included in Paremuka Reserves Management Plan

- Lake Xena
- Paremuka Wetland
- Paremuka Esplanade
- Paremuka Lakeside

Preliminary HWLRMP Timeline

January 2008

Reports approving the public notification for the Reserve Management Plan, and selection of Members for an Advisory Group.

February 2008

Public Notification of intention to prepare draft Reserve Management Plan, including details of the Lions Club extensions, submission period opens.

February - March 2008

Background research and initial contact with interest groups. Issues identified and included in draft Reserve Management Plan.

March - April 2008

Open days on Reserve Management Plan issues and suggestions for the draft Reserve Management Plan. Meetings with interest and user groups. Issues and suggestions evaluated for inclusion into the draft Reserve Management Plan. Submission period closes.

May 2008

Preliminary draft Reserve Management Plan prepared and presented to Advisory Group.

June 2008

Draft Reserve Management Plan presented to Henderson Community Board for approval to publicly notify.

June – August 2008

Draft Reserve Management Plan publicly notified for submissions.

September 2008

Submission period for draft Reserve Management Plan closes.

October 2008

Hearing of submission to draft Reserve Management Plan by Community Board, and decisions on recommended changes to the Reserve Management Plan based on submissions. Adoption of HWLRMP on behalf of Council, pending signoff by Chairman of amendments to the HWLRMP.

Modification of Reserve Management Plan based on resolutions.

Reserve Management Plan kept under continual review by Waitakere City Council.

RESOURCES

The HWLRMP will be undertaken by the Parks Planning Section of Council.

Funding of \$134,000 for 2007/2008 has been allocated through the Annual Plan process to prepare the HWLRMP, and an individual Reserve Management Plan for Henderson Valley Park.

CONCLUSION

This report presents the reserves proposed to be included in the HWLRMP, and requests that public notification of the intention to prepare the HWLRMP occurs in February 2008. This collective Reserve Management Plan includes the 70 local reserves in the Henderson Ward. Lloyd Morgan Lions Club Park has a particular project on behalf of the Lions Club, which is affected by a past Henderson Community Board resolution. Therefore, during the preliminary submission period, it is proposed that the details of that project are presented, in order to receive specific submissions on this project.

RECOMMENDATIONS

1. That the Henderson Ward Local Reserves Management Plan report be received.
2. That public notification of the intention to prepare a draft Henderson Ward Local Reserves Management Plan is undertaken in February 2008.
3. That the Henderson Community Board appoint two Members to be on an internal Advisory Group to oversee the development of the Henderson Ward Local Reserves Management Plan.
4. That during the preliminary submission period, specific submissions are sought for the proposed extension to the Lions Club on Lloyd Morgan Park.

Report prepared by: Carol Drinnan, Reserve Management Planner.



12 HENDERSON VALLEY PARK RESERVE MANAGEMENT PLAN

GLOSSARY

Henderson Valley Park (the Park)
The Reserves Act, 1977 (the Act)
Henderson Valley Park Reserve Management Plan (HVPRMP)

PURPOSE OF THE REPORT

The purpose of this report is to outline to the Henderson Community Board the intention to prepare a Reserve Management Plan for Henderson Valley Park (the Park), and to request that a Member from the Henderson Community Board is elected to an informal Advisory Group, to oversee the consultation and development of the Park.

BACKGROUND

The management of all reserves is governed by the Reserves Act, 1977, (the Act). Under the Act, Council is required to prepare Reserve Management Plans for all reserves under its jurisdiction. The process for preparing a Reserve Management Plan, including consultation requirements, is clearly outlined in the Act.

The purpose of a Reserve Management Plan is to guide the use and development of reserves. Reserve Management Plans are expected to be reviewed after a period of ten years. However, a Reserve Management Plan can be amended to reflect any changing circumstances, within this ten year period.

The Parks Planning section of Council is responsible for the preparation of Reserve Management Plans. The Reserve Management Plan Programme for 2007/2008 includes one collective Local and one individual Citywide plan. Reserve Management Plans for local reserves are governed by the appropriate Community Board. Citywide reserves are governed by the Infrastructure and Works Committee.

The 2007/2008 Annual Budget allows for the preparation of the Henderson Valley Park Reserve Management Plan (HVPRMP), a Citywide park situated in the Henderson Ward.

The Park does not have an operative Reserve Management Plan. However, a draft Reserve Management Plan was prepared in December 1981. Any relevant objectives and policies outlined in this draft Reserve Management Plan will be considered in the current HVPRMP.

STRATEGIC CONTEXT

Reserve Management Plans are prepared within the context of Waitakere City Council's Strategic Priorities and Platforms. The Strategic Platforms particularly relevant to Reserve Management Plans are the Green Network, Urban and Rural Villages, and Strong Communities.

Reserve Management Plans are prepared within the context of the draft Parks and Open Space Strategy (update of the 1999 Parks Strategy), which provides guidelines on the management of parks in Waitakere. The objectives and policies outlined in Reserve Management Plans are guided by the objectives of the Parks and Open Space Strategy.

Reserve Management Plans are also prepared in the context of the draft Waitakere City Council Leisure Strategy.

ISSUES

The Park is a Citywide, multiuse park and is classified as a recreation reserve under the Act. The Park serves a Citywide function as the centre for The Henderson Valley Pony Club, that lease the majority of the open space. The Opanuku Stream flows along the north – western boundary of the Park. The Opanuku Stream forms a vegetated backdrop to the Park. Tributaries of the Opanuku Stream flow through the Park, dotted with patches of vegetation.

The Park also contains an area of green open space for passive and active use, with a playground, parking and toilet facilities. This open space area is framed by an attractive row of oak trees that front Henderson Valley Road.

The process for preparing Reserve Management Plans allows for the creation of an Advisory Group to oversee the development of the HVPRMP. An Advisory Group consists of Members from the Council, Community Board, Council officers and community representatives. It is recommended that such an Advisory Group is formed to guide the development of the HVPRMP. It is recommended that one Member of the Henderson Community Board be appointed to the Advisory Group. The proposed Members of the Advisory Group are as follows:

- | | |
|--------------------------------------|---------------------|
| • Infrastructure and Works Committee | x 2 representatives |
| • Henderson Community Board | x 1 representative |
| • Te Taumata Runanga | x 1 representative |
| • Leisure Services | x 1 representative |
| • Strategy and Development | x 1 representative |

- Ecowater x 1 representative
- Parks and Open Spaces x 1 representative

Reserve Management issues will be identified during the process of preparing the HVPRMP, through research into the reserve values and consultation with reserve users. These issues may include, upgrade of equestrian and other park facilities, ecological restoration, improvement of park amenity, parking and lighting.

A4

A map showing the location of the Park is attached at page A4.

The preliminary programme for the development of the HVPRMP is outlined in the following chart:

<p style="text-align: center;">January 2008 Reports approving the public notification of the Reserve Management Plan, and selection of Members for an Advisory Group.</p>
<p style="text-align: center;">February 2008 Public Notification of intention to prepare draft Reserve Management Plan submission period opens.</p>
<p style="text-align: center;">February - March 2008 Background research and initial contact with interest groups. Issues identified and included in draft Reserve Management Plan.</p>
<p style="text-align: center;">March - April 2008 Open days on Reserve Management Plan issues and suggestions for the draft Reserve Management Plan. Meetings with interest and user groups. Issues and suggestions evaluated for inclusion into the Reserve Management Plan. Submission period closes.</p>
<p style="text-align: center;">May 2008 Preliminary draft Reserve Management Plan prepared and presented to Advisory Group.</p>
<p style="text-align: center;">June 2008 Draft Reserve Management Plan presented to Infrastructure and Works Committee for approval to publicly notify.</p>
<p style="text-align: center;">June – August 2008 Draft Reserve Management Plan publicly notified for submissions.</p>
<p style="text-align: center;">September 2008 Submission period for draft Reserve Management Plan closes.</p>
<p style="text-align: center;">October 2008 Hearing of submission to draft Plan by Infrastructure and Works Committee, and decisions on recommended changes to the HVPRMP based on submissions. Adoption of Reserve Management Plan on behalf of Council, pending signoff by Chairman of amendments to the HVPRMP.</p>
<p style="text-align: center;">Modification of Reserve Management Plan based on resolutions.</p>
<p style="text-align: center;">Reserve Management Plan kept under continual review by Waitakere City Council.</p>

RESOURCES

The Henderson Ward Local Reserves Management Plan will be undertaken by the Parks Planning Section of Council.

