



**AGENDA FOR A MEETING OF THE HENDERSON COMMUNITY BOARD TO BE HELD AT  
WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE,  
ON THURSDAY, 8 MAY 2008, COMMENCING AT 6.30 PM**

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**1 APOLOGIES**



**2 CONFIRMATION OF MINUTES**

Meeting Minutes - Thursday, 3 April 2008

**RECOMMENDATION**

That the minutes of the Meeting of the Henderson Community Board held on Thursday, 3 April 2008, 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 CONFLICTS OF INTEREST**

The Council has acknowledged in its Code of Conduct that Elected Members need to be vigilant to stand aside from decision making when a conflict arises between their role as a member of the Council and any private or other external interest they might have. This note is provided as a reminder to members to check that no such conflicts arise in relation to any items on this agenda.



## 5 PRESENTATION - NEW ZEALAND POLICE

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



## 6 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.



## 7 CHAIRMAN'S REPORT

### RECOMMENDATIONS

It is recommended that the Henderson Community Board resolve to:

1. **Receive** the Chairman's report for 8 May 2008.
2. **Approve** the Henderson Community Boards submission to the Royal Commission on Auckland Governance as circulated to all Henderson Community Board members.
3. **Agree** to hold a workshop to prepare its submission to the Annual Plan.

### **Ranui Stabling Yard**

The Western Heights Ratepayers Association have asked that it be renamed as it is not in Ranui. A public meeting was held at the Summerland School hall at which all present opposed the siting of the yard where ARTA are proposing it be sited. A petition is being circulated which will be presented to the Community Board at the May 2008 meeting. The petition will be forwarded on to the Auckland Regional Council and ARTA.

## Community Board Workshops

These have been most successful and I hope all who have attended have enjoyed them and improved their knowledge which has better prepared them for their elected member roles. The list drawn up last September is nearly completed, if there are any other issues please let me know.

## Royal Commission Submission

This process has been time consuming and at times frustrating. I have attended many Council workshops where all the issues were thoroughly debated but due to the Council submission not being approved until Friday, 18 April 2008 very little time was left for me to complete the Boards submission. I also spoke to a number of groups providing them with information and submission booklets. Thank you to those members who provided advice and support.

## Annual Plan Submission

Submissions close on 14 May 2008 and I would ask all members to provide me with a list for the Community Board to consider at a workshop.

Elizabeth Grimmer, MNZM  
**CHAIRMAN**




## 8 **COMMITTEE SECRETARY'S REPORT**

### **RECOMMENDATIONS**



It is recommended that the Henderson Community Board resolve to:

1. **Receive** the Committee Secretary's Report for 8 May 2008.
2. **Approve** that Shirley Savage replace Elizabeth Grimmer as the alternative representative on the McLaren Park Henderson South Community Initiative.
3. **Note** that the appointments of Wayne Bainbridge and Steve McDonald (as the alternative Board Member) to the Community Sport Fund Allocation Subcommittee are no longer required.

	<b>Issue</b>	<b>Comments</b>	<b>Reporting Council Officer</b>
1.	Change of Alternative Representative to the McLaren Park Henderson South Community Initiative  Officer's Report	The Community Board is requested to approve a change of the alternative representative on the McLaren Park Henderson South Community Initiative.  Community Board Member Shirley Savage will replace Elizabeth Grimmer as the alternative representative on the McLaren Park Henderson South Community Initiative.	Ngareta Delamere  836 8000 Extn: 8552