Funding of \$134,000 for 2007/2008 has been allocated through the Annual Plan process to prepare the HVPRMP, and a collective Reserve Management Plan for the Henderson Ward Local Reserves.

CONCLUSION

This report outlines the proposal to prepare the HVPRMP, and requests that Henderson Community Board appoint a Member to an Advisory Group. The HVPRMP will ensure community involvement in the development of management objectives and policies, and concept plans for this Citywide park. The HVPRMP will also enable identification of any capital works projects required for the Park, and facilitate their implementation through the Annual Plan process.

RECOMMENDATIONS

1. That the Henderson Valley Park Reserve Management Plan report be received.
2. That the Henderson Community Board appoint one Member to an internal Advisory Group to oversee the development of the Henderson Valley Park Reserve Management Plan.

Report prepared by: Carol Drinnan, Reserve Management Planner.



13 MCCORMICK'S COTTAGE UPDATE REPORT

GLOSSARY

New Zealand Historic Places Trust (HPT)

PURPOSE OF THE REPORT

The purpose of the report is to advise the Henderson Community Board on the process for recording the remains of McCormick's Cottage and dismantling most of the remaining building.

BACKGROUND

The first recorded European ownership of the land on which McCormick's cottage stands occurred when the whole of what is now Te Atatu Peninsula, along with other land, was conveyed to Thomas Henderson and John McFarlane on 14 March 1855.

Henry McCormick was an Irishman by birth but arrived in New Zealand from Scotland in the 1860s. His wife, Sarah was born in England. The first official reference to the McCormicks owning land on what became Te Atatu Peninsula occurs in 1891. The date that the house was constructed is uncertain and it is thought to have originally been a summer cottage or bach. The Conservation Plan for McCormick's cottage states that the original part of the house was constructed using timber from an old scow. The property was later developed for farming.

In 1911, Wise's Street Directories lists John McCormick – farmer residing in Te Atatu and a photograph taken about 1913 or 1914 shows the family outside their house. John was the first carrier in the area, using his horses and wagon to transport goods and undertake farm work. John and Hannah had four children – May, Joe, Rita and Henry. Rita was apparently the first Pakeha child born in Te Atatu.

Joe McCormick took over the carrying business from his father and continued until the 1960s. The property was farmed by the McCormick family up until the early 1950s. In 1951, the Auckland Harbour Board commenced a formal process to acquire the property. The property had been leased from the McCormick family to Mr Reid and when his lease expired the property was transferred to the Harbour Board.

The Harbour Board papers describe the condition of the farm in 1952:

“The living accommodation on the property is in poor order and the farm itself has not been well run, fences, pastures and other facilities having been neglected. This state of affairs is a commentary on Mr Reid’s management over the last ten years and it is unlikely that he would prove a satisfactory lessee to the Board...”

Between 1954 and 1979 the lease was assigned to F Hoch and J.A Kalhous. Mr Hoch used the property to manufacture yoghurt until the factory burnt down in the 1970s. The property was then leased by the Pony Club and in the late 1990s the house was rented out to the pony club grazier.

The Cottage and land came into Council ownership in 1990.

Council officers have worked for some time on options to restore the Cottage. However, due to a Land Claim under the Public Works Act major restoration works were put on hold. Maintenance works were to commence following the Projects Special Committee resolutions in August 2007:

- “1. That funded from the Harbourview - Orangihina Park Uniform Annual Charge Fund, Council officers undertake:
 - a) works to rectify all remaining site hazards based on the condition report (May 2007); and
 - b) work to weatherproof McCormick’s Cottage based on the condition report (May 2007) including the option of cocooning the building with tarpaulins or other materials.
2. That the café/restaurant is at this time the preferred option for the future use of McCormick’s Cottage.
3. That Council officers complete the draft Conservation Plan for McCormick’s Cottage incorporating the preferred future use
4. That once the outcome of the land claim is known a report be brought back to the Projects Special Committee on how to progress the restoration and conversion of McCormick’s Cottage.
5. That Council officers provide budget estimates to the 2009 - 2019 Long Term Council Community Plan and Annual Plan Special Committee for consideration on the preferred future use option of McCormick’s cottage.”

3204/2007

However, the Cottage was destroyed by fire on the night of the 25 September 2007 prior to any works commencing.

STRATEGIC CONTEXT

The urban and rural villages platform aims to make town centres thriving places, providing exciting options for people to work and play. This platform is about ensuring people have choices in housing, transport, employment and recreation in their neighbourhoods and town centres. The objective is to make the city a vibrant and enjoyable place to live, work and play by creating attractive urban places.

McCormick's cottage is an important reminder of the City's pioneering past and early development. Its heritage value lies in its ability to inform current residents about the history and development of the area.

ISSUES

Council lodged a resource consent late in 2007 to demolish most of the remainder of the McCormick's cottage. It is considered that the floor plan can be left in place to show the extent of the original building but all of the burnt timber, corrugated iron and the one standing brick chimney should be removed. Discussions with the New Zealand Historic Places Trust (HPT) were necessary as the building was constructed pre-1900. HPT requires that Council record and analyse the remaining heritage fabric and archaeological values prior to any demolition or clearance of the cottage including its archaeological curtilage. Council had provided HPT with an assessment of the condition of the remaining building by Salmond Reed, heritage architects. However the additional information that is required will delineate the full extent of the archaeological site and enable Council to interpret the remainder of the site in accordance with ICOMOS Charter principles. The ICOMOS Charter (International Convention on Monuments and Sites) was established under the auspices of the United Nations and sets out heritage best practice.

The site investigation work will enable testing of the wood to verify whether or not the early part of the house was originally built from a scow, further research will identify any middens (rubbish pits), extent of any preparation of plan drawings. The HPT's view is that the information from this further investigation will clarify the full extent of the archaeological site and will enable Council to consider appropriate action and retention of some of the building fabric for further interpretation of the setting of the cottage. Information on historic building techniques, mortar mixes and sampling of materials can provide a lot of detail on how one of Te Atatu Peninsula's earliest houses was constructed. It is intended to keep bricks from the original chimney for an art work commemorating the site.

Council has removed most of the remaining standing chimneys with the agreement of the NZ Historic Places Trust and those works were supervised by the consultant archaeologist employed by Council. These works were done ahead of schedule due to the ongoing theft of bricks from the site during the Christmas break. The bricks will be placed in secure storage for use in either an artwork or interpretive piece at a later date.

Council's property services have been in discussion with the City's insurer's to claim for the loss of the building. Council had deferred spending on the cottage for some time due to the poor condition of the building and the legal claim over the Harbourview – Orangihina Park. The Projects Special Committee indicated that a café/restaurant was the preferred option for the future use of the Cottage,

It is considered that the payment from the insurance claim could be used to fund a portable building that could be located on the Harbourview land and developed for a café/restaurant. In the unlikely event that the litigation over the ownership of the Park went against Council, then the building could easily be relocated. A further report will be provided to Council to consider the options available to Council once insurance conditions and amount are confirmed, and legal issues are investigated.

The Council's Property Services team will manage contracts for the demolition of most of the remaining building, once all the consents are in place.

RESOURCES

There is \$20,000 in the Parks Conservation Budget that will be available for use on this project. The costs of doing the site investigation and obtaining building consent for demolition will use approximately half of this amount.

CONCLUSION

The McCormick's cottage is one of the earliest houses built in Te Atatu Peninsula and has largely been destroyed by fire. However, its remnants offer the opportunity to verify the history outlined in the conservation plan, in particular, if the building was originally constructed from a scow. Additional information on the building and its curtilage will add to the knowledge that we have about early building techniques. The money from the insurance claim for total loss of the building due to fire may be able to be utilised to develop a café/restaurant as originally planned but in a pre-fabricated / relocateable building.

RECOMMENDATION

That the McCormick's Cottage Update report be received.

Report prepared by: Alina Wimmer: Principal Advisor: Heritage & Gyles Bendall: Strategic Parks Planner.



14 SUNNYSIDE ROAD, SUNNYVALE – NEW FLUSH MEDIAN, EDGE LINES AND NO STOPPING AT ALL TIMES PARKING RESTRICTIONS

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for a new flush median, edge lines and No Stopping at All Times parking restrictions on Sunnyside Road in the vicinity of McKinley Road.

BACKGROUND

The Council has identified that a new flush median, edge lines and No Stopping at All Times parking restrictions will provide good separation of opposing traffic and good visibility around the bends in the vicinity of McKinley Road and this will reduce the chance of vehicles losing control.

STRATEGIC CONTEXT

The 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.

The provision of a flush median, edge lines and No Stopping At All Times parking restrictions would ensure efficient, safe movement of vehicles on roads.

ISSUES

A search of the Land Transport New Zealand database on Sunnyside Road around the vicinity of the bends showed that in the past five years there have been three reported accidents. Two were loss of control accidents and one was a minor injury. The database does not contain a complete list of all accidents, especially minor or non-injury accidents and it is possible that unreported accidents have occurred.

A5 The new flush median, edge lines and No Stopping At All Times parking restrictions is attached at page A5.

These schemes will enable good separation of opposing vehicles travelling on Sunnyside Road and good visibility around the bends, thus improving road safety.

Adjacent residents were consulted in December 2007 and no objections were received.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed works can be funded from the Annual Plan 2007/2008 maintenance budget.

CONCLUSION

A new flush median, edge lines and No Stopping At All Times parking restrictions on Sunnyside Road will improve traffic safety.

RECOMMENDATIONS

1. That the Sunnyside Road, Sunnyvale – New Flush Median, Edge Lines and No Stopping At All Times Parking Restrictions report be received.
- A5 2. That the installation of a new **FLUSH MEDIAN** on **SUNNYSIDE ROAD** delineated on plan number 2007 / 50-2 attached at page A5 to the Agenda report be approved.
3. That in relation to **SUNNYSIDE, SUNNYVALE:**
 - (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 restrictions be now resolved to be specified and imposed, namely,
 - (i) on the north kerb line of **SUNNYSIDE ROAD**, starting from a point approximately 16 metres to the west of the west kerblines of **MCKINLEY ROAD** and extending east for a further 48 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (ii) on the south kerb line of **SUNNYSIDE ROAD**, starting from a point approximately 48 metres to the east of the east kerblines of **MCKINLEY ROAD** and extending east for a further 65 metres a new **NO STOPPING AT ALL TIMES** parking restriction 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 be hereby approved to be put in place to properly establish, delineate and record the said parking restrictions and limitations.

Report prepared by: Kong Jin Png: Senior Transport Engineer.



15 **SEL PEACOCK DRIVE, HENDERSON – NEW PEDESTRIAN TRAFFIC ISLAND AND EXTENSION OF NO STOPPING AT ALL TIMES PARKING RESTRICTION**

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for a new pedestrian traffic island and the extension of the No Stopping at All Times parking restriction on Sel Peacock Drive.

BACKGROUND

A request has been received from the New Zealand Police for a new pedestrian traffic island on Sel Peacock Drive in the vicinity of the police station as pedestrians cross the road here.

STRATEGIC CONTEXT

The 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.

Provision of pedestrian traffic islands will improve pedestrian safety and safe movement of vehicles on roads.

ISSUES

A search of the Land Transport New Zealand database shows that in the past five years there have been 11 reported accidents at the Sel Peacock Drive/Buscombe Avenue intersection, including two injury. One of these injury accidents involved a pedestrian crossing Sel Peacock Drive. The database does not contain a complete list of all accidents, especially minor or non-injury accidents and it is possible that unreported accidents have occurred.

It is proposed that a new pedestrian traffic island be installed to give protection to pedestrians crossing at this location of Sel Peacock Drive. Observed pedestrian activity in the vicinity showed that an island here is justifiable. A No Stopping at All Times parking restriction is required on the northern kerblines of Sel Peacock Drive to provide sufficient maneuvering space for southbound traffic.

A6 The new pedestrian traffic island and No Stopping At All Times parking restriction is attached at page A6.

Adjacent residents were consulted in December 2007 and no objections were received.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The new pedestrian traffic island and No Stopping At All Times parking restriction can be funded from the Annual Plan 2007/2008 minor safety budget.

CONCLUSION

A new pedestrian traffic island and extension of the No Stopping at All Times Parking restriction on Sel Peacock Drive will improve pedestrian and traffic safety.

RECOMMENDATIONS

1. That the Sel Peacock Drive, Henderson – New Pedestrian Traffic Island and extension of the No Stopping at All Times Parking Restriction report be received.
2. That the installation of a new **PEDESTRIAN TRAFFIC ISLAND** on **SEL PEACOCK DRIVE** as delineated on plan number 2007/ 50-1 attached at page A6 to the Agenda report be approved.
3. That in relation to **SEL PEACOCK DRIVE, HENDERSON:**
 - (a) That all existing parking restrictions or limitations currently applicable to **SEL PEACOCK DRIVE** 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 restrictions or limitations 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 restriction be now resolved to be specified and imposed, namely,
 - (i) on the east kerb line of **SEL PEACOCK DRIVE, HENDERSON** starting from the southern kerb line of Buscombe Avenue and extending south for approximately 110 metres a new **NO STOPPING AT ALL TIMES** parking restriction 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 be hereby approved to be put in place to properly establish, delineate and record the said parking restriction and limitation.

Report prepared by: Kong Jin Png: Senior Transport Engineer.



16 **NEIL AVENUE, TE ATATU PENINSULA – REMOVAL OF NO STOPPING AT ALL TIMES PARKING RESTRICTIONS**

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for the removal of some of the No Stopping at All Times parking restrictions on Neil Avenue, Te Atatu Peninsula.

BACKGROUND

The Henderson Community Board requested that low cost road marking measures be considered for Neil Avenue, in the interests of reducing driver speed. It was identified that the existing No Stopping at All Times parking restriction lines on the west side of Neil Avenue are unnecessary in many places, as vehicles parking on both sides of the road have a marginal traffic calming affect by narrowing of the road.

STRATEGIC CONTEXT

The 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.

ISSUES

It is proposed to remove two sections of the existing No Stopping at All Times parking restrictions that run between Matipo Road and Ward Crescent (north end), and also Ward Crescent (north end) and Ward Crescent (south end). This will marginally reduce traffic speeds in the vicinity, and improve on street parking for residents. No Stopping at All Times parking restriction lines are still required at the intersections for good sightlines.

Adjacent residents were consulted in October 2007 with the intent of removing the parking restriction lines on Neil Avenue. However, several residents to the south of Brookfield Road responded that the Te Atatu Peninsula Park does regularly experience parking over flow onto Neil Avenue and the removal of all the parking restrictions would cause traffic flow problems. In light of these concerns, as well as the proposed investigation for speed humps on Neil Avenue next financial year, the existing parking restriction lines to the south of Brookfield Road will remain.

A7 The new No Stopping at All Times parking restrictions is attached at page A7.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed works can be funded from the Annual Plan 2007/2008 maintenance budget.

CONCLUSION

The removal of some of the No Stopping at All Times parking restriction lines on Neil Avenue will provide some traffic calming and provide on street parking for residents on the west side of Neil Avenue.

RECOMMENDATIONS

1. That the Neil Avenue, Te Atatu Peninsula – Removal of No Stopping at All Times Parking Restrictions report be received.
2. That in relation to **NEIL AVENUE, TE ATATU PENINSULA**:
 - (a) That all existing parking restrictions or limitations currently applicable to **NEIL AVENUE** 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 restrictions or limitations 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 restrictions be now resolved to be specified and imposed, namely,
 - (i) on the west kerb line of **NEIL AVENUE**, starting from the northern kerblines of **WARD CRESCENT (SOUTH END)** and extending north for approximately 25 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
 - (ii) on the west kerb line of **NEIL AVENUE**, starting from the southern kerblines of **WARD CRESCENT (NORTH END)** and extending south for approximately 120 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
 - (iii) on the south kerb line of **NEIL AVENUE**, starting from the western kerblines of **WARD CRESCENT (NORTH END)** and extending west for approximately 25 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
 - (iv) on the south kerb line of **NEIL AVENUE**, starting from the eastern kerblines of **MATIPO ROAD** and extending east for approximately 25 metres a new **NO STOPPING AT ALL TIMES** restriction 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 restrictions and limitations.