	Issue	Comments	Reporting Council Officer
2.	Tui Glen Stage Two Development Officer's Report	Physical works commenced on the Tui Glen Stage Two development in late January 2008 and will be completed by the end of May 2008.	Andreas Lilley ☎ 836 8000 Extn: 8553
3.	Te Atatu Peninsula Walkway Design – Chapman Strand to Taipari Strand Officer's Report	All resource consents have been obtained and detailed design work is underway to enable building consents to be lodged for the numerous structures required. Building consents are expected to be completed by July 2008 to enable the tendering process to begin. Stage One of the physical works is anticipated to commence towards the end of 2008.	Ian Lamont ☎ 836 8000 Extn: 8303
4.	Alan Reserve Playground Upgrade Officer's Report	The Alan Reserve Playground upgrade has been deferred until late 2008. Higher than expected vandalism costs on other playgrounds have precluded this project being completed in this financial year.	Tracey Hamilton ☎ 836 8000 Extn: 8969
5.	Gloria Park Car Park Upgrade Officer's Report	This project was successfully completed in April 2008.	Andreas Lilley ☎ 836 8000 Extn: 8553
6.	Harbourview - Orangihina, Hughes Esplanade - Weed Control and Planting Officer's Report	Preparation for planting is being carried out in Harbourview - Orangihina and will be carried out in Hughes Esplanade during May 2008, with native re-vegetation work to be carried out in autumn. Work is well underway on this project.	Helen Biffin ☎ 836 8000 Extn: 8758
7.	Henderson Valley Toilet Block Upgrade Officer's Report	All consents have been granted and a contract has been awarded. Physical works commenced in early April 2008 and are planned to be completed by the end of May 2008.	Ian Lamont ☎ 836 8000 Extn: 8303
8.	Kingdale Reserve Footbridge Minor Upgrade Officer's Report	All consents have been granted and a contract has been awarded. Physical works will commence in late April 2008 and are planned to be completed by early June 2008.	Talitha Gibbons ☎ 836 8000 Extn: 8303
9.	Toilet Block Removal - Taipari Strand Officer's Report	The toilet block has been removed.	Andreas Lilley ☎ 836 8000 Extn: 8553

	Issue	Comments	Reporting Council Officer
10.	Community Board Minor Park Projects 2007/2008  Officer's Report	<p><u>Taipari Strand - Barbecue</u> A meeting was held at Taipari Strand between the Taipari Strand Committee and Council officers in February 2008. The Committee no longer want a barbecue to be installed and have requested that a gate be installed to restrict vehicle access during night hours. 19 Submissions have been received in response to the installation of a gate and all submissions were in favour of the gate. The installation of the gate will be completed in May 2008.</p> <p><u>McLeod Park - Swings</u> The swings were installed in March 2008.</p> <p><u>McLaren Park - Community Notice Board</u> A design has been finalised with the community and the sign is currently being manufactured. It is planned to be installed in May 2008.</p> <p><u>Haylard Common Seat</u> A seat is programmed to be installed in May 2008 subject to a site meeting to agree on a location with a representative from Te Atatu Peninsula Residents and Ratepayers Association.</p> <p><u>Barry's Reserve - Planting</u> The screen planting along the fence line will be carried out in May/June 2008.</p>	Katharine Slack ☎ 836 8000 Extn: 8779
11.	Possum and Rat Control Programme  Officer's Report	Possum and rat control will be undertaken during late April and May 2008 in Shona Esplanade and Plummer Domain. Trapping is the preferred method to control these animal pests.	Helen Biffin ☎ 836 8000 Extn: 8758
12.	Re-vegetation Programme for 2008  Officer's Report	Weed control and native re-vegetation planting will be carried out in Jack Colvin Park, Daytona Strand and Penfold Park. Weed control and site preparation will begin in late May 2008.	Helen Biffin ☎ 836 8000 Extn: 8758
13.	Proposed Tui Glen Community Waitakere Resource Centre  Officer's Report	Council is awaiting a decision from an Independent Commissioner on the resource consent for the proposed Tui Glen Community Waitakere resource centre.	Renee Davies ☎ 836 8000 Extn: 8118