Report prepared by: Kong Jin Png: Senior Transport Engineer.



17 **MOOR AVENUE, TE ATATU PENINSULA – NEW CENTRE LINE**

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for a centre line on Moor Avenue, Te Atatu Peninsula.

BACKGROUND

A review of the streets on the Council's Slow Street list in the Henderson Ward was carried out recently. The purpose of the review was to identify if these streets warrant Slow Street treatment based on the accident history, volumes and measured speeds. Moor Avenue did not meet these criteria, but some low cost improvements can be implemented to improve traffic safety.

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.

Centre lines can be applied to provide good night time visibility of the road layout and assist drivers to keep to the right side of the road.

ISSUES

Moor Avenue is classified as a local road in the Waitakere City Council District Plan. The street runs between Kervil Avenue and Te Atatu Road. Moor Avenue has a carriageway width of 7.5 metres and is approximately 250 metres long with no side-streets running off it.

According to the Land Transport New Zealand Crash Analysis System there have been no reported accidents on Moor Avenue in the five year period between 2002 and 2006. The database does not contain a complete list of all accidents, especially minor or non-injury accidents and it is possible that unreported accidents have occurred.

Given the relatively short length of Moor Avenue, it is unlikely that vehicle speeds on the street are excessive. It is also unlikely that the street would be used as a short cut by a large number of vehicles. For these reasons, traffic calming measures are not justified, and a centre line can be marked along the length of the street to improve traffic management and safety on the street.

A8 The proposed scheme is attached at page A8.

No consultation was carried out as roadside parking is not removed.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The new centre line markings can be implemented under the Annual Plan 2007/2008 maintenance budget.

CONCLUSION

The new centre line on Moor Avenue is recommended to improve safety and operation.

RECOMMENDATIONS

1. That the Moor Avenue, Te Atatu Peninsula – New Centre Line report be received.
2. That in relation to **MOOR AVENUE, TE ATATU PENINSULA:**
 - (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 centre line be now resolved to be specified and imposed, namely,
 - (i) that a new **CENTRE LINE** be put in place the length of **MOOR AVENUE.**
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 centre line.

Report prepared by: Kong Jin Png: Senior Transport Engineer.



18 MILLBROOK ROAD, SUNNYVALE – NEW PEDESTRIAN TRAFFIC ISLAND AND NO STOPPING AT ALL TIMES PARKING RESTRICTIONS

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for a new pedestrian traffic island and No Stopping At All Times parking restrictions on Millbrook Road, Sunnyvale.

BACKGROUND

The Council has plans to provide an improved pedestrian and cyclist access to the new cycle path which is on Millbrook Road opposite Number 98. A new pedestrian traffic island will enable pedestrians and cyclists to safely cross Millbrook Road to access the park and cycleway. The island will also improve pedestrian safety for school children from the nearby Sunnyvale Primary School.

STRATEGIC CONTEXT

The 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.

Provision of pedestrian traffic islands improves road user safety by slowing vehicles and enables pedestrians to cross the road safely. No Stopping At All Times restriction can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

ISSUES

A search of the Land Transport New Zealand database shows that in the past five years there have been two reported accidents in the vicinity of the new island, both involving distracted drivers colliding with parked vehicles. The database does not contain a complete list of all accidents, especially minor or non-injury accidents and it is possible that unreported accidents have occurred.

It is proposed to install a new pedestrian traffic island which will give protection to pedestrians crossing Millbrook Road. No Stopping At All Times parking restrictions are required on the eastern kerb side to allow for adequate sightlines between pedestrians and drivers. There is an existing parking restriction on the western kerb side. The pedestrian traffic island layout will be designed so as to cater for large volumes of children crossing the road, and also accommodate any future plans for a Walking School Bus scheme for Sunnyvale Primary School.

Adjacent residents were consulted in December 2007 and no objections were received.

A9 The new pedestrian traffic island and No Stopping At All Times parking restriction is attached at page A9.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed works will cost approximately \$15,000 and can be funded from the Annual Plan 2007/2008 Project Twin Streams budget.

CONCLUSION

A new pedestrian traffic island on Millbrook Road will improve access to the recently constructed cycle path, and also improve pedestrian safety in the vicinity.

RECOMMENDATIONS

1. That the Millbrook Road, Sunnyvale – New Pedestrian Traffic Island and No Stopping at All Times Parking Restrictions report be received.
- A9 2. That the installation of new **PEDESTRIAN TRAFFIC ISLANDS** on **MILLBROOK ROAD** as delineated on plan number 2007/ 50-3 attached at page A9 to the Agenda report be approved.
3. That in relation to **MILLBROOK ROAD, SUNNYVALE:**
 - (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 restriction be now resolved to be specified and imposed, namely,

- (i) on the east kerb line of **MILLBROOK ROAD** starting from a point approximately 115 metres north of the northern kerb line of Awaroa Road and extending north for approximately 80 metres a new **NO STOPPING AT ALL TIMES** parking restriction 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 be hereby approved to be put in place to properly establish, delineate and record the said parking restriction and limitation.

Report prepared by: Kong Jin Png: Senior Transport Engineer.



19 MATIPO ROAD, TE ATATU PENINSULA – NEW STOP AND GIVE WAY CONTROLS, AND EDGE LINES

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for Stop and Give Way Controls, and edge lines on Matipo Road, Te Atatu Peninsula.

BACKGROUND

A review of roads on the Council Slow Street list in the Henderson Ward was carried out recently. The purpose of the review was to identify if these roads warrant Slow Street treatment based on the accident history or volumes and measured speeds. Matipo Road did not meet this criteria, but some low cost improvements can be implemented to improve traffic safety.

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. Edge lines can be applied to provide good night time visibility of the road and narrow the lanes as a street calming measure.

ISSUES

Matipo Road is classified as a local road in the Waitakere City Council District Plan. It is approximately 1400 metres long with a carriageway width of 10.5 metres. A school and sports field are accessed from Matipo Road.

Vehicle speed and volume data was collected on Matipo Road from 18 June 2007 to 24 June 2007. The average daily traffic flow over the seven day period was approximately 1100 vehicles per day. The average speed of vehicles on the road was 51 km/hr and the 85th percentile speed was 60 km/hr.

According to the Land Transport New Zealand Crash Analysis System there were 10 reported accidents (two minor injury, eight non-injury) on Matipo Road in the five year period between 2002 and 2006. The database does not contain a complete list of all accidents, especially minor or non-injury accidents and it is possible that unreported accidents have occurred.

There are usually a high number of pedestrians in the area because of the sports field and some form of traffic calming measures are considered justified for this road.

There is already good delineation (edge lines and a centre line) on the section of Matipo Road south of Renata Crescent. However, north of Renata Crescent more road markings and priority controls are required. It is therefore recommended that the edge lines continue for the full length of Matipo Road and priority controls on the side roads be installed. There are already existing centre lines.

A10-A12 The proposed scheme is attached at pages A10 to A12.

No consultation was carried out as roadside parking will not be removed.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The new road signage and markings can be implemented under the Annual Plan 2007/2008 maintenance budget.

CONCLUSION

The new Stop and Give Way controls on the side streets of Matipo Road, and edge lines between Wharf Road to Renata Crescent, are recommended to improve safety and operation.

RECOMMENDATIONS

1. That the Matipo Road, Te Atatu Peninsula – New Stop and Give Way Controls, and Edge Lines report be received.
2. That in relation to **MATIPO ROAD, TE ATATU PENINSULA:**
 - (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) that a new **STOP** control be put in place on **IMELDA ROAD** where it intersects with **MATIPO ROAD**.
 - (ii) that a new **STOP** control be put in place on the north end of **RENATA CRESCENT** where it intersects with **MATIPO ROAD**.
 - (iii) that a new **GIVE WAY** control be put in place on **NEIL AVENUE** where it intersects with **MATIPO ROAD**.
 - (iv) that a new **GIVE WAY** control be put in place on the south end of **RENATA CRESCENT** where it intersects with **MATIPO ROAD**.
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 intersection priority controls.

Report prepared by: Kong Jin Png: Senior Transport Engineer.



20 **ENDERBY DRIVE, TE ATATU PENINSULA – NEW GIVE WAY CONTROL AND CENTRE LINE**

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for a new Give Way Control and centre line on Enderby Drive, Te Atatu Peninsula.

BACKGROUND

A review of the streets on the Council's Slow Street list in the Henderson Ward was carried out recently. The purpose of the review was to identify if these streets warrant Slow Street treatment based on the accident history, volumes and measured speeds. Enderby Drive did not meet this criteria, but some low cost improvements can be implemented to improve traffic safety.

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 centre lines can be applied to restrict motorists to the left hand side of the road.

ISSUES

Enderby Drive is classified as a local road in the Waitakere City Council District Plan. The street runs between Te Atatu Road and Durham Street. Enderby Drive has a carriageway width of eight metres and is approximately 300 metres long with no side streets running off it.

According to the Land Transport New Zealand Crash Analysis System there have been no reported accidents on Enderby Drive in the five year period between 2002 and 2006. The database does not contain a complete list of all accidents, especially minor or non-injury accidents and it is possible that unreported accidents have occurred.

Slow Street treatment is not justified on Enderby Drive but the following can enhance safety:

- A new Give Way priority control on Enderby Drive at the Te Atatu Road intersection.
- A new centre line for 60 metres around the ninety degree bend between Enderby Drive and Durham Street.

A13

The proposed scheme is attached at page A13.

No consultation was carried out as roadside parking is not affected.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The new street signage and markings can be implemented under the Annual Plan 2007/2008 maintenance budget.

CONCLUSION

The new Give Way control at the Enderby Drive/Te Atatu Road intersection and the new center line between Enderby Drive and Durham Street is recommended to improve safety and operation.

RECOMMENDATIONS

1. That the Enderby Drive, Te Atatu Peninsula – New Give Way Control and Centre Line report be received.
2. That in relation to **ENDERBY DRIVE, TE ATATU PENINSULA:**
 - (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 control and centre line be now resolved to be specified and imposed, namely,
 - (i) that a new **GIVE WAY** control be put in place on **ENDERBY DRIVE** where it intersects with **TE ATATU ROAD**.
 - (ii) that a new 60 metre **CENTRE LINE** be put in place on **ENDERBY DRIVE** around the bend between **ENDERBY DRIVE** and **DURHAM STREET**.
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 intersection priority control and centre line.

Report prepared by: Kong Jin Png: Senior Transport Engineer.



21 MOSELLE AVENUE, HENDERSON – NEW STOP CONTROL

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for a new Stop control at the Moselle Avenue and Waipareira Avenue intersection in Henderson.

BACKGROUND

The New Zealand Police have requested that the existing Give Way control at the intersection of Moselle Avenue and Waipareira Avenue be upgraded to a Stop control.

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 slow down when they do not have priority of movement.

ISSUES

Currently there is a Give Way control at the intersection of Moselle Avenue and Waipareira Avenue. There are three schools on Waipareira Avenue and the NZ Police are concerned that drivers are not adhering to the existing Give Way control. They have therefore requested that this be upgraded to a Stop control and have advised that they will be showing a higher presence in the area.

Priority controls are desirable at busy intersections and Council officers have observed that it is appropriate to install a Stop control here.

A14

The proposed scheme is attached at page A14.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The new road signage and markings can be implemented under the Annual Plan 2007/2008 maintenance budget.

CONCLUSION

The new Stop control at the Moselle Avenue, Waipareira Avenue intersection is recommended to improve safety and operation.

RECOMMENDATIONS

1. That the Moselle Avenue, Henderson - New Stop Control report be received.
2. That in relation to **MOSELLE AVENUE, 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 control be now resolved to be specified and imposed, namely,
 - (i) that a new **STOP** control be put in place on **MOSELLE AVENUE** where it intersects with **WAIPAREIRA AVENUE**.
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 intersection priority control.

Report prepared by: Jane Harris: Transport Technician.



22 **BUSCOMB AVENUE, HENDERSON - NEW NO STOPPING AT ALL TIMES PARKING RESTRICTION**

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for a new No Stopping At All Times parking restriction on Buscomb Avenue, Henderson.

BACKGROUND

A resident of Buscomb Avenue has requested a new No Stopping At All Times parking restriction be installed outside and opposite his property on Buscomb Avenue, Henderson.

STRATEGIC CONTEXT

The 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 parking restrictions can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

ISSUES

Council officers visited the area and agree that a No Stopping At All Times parking restriction is appropriate in this location as it is not a suitable location for vehicles to park. This section of Buscomb Avenue is an S bend and when vehicles are parked legally against the kerb, visibility is compromised as approaching vehicles cannot be seen.

Consultation was verbally conducted with the residents who will be directly affected by the proposed changes. To date one response has been received in favour of the proposal.

A15

The location of the proposed change is indicated at page A15.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed new No Stopping At All Times parking restriction can be implemented under the Annual Plan 2007/2008 road maintenance budgets.

CONCLUSION

The proposal for the new No Stopping At All Times parking restriction in Buscomb Avenue is recommended to ensure vehicles park in a defined area without obstructing the traffic flow and site lines.

RECOMMENDATIONS

1. That the Buscomb Avenue, Henderson - New No Stopping At All Times Parking Restriction report be received.
2. That in relation to **BUSCOMB AVENUE, 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 restriction be now resolved to be specified and imposed, namely,
 - (i) on the east kerb line of **BUSCOMB AVENUE** from the northern property boundary of number 83 **BUSCOMB AVENUE** and extending south for a distance of 21 metres a **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (ii) on the west kerb line of **BUSCOMB AVENUE** from the northern property boundary of number 78 **BUSCOMB AVENUE** and extending south for a distance of 33 metres a **NO STOPPING AT ALL TIMES** parking restriction 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 limitation and restriction.

Report prepared by: Jane Harris: Transport Technician.



23 **GUNNER DRIVE, TE ATATU PENINSULA – NEW NO STOPPING AT ALL TIMES PARKING RESTRICTION AND NEW P15 PARKING RESTRICTION**

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for a new No Stopping At All Times parking restriction outside number 571 Te Atatu Road on the Gunner Drive frontage and new P15 parking restriction on Gunner Drive outside the business's located at number 1 Gunner Drive.

BACKGROUND

A request has been received to address issues trucks are experiencing when turning into Gunner Drive from Te Atatu Road. Currently, there is limited no stopping at all times parking restrictions on the corner of Te Atatu Road and Gunner Drive. The remainder of this stretch of road has no parking restrictions. Drivers often park in this location to visit the businesses across the road. Delivery trucks use Gunner Drive to make deliveries to the Woolworths supermarket, Te Atatu Tavern, and other businesses in this location.

When speaking to the local businesses about this proposal, they expressed concern that the angle parking outside their businesses was unrestricted. All but one business thought a short term parking restriction would solve the issue they have with long term parkers.

STRATEGIC CONTEXT

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 parking restrictions can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

ISSUES

Currently there is difficulty for trucks travelling down Gunner Drive when vehicles are parked legally against the kerb. Gunner Drive is the main access for trucks making deliveries to the majority of businesses in this location. With vehicles parking here, delivery trucks need to cross the centre of the road when passing the parked cars. This could result in vehicle conflict when other vehicles are travelling in the opposite direction.

When speaking to the businesses about the proposal, they expressed concern about the lack of time restricted parking outside their businesses. They are particularly concerned when residents move into the new nearby apartment block, parking for their customers will become more of an issue if the spaces remain unrestricted.

Verbal consultation was carried out with the properties that will be directly affected by the proposed No Stopping At All Times parking restriction and the proposed P15 parking restriction. Eight businesses were consulted and one business was not in favour of the proposed P15 parking restriction. The other seven businesses are in favor of the proposal.

A16

The location of the new No Stopping At All Times parking restriction and P15 parking restriction is shown on the aerial photograph attached at page A16.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The No Stopping At All Times parking restriction can be implemented under the Annual Plan 2007/2008 maintenance budgets.

CONCLUSION

The new No Stopping At All Times parking restriction and new P15 parking restriction is recommended to ensure that the vehicles are parked in a defined area without obstructing traffic flows.

RECOMMENDATIONS

1. That the Gunner Drive, Te Atatu Peninsula – New No Stopping At All Times Parking Restriction and New P15 Parking Restriction report be received.