	Issue	Comments	Reporting Council Officer
14.	<p>Fixed Driver Feedback Signs in the Henderson Ward</p> <p>5 July 2007</p> <p>Resolution No. 3003/2007</p>	<p>Since the installation of the Fixed Driver Feedback signs in late 2007, two of the signs, one on Flanshaw Road and the other on Beach Road were vandalised by being pulled and knocked down by members of the public in the first couple of months of operation.</p> <p>The signs have since been repaired, modified and reinstalled and are due to be back in operation shortly.</p> <p>Council is arranging for speed counts on these three sites via speed tubes for the week of 5 May 2008, which is after school holidays and will allow time for the signs to be back in operation.</p> <p>With these unforeseen circumstances Council officers will report on the findings at the July 2008 meeting of the Community Board.</p>	<p>Bernadette Molloy</p> <p> 836 8000</p> <p>Extn: 8524</p>
15.	<p>Community Sport Fund Allocation Subcommittee</p> <p>Finance and Operational Performance Committee</p> <p>7 April 2008</p> <p>Resolution No. 580/2008</p>	<p>A review of the Community Sports Fund (the fund) was conducted by officers from Council's Leisure Services. This review was undertaken following concerns that grants from the fund were not being effective. At its meeting on 7 April 2008, the Finance and Operational Performance Committee resolved the following:</p> <p><i>“The Finance and Operational Performance Committee resolved to:</i></p> <p>3. <b>Approve</b> that the Community Sports Fund Allocation Subcommittee be disbanded and the meeting cost funds transferred to the Community Assistance Fund Subcommittee which should be chaired by a Councillor.”</p> <p style="text-align: right;"><i>580/2008</i></p> <p>As a result of this resolution, the Community Sport Fund Allocation Subcommittee has now dissolved. Therefore, the appointments of Wayne Bainbridge and Steve McDonald to the Subcommittee are no longer required. A copy of the report submitted to the Finance and Operational Performance Committee meeting, detailing the review of the Community Sport Fund, is attached at pages A1 to A8, for the Community Board's information.</p>	<p>Louis Rattray</p> <p> 836 8000</p> <p>Extn: 8799</p>

	Issue	Comments	Reporting Council Officer
16.	Te Atatu Peninsula Town Centre Project  Officer's Report	<p>Te Atatu Peninsula community deserves a town centre that meets the present and the future needs of Te Atatu Peninsula. Hence the library/community centre and town centre projects should be developed hand-in-hand.</p> <p>Both the town centre project and the library/community centre project are running about two months behind the expected timeframes because it has taken time to collect the necessary information for both projects. However, now both concept plans are moving forward at full speed.</p> <p>The town centre concept plan will be ready for Council's Policy and Strategy Committee in early July 2008 and it is expected that the library/community centre concept plan will be ready for the Infrastructure and Works Committee by the following month. Given these new timeframes, a public workshop is now being planned for late July 2008, early August 2008.</p>	<p>Robin Jenkin-Winter ☎ 836 8000 Extn: 8400</p>

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Project Twin Streams Four Monthly Report	August 2005 Resolution No. 1468/2005 Last updated 5 February 2007	5 June 2008	Tony Miguel ☎ 836 8000 Extn: 8294
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 Nos. 5 and 6	5 June 2008	Clare Sarney ☎ 836 8000 Extn: 8506

Report prepared by: Ngareta Delamere, Committee Secretary.



**9 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 Community 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**

<b>OUTSIDE ORGANISATIONS</b>	<b>APPOINTMENT</b>
Auckland Region and Far North Community Board Association Executive Committee	Steve McDonald Shirley Savage (alternate)
City Safety Action Group	Leo Nobilo Shirley Savage
Henderson Business Liaison Group	Elizabeth Grimmer
Keep Waitakere Beautiful Committee	Steve McDonald
McLaren Park Henderson South Community Initiative	Steve McDonald Elizabeth Grimmer (alternate)
Taipari Strand Community Group	Leo Nobilo
Te Atatu South Schools Travel Plan	Elizabeth Grimmer Leo Nobilo
Waitakere Citizens Advice Bureau	Gayle Marshall Shirley Savage
Waitakere Road Safety Steering Group	Elizabeth Grimmer
<b>COUNCIL COMMITTEES</b>	
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



**10 SELWOOD ROAD, HENDERSON - NEW NO STOPPING AT ALL TIMES PARKING RESTRICTION**

**EXECUTIVE SUMMARY**

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 Selwood Road, Henderson.