2. That in relation to **GUNNER DRIVE, TE ATATU PENINSULA:**
 - (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 restrictions be now resolved to be specified and imposed, namely,
 - (i) on the north kerb line of **GUNNER DRIVE** starting from a point 28 metres from the intersection of Te Atatu Road and extending east for a distance of 90 metres, a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (ii) on the south kerb line of **GUNNER DRIVE** outside numbers 1 and 3 a new **P15 Monday to Sunday, 8am to 6pm**, parking restriction 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: Jane Harris: Transport Technician



24 HENDERSON INTERMEDIATE TO LINCOLN ROAD – NEW NO RIGHT TURN CONTROL

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval to permanently ban the right turning movements of all vehicles from the southern end of Henderson Intermediate School's parking bay onto Lincoln Road.

BACKGROUND

The Henderson Intermediate School Board of Trustees Chair contacted an Elected Member regarding safety issues in the school parking bay on Lincoln Road. Council officers met with the Board Chair and representatives of the school on site to discuss the issues. A package of solutions was suggested.

STRATEGIC CONTEXT

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.

Council has a responsibility to provide for the well being of its community in terms of social, cultural, economic and environmental outcomes. In this context, ensuring public safety is of paramount importance.

ISSUES

Description

Lincoln Road is Waitakere's busiest arterial route, carrying over 45,000 vehicles per day. Henderson Intermediate School has its main entrance on Lincoln Road. There is a parking bay for up to six vehicles at the front of the school on the road reserve. The school's staff car park is accessed from the southern end of the parking bay. There is a two-stage signalised pedestrian crossing 15 metres south of the parking bay.

At present, vehicles exiting the staff car park are able to make a right turn onto Lincoln Road through the southern entrance of the parking bay. This creates conflict with cars entering the parking bay and increases congestion in this area. Right turning vehicles are also turning directly onto the pedestrian crossing, which is used by many students before and after school.

Proposed Works

It is proposed to permanently ban the right turning movements of vehicles exiting the southern end of the parking bay. This ban will be indicated with No Right Turn signs. Traffic intending to turn right will be able to do so from the northern end of the parking bay.

A17

The location of the proposed changes is indicated at page A17

School staff will be advised of the proposed changes by information sheets delivered to Henderson Intermediate School. Parents will be advised of the proposed change through the school newsletter.

Decision Making

This proposal is presented with due consideration of relevant criteria, as promulgated in Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The new road signage can be implemented under the Annual Plan 2007/2008 maintenance budget.

CONCLUSION

The current situation presents a danger to both drivers and pedestrians. To improve safety at the Henderson Intermediate School entrance it is proposed to permanently ban the right turning movements of all vehicles exiting the southern end of the parking bay at 70 Lincoln Road.

RECOMMENDATIONS

1. That the Henderson Intermediate School to Lincoln Road – New No Right Turn Control report be received.

2. That in relation to the intersection of the southern vehicle crossing at **70 LINCOLN ROAD** and **LINCOLN ROAD, 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 control be now resolved to be specified and imposed, namely,
 - (i) a **NO RIGHT TURN** control prohibiting vehicles from turning right out of the southern vehicle crossing of **70 LINCOLN ROAD** onto **LINCOLN ROAD**.
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 control.

Report prepared by: Jill Stoker: TravelWise Coordinator



25 PROJECT TWIN STREAMS UPDATE

GLOSSARY

Auckland Regional Council (ARC)

PURPOSE OF THE REPORT

The purpose of this report is to provide the Henderson Community Board with an update of Project Twin Streams outcomes to January 2008.

BACKGROUND

New approaches to dealing with waste and water are fundamental to Waitakere becoming an Eco City. In line with this, in 1997 Waitakere City Council commissioned studies to explore the effects of stormwater on the Oratia and Opanuku Streams. These stormwater studies led to the creation of Project Twin Streams, with successful funding applications to Infrastructure Auckland (now Auckland Regional Holdings) for \$38.2 million over a ten year period from 2003-2012. The project broadly aims to avoid, remedy and mitigate adverse stormwater effects in ways that also achieve social, cultural and economic outcomes. A further \$5.2 million was received to build 14 km of new cycle and walkways alongside three of the streams in the Project Twin Streams catchment.

Project Twin Streams is an innovative multi-faceted project that focuses on achieving long-term sustainable integrated management of the Henderson Creek and Huruhuru Creek catchments. This project weaves together the issues of integrated stormwater management and the restoration of stream banks along the Oratia, Waikumete, Opanuku, Pixie and Swanson Streams, with a sustainable community development approach. The Project Twin Streams catchment has a population of 103,000 people and covers 10,000 hectares.

The purpose or kaupapa for Project Twin Streams is: *Working together for healthy s*

The point of difference of Project Twin Streams from other environmental projects is that it takes a sustainable community development approach. The assumptions underpinning this approach are:

- People are more likely to make changes in behaviour when they understand the problem and are part of identifying the solutions;
- Local communities know the most appropriate and effective methods to engage local people;
- Each community has its own diverse characteristics. Programmes need to be adapted to harness the diverse strengths of communities. A one sized solution is not effective;
- Creative learning methods that engage with people's hearts and minds are more effective than simply distributing written information in creating meaningful and long-term behaviour change;
- Local organisations can be more effective than Council in engaging their own communities in the sustainability journey but need to be adequately resourced and supported to do so;
- A partnership approach between communities; local, regional and central government, non-government organisations and local people will be a very effective way of achieving long-term change towards sustainability.

From 2004-2007 Project Twin Streams was a demonstration project for Sustainable Communities – a workstrand of Sustainable Auckland and part of government's Sustainable Development Programme of Action. Sustainable Communities has had a significant role in supporting and resourcing the quadruple bottom line aspects of Project Twin Streams. By June 2007 it had invested in excess of \$280,000, and aligned expertise and resources from the Auckland Regional Council (ARC) and Department of Internal Affairs to ensure consideration is given to the social, economic and cultural potential in the project. The environmental outcomes of the project are funded by Auckland Regional Holdings.

STRATEGIC CONTEXT

Project Twin Streams has been identified as one of Council's major projects and is contributing to the implementation of the vision of Waitakere as an Eco City through all Council's strategic objectives and platforms and its contribution to Community Outcomes – Green Network, Strong Communities, Sustainable Environment, Strong Economies, Waiora (Environmental Protection, Whaiora (Participation in society)). The Community Outcome priorities strongly identify Project Twin Streams as a project for enabling the achievement of a number of community outcome priorities.

In particular Project Twin Streams supports the Council strategic platforms of:

- **Strong Communities** – people are active, healthy and content
- **Active Democracy** – people feel they can make a difference. There are high levels of community participation and respect for each others' views
- **Green Network** – caring for natural areas. Protection and enhancement is on both public and private land; community involvement is encouraged, as is the protection of landscapes, native plants, wildlife and ecosystems
- **Three Waters** – stream restoration and resolving stormwater management issues.

Project Twin Streams also demonstrates the integration of Council's Quadruple Bottom Line approach in programme development and implementation as required by the Local Government Act 2002.

OUTCOMES

Planting & Maintenance Programme

The Project Twin Streams – Swanson, Waimoko, Momutu, Opanuku, Oratia, Waikumete and Bishop Streams and Henderson Creek are showing evidence of extensive planting of eco sourced native plants forming a riparian margin of around 15 metres. There are now significant sections of the stream banks that form continuous new planting.

Highlights from 2007:

- A total of 113,364 plants have been planted of which 62 percent (68,545) have been planted by local communities. In total over 300,000 plants have been planted since the project began. Commercial contractors are brought in to plant the areas that are too dangerous for volunteers to do;
- Approximately 33 percent of the Project Twin Streams Area has been cleared of environmentally damaging weeds;
- 5,944 volunteers have been involved in planting, site preparation, weeding and maintenance activities. Since 2003 a total of 13,171 volunteers have participated in Project Twin Streams;
- Nine successful community planting days have occurred in Ranui, Opanuku, Oratia, Glen Eden and Henderson with events being well-attended by local residents;
- There are 29 groups now adopting sections of the stream banks. These groups range from schools, mental health and disability groups, youth and youth at risk groups, church groups, alternative education groups and whānau groups;
- Eleven local schools are actively engaged in Project Twin Streams – both in site preparation and planting and related educational and arts activities to raise awareness of the issues facing the streams.

Community Contracts & Community Engagement

A key goal of Project Twin Streams is to build community ownership of the Project in ways that are inclusive and meaningful for local neighbourhood communities and communities of interest. This is being achieved through contracts with community-based organisations to deliver Project Twin Streams in their communities. This means that local organisations with local knowledge are the driving force of the project.

With five fully operative community contract organisations now on board increased community engagement is being facilitated across the six communities within the Project Twin Streams catchment. This is reflected in the statistics which show a significant rise in stream restoration activities being undertaken by communities. Community organisations are reporting that as a result of Project Twin Streams more and more people are becoming aware of the streams, using the streams and their surrounds for recreational purpose and becoming guardians of their area. However along with this increased awareness is also an awareness that just undertaking stream side planting is only going part of the way to restore streams to a healthy state and more sustainable communities.

A number of the community contract organisations have advocated for implementing programmes in their neighbourhoods that go beyond stream restoration. They have also been involved in visioning what is required for a sustainable catchment.

In November 2007 a 12 minute DVD on the community voices from Project Twin Streams was released. This DVD was funded and produced by Sustainable Communities. It captures the magic of Project Twin Streams in ways that are often difficult to articulate, including the great satisfaction that comes from making a difference.

The following is a brief update of some of the achievements from each of the contract areas.

- **Ranui-Massey** – This project is being delivered by **Te Ūkaipō Mercy Initiatives for Rangatahi** in association with the Ranui Action Project and covers the Swanson, Waimoko and Momutu Streams from Birdwood Road to Huruhuru Creek. This is the longest running Project Twin Streams community contract and has now achieved 100 percent adoption of public areas along the stream banks by ten local groups including three schools – this includes taking responsibility for site preparation, planting and maintenance. A focus for Te Ukaipo has been successfully engaging a number of youth at risk groups in stream restoration activities. Their successful community engagement has stimulated interest from private property owners in the area who want to be involved in the revitalisation of their streamside areas.
- **Henderson – Community Waitakere** (formerly West Auckland District Council of Social Services) are actively engaging residents and groups in the Henderson area to restore Henderson Creek. Great progress was made last year in engaging with Pak'nSave to not only participate in planting the stream bank near their store, but also to develop a plan for managing the rubbish that is continually a problem in this area. Community Waitakere now have twelve community groups working regularly on the stream, as well as four schools.
- **Henderson Valley - Corban Estate Arts Centre** is delivering this contract in association with Waitakere Pacific Arts and Cultural Trust to restore the Lower Opanuku Stream as far as Border Road. An impressive amount of work has been undertaken by local groups, schools, Community Corrections along with artists and workers from the Corban Estate Art Centre to restore the streamside areas of the Corban Estate. The stream in this area is now a great showcase for what communities can achieve. As well as engaging twelve groups to adopt areas on the Opanuku streamside, 2007 has seen the development of the Friends of Opanuku group. This is a group of local residents, passionate about their stream, who meet regularly for plantings, workshops and to support the coordinator and the project in various ways.

A very successful, although small in numbers, planting day was organised for Council staff on the Opanuku stream. It is hoped there will be on-going involvement in the adoption by Council of the section of the stream adjacent to the Opanuku Reserve opposite Waitakere Central.

- **Glen Eden** - covering Waikumete and Bishop Streams. This community contract is being delivered by **EcoMatters Environment Trust** in partnership with Glen Eden Primary School. In the first year of this contract the focus has been on involving the schools in this area, several of whom have now formally adopted sites and others have participated in other ways. Nine community groups and local businesses are actively engaged in the stream restoration work including a whanau group of parents, pre-schoolers and home-schoolers, and the Glen Eden Picnic Site Group. A local community reference group has been formed to support and advise the coordinator and to participate in planning the implementation of the project in Glen Eden. Glen Eden has also now developed their own logo with the vision "Our streams, our dreams".
- **McLaren Park** – is being delivered by **McLaren Park Henderson South Community Initiative** and covers the lower Oratia stream. Their coordinator known locally as Green Jon has really made his mark in the last year with two highly successful planting days attracting between one and two hundred people each time. The local community has planted almost 9,000 plants in the first year of their contract. A community edible garden is being established beside the stream off Millbrook Road

as a novel way of engaging the local community while educating about healthy eating, composting, worm farming, and general organic gardening methods. This is one of the many innovative ways that Project Twin Streams community coordinators use to get people down to the streams, enjoying the environment and the company of their neighbours.

- **Swanson** – In Swanson a local resident is contracted to engage Swanson residents in the restoration of Swanson Stream. All the public areas have now been planted and the challenge is now to restore the stream banks running alongside the Redwood Park Golf Club. A good relationship has been established over 2007 with the Golf Club and Swanson School continues to participate in a regular planting and maintenance programme.

This community development model is proving extremely successful in facilitating diverse and significant community engagement in Project Twin Streams. Project Twin Streams has reached a 'tipping point' where local communities are now actively committed and engaged in stream restoration activities and claiming the streams as the heart of their neighbourhoods.

Creative Processes

Using creative methods to engage people's hearts and minds in reconnecting with their natural environment and healing the planet is proving to be an essential tool in the success of the stream restoration programme of Project Twin Streams. It also provides a tangible and fun way for people, particularly children to engage in activities to strengthen their connection to sense of place and the special significance of the Waitakere waterways as they flow from the Ranges to the sea.

Creative Highlights from 2007:

- Pupils at Henderson South School completed a beautiful mural depicting the children taking care of the Opanuku Stream
- A fabulous ten metre long eel sculpture was unveiled in the Pasifika area at Corban Estate. The concrete sculpture has been covered in over 300 Maori and Pacific tiles which were designed and made by local groups – Liston College, Henderson High School, Mother of Divine Mercy Community Group, Beautiful Daughters (an alternative education school group for teenage girls) and the Pacific Mamas
- Six tiled posts, made by pupils from Henderson High School have been placed alongside the Opanuku Stream to mark the school's adopted area of the stream. Each student painted their own tile to identify the area and to mark their relationship to the stream
- In Glen Eden a Project Twin Streams Celebration Arts Performance 'Our Streams Our Dreams' with over 120 young performers from Kaurilands, Glen Eden, Konini Primary Schools and Kelston Girls College was a great success
- Flanshaw Road Primary School put on a magical and inspiring musical production on what it means to be guardians for Henderson Creek. Every child in the school took part in the production.

Walk and Cycleways

One of the key projects for 2007 was significant progress on the construction of the Project Twin Streams walk/cycleways. When completed, the six pathways, totalling fourteen kilometres will connect people with each other and their natural environment and include art tiles depicting local flora, fauna, cultural and iwi stories together with educational signs and a demonstration area for permeable paving.

Finding creative opportunities to connect people to their natural environment and the streams is key to Project Twin Streams. Including art in the walk/cycleways also is an opportunity to celebrate the diversity of Waitakere and provide a sense of community ownership and an incentive for people to use them. Many of the art initiatives involve collaborations with key stakeholders in Project Twin Streams including Te Kawarau a Maki, Ngāti Whatua and the local schools and communities.

In 2004 an application was approved by Auckland Regional Holdings for \$5.2 million to construct walk and cycleways along the Opanuku, Oratia and Waikumete Streams. An additional subsidy of \$3.1 million from Land Transport New Zealand has also been approved.

Update on Construction

- The Oratia segment from Parrs Cross Road to Millbrook Road complete and practical completion has been issued
- The Lower Opanuku segment extending from Alderman Drive over the Great North Road intersection and through Corban Estate up to Border Road is completed
- The Lower Waikumete segment from Seymour Road, through a purpose-built wetland to intersect with the Oratia section is complete apart from signage. Wetland completion has been delayed due to wet weather and is expected at the end of January 2008
- The design for the Upper Opanuku segment from Border Road onto Henderson Valley Road is nearing completion. Construction is planned for October 2008
- The design for the Upper Waikumete segment from Ceramco Park to Savoy Road is complete and is awaiting resource and building consent approvals before tendering for construction in January 2008
- Construction has begun on the three bridges over the Oratia stream and completion is expected by the end of May 2008
- Applications for funding for lighting the walk/cycleways has been made to LTNZ and the Energy Commission. If the applications are successful, the design for lighting will be completed by the end of June 2008 and construction planned for October 2008.

Property Buy Outs

Following approvals from the Finance and Operational Performance Committee, Project Twin Streams commenced buying properties in the Serwayne Place, Millbrook Road area (2003), in Henderson Valley (2004) and Glen Eden (2005) for stormwater management and riparian margin development. To date settlement has been reached on 77 out of 90 properties with the remainder under negotiation.

Part purchases and easements are also progressing well for the Cycle and Walkways and resolutions are expected on all properties.

This property purchase process has been highly successful. This has meant that it has not been necessary for Council to resort to using the Public Works Act to acquire properties and be engaged in negative publicity.

Working with Private Properties

To date the majority of stream restoration work has taken place on public land. Planning is now underway to begin working with private property owners whose properties border streams in the Project Twin Streams area for riparian planting to provide continuous planting along the stream banks. In order to secure access for maintenance down all the streams, this process will involve, where possible, Council securing long-term access to the plantings through either part purchase of a small strip of land on individual properties or through covenants. The process being designed builds on the success of the property buy-out process.

Relationship with Manawhenua and Iwi

There continues to be strong support from both Te Kawerau a Maki and Ngati Whatua for Project Twin Streams:

- Both iwi have been involved in designing art works for the walk/cycleways representing their connection to the land.
- Discussions are underway with Ngati Whatua who is interested in demonstrating their restoration practices on one of the Project Twin Streams tributaries.
- A Pa Harakeke (native flax garden) site along the Opanuku Stream is currently being designed. The initial funding for this project was from Sustainable Communities and is being lead by Project Twin Streams Opanuku in consultation with Te Kawarau a Maki, UNITEC, Manaaki Whenua and local weavers.
- A manawhenua workshop was organised by the Project Twin Streams Community Contract Organisations for their local communities. This workshop was an outstanding success and was attended by over 50 people. Te Warena Taua gave a superb presentation on the history of Manawhenua in the Waitakere. Riki Bennett, a ranger with the ARC, led a walk around the cascades talking about Maori traditional uses of the forest. This was followed by a shared barbecue and picnic lunch in the park area. Feedback from the workshop has been extremely positive and it is hoped that it will become a Project Twin Streams annual event.

Both Te Kawerau a Maki and Ngati Whatua have expressed their interest in being part of the discussions and planning on the future governance of Project Twin Streams.

Progressing Project Twin Streams Economic Goals

There are a number of exciting opportunities arising from Project Twin Streams for local community economic development and skills training. One of the challenges in progressing community economic development opportunities is that, to date, this aspect of work has not been incorporated into national, regional and local strategic frameworks and therefore there is limited resources and skills to support this. Project Twin Streams will continue working towards maximising these opportunities.

Te Ūkaipō Mercy Initiatives for Rangatahi (the contract holder for Project Twin Streams Ranui-Massey) are working with Unitec to develop appropriate unit standards so that youth at risk groups working regularly on stream restoration have the opportunity to develop skill recognition for their work.

A Sustainable Products and Services Steering Group led by Sustainable Business Network and comprising Council, Beacon Pathways and EcoMatters Trust, was established in 2006 with the goal of making sustainable goods and services mainstream for households and businesses in the Project Twin Streams Catchment. A database has been compiled of local suppliers of sustainable goods and services and an action plan produced providing recommendations for future actions. This work will be developed through alignment of work programmes of council's economic development programme and those of other external partners such as Beacon and Sustainable Business Network.

Visit to Project Twin Streams by the Minister for Climate Change

Minister for Climate Change, the Honourable David Parker, visited Project Twin Streams in November. The visit started with a powhiri at Birdwood Road School followed by a streambank walk through the schools adopted area and also met with rangatahi (youth) from Te Piataata Trust. He then visited a local resident's house to witness the fitting of a

local flow showerhead and cylinder rap by EcoMatters Trust as part of their energy and water retrofitting programme. The visit ended with the launch of the Project Twin Streams Sustainable Household-Sustainable Living Demonstration Programme (see below) at Ranui Action Project House. The Minister was impressed with the integrated approach of Project Twin Streams and stated the importance of healthy streams and waterways as being central to healthy and strong communities.

NEW DIRECTIONS FOR PROJECT TWIN STREAMS

Governance and Strategic Management of Project Twin Streams

From 2012 the funding for the stream restoration from the Auckland Regional Holdings grant will have finished. The Project Twin Streams Community Organisations and others are committed to seeing the work of Project Twin Streams continue to grow and develop over the long term. It has always been an objective of the project to develop a governance structure and funding mechanisms to ensure this can happen. Work has begun on identifying a governance structure to take the project beyond 2012. Two core key steps to progressing this have been:

1. Developing a partnership with the ARC for collaborative governance of Project Twin Streams
2. Establishing a Cross-Council Steering Group for the internal Council strategic management of Project Twin Streams.

Over 2008 there will be consultation with manawhenua, community and other key stakeholders to progress this.

Partnership with the ARC for Governance of Project Twin Streams

In November 2007 a Memorandum of Understanding was signed between ARC and Council for the Project Twin Streams Sustainable Catchment. This partnership builds on the Sustainable Communities relationship established three years ago. The purpose of the Memorandum is to:

- Develop a shared understanding of what a sustainable catchment is and identify opportunities to enable this to be pursued
- Develop a long term strategic plan, business plan and governance structure for Project Twin Streams including responsibilities of all parties
- To explore and align existing resource for Project Twin Streams.

This partnership aims to support the sustainable development and management of the Project Twin Streams catchment using a collaborative governance model.

Council Strategic Management of Project Twin Streams

A Cross-Council Steering Group has also been established to provide strategic management and internal alignment of Project Twin Streams with work programmes from other areas of the council. Work is underway to identify key priorities for incorporation in the next Long Term Council Community Plan.

Project Twin Streams Sustainable Household-Sustainable Living Demonstration Programme

Changing people's behaviour to live more sustainably over the long-term has always been an overarching goal of Project Twin Streams. A key focus of Council is ensuring households adopt more sustainable living practices. The purpose of the Sustainable Household-Sustainable Living Demonstration Project will be to trial the Project Twin

Streams community development model to assist Council in meeting its key sustainability objectives through working with households to identify and implement actions to live more sustainably. In particular it will aim towards significant reduction of water and energy usage, waste production and encourage people to use their cars less. If it is successful, learnings from the model could be expanded across the Project Twin Streams catchment and other areas of Waitakere.

The vision for the Sustainable Living Sustainable Household Demonstration Programme is *“Sustainable households driven by local communities who influence others to create a sustainable catchment”*.

The project is being delivered in three Project Twin Streams communities - Glen Eden, Ranui and Swanson via the currently contracted Project Twin Streams community organisations and working in partnership with EcoMatters Environment Trust. In total 200 households will take part in the project from January – June 2008. Participating households will receive a free water and energy check and a water audit. Forty five eligible houses will also receive an energy retrofit.

It is envisaged that by working with local communities to develop the programme from the grassroots, creative ideas will evolve that will support households and neighbourhoods to leave a lighter footprint on the earth in ways that strengthen communities and bring better health benefits for families.

The demonstration project also has the support of the ARC and will build links with other key stakeholders to ensure a comprehensive programme is developed.

RESOURCES

There are no resource implications arising from this report.

CONCLUSION

Project Twin Streams now has systems and processes in place to ensure the project is well placed to successfully achieve its contractual obligations with Auckland Regional Holdings by 2012. The ways of delivering this project through a community development model using creative processes to engage local communities is proving overwhelmingly successful. This has created a strong base to extend the project to working with individual households through the Sustainable Household-Sustainable Living Demonstration Project.

The project has also acted as a catalyst for engaging communities in wider issues of how to create a sustainable catchment through learning how to live more sustainably and integrated catchment management planning. With the partnership with the ARC being confirmed through a Memorandum of Understanding and a Strategic Cross Council Steering Group in place, Project Twin Streams has a wider support base to fulfil its potential.

RECOMMENDATION

That the Project Twin Streams Update report be received.

Report prepared by: Jenny Chilcott: Strategic Advisor: Sustainable Catchments