**RECOMMENDATIONS**

It is recommended that the Henderson Community Board resolve to:

1. **Receive** the Selwood Road, Henderson - New No Stopping At All Times Parking Restriction report.

2. **Approve** that in relation to **SELWOOD ROAD, HENDERSON:**
  - (a) and 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 now be resolved to be specified and imposed, namely,
    - (i) on the west kerb line of **SELWOOD ROAD** starting at the intersection of The Concourse and Selwood Road intersection and extending west for a distance of 30 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
3. **Agree** that the appropriate signage and/or road markings, in accordance with the provisions of the 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 limitation and restriction.

## BACKGROUND

1. A request was received from one of the businesses in Selwood Road, Henderson, to install a No Stopping At All Times parking restriction. The business making the request advised that trucks are continually coming and going from the site delivering scoria. Selwood Road is relatively narrow, at approximately 6.2 metres, and apart from the staff cars using this road for parking, the road is mostly used by trucks.
2. When coming from the north-western motorway and turning right into Selwood Road, commuter vehicles are parked along the road. There is a slight bend in the road at this point and while for trucks, visibility is good due to their height, manoeuvring around the bend with a truck and trailer is challenging.

## DECISION MAKING

### Issues

3. This area is industrial and currently has unrestricted parking. It is close to the intersection of The Concourse and motorway access. Commuters are using the area for all day parking, making it difficult for the large truck and trailer units to manoeuvre around the parked vehicles on the approach to the bend.
4. The location of the proposed change is indicated at page A9.

A9

### Consideration of Community Views

5. As the proposal was a request from a local business and the new parking restriction will be outside that local business, it is considered that this proposal is something that will benefit the safety and parking for the local community.

### Preferred Option

6. The new No Stopping At All Times parking restriction is recommended to allow ease of access for trucks/trailers to the nearby businesses, and safe entry/exit from these businesses.

## STRATEGIC CONTEXT

7. 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.

8. 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.

### CONSULTATION

9. Verbal consultation has been carried out with the business that will be directly affected by this proposal and to date no objections have been received.

### RESOURCES

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

### IMPLEMENTATION ISSUES

11. There are no implementation issues.

Report prepared by: Jane Harris, Transport Technician.



## 11 **NORVAL AVENUE, HENDERSON - CHANGE FROM P2 TO P5 8.00 AM TO 9.00 AM AND 2.30 PM TO 3.30 PM MONDAY TO FRIDAY PARKING RESTRICTION**

### EXECUTIVE SUMMARY

The purpose of this report is to seek the Henderson Community Board's approval to change the existing P2 parking restriction to a P5 parking restriction on Norval Avenue, Henderson. This request was received from the Henderson North Primary School.

### RECOMMENDATIONS

It is recommended that the Henderson Community Board resolve to:

1. **Receive** the Norval Avenue, Henderson - Change from P2 to P5 8.00 am to 9.00 am and 2.30 pm to 3.30 pm Monday to Friday Parking Restriction report.
2. **Approve** that in relation to **NORVAL AVENUE, HENDERSON:**
  - (a) All existing parking restrictions or limitations currently applicable to **NORVAL 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 restriction or limitation be authorised to be concluded in the normal manner, and
  - (b) 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 now be resolved to be specified and imposed, namely,
    - (i) on the south kerb line of **NORVAL AVENUE** starting from the west boundary of property number 8 and extending to a point a further 54 metres east a new **P5 8.00 AM to 9.00 AM and 2.30 PM to 3.30 PM MONDAY TO FRIDAY** parking restriction be put in place.

3. **Agree** that the appropriate signage and/or road markings, in accordance with the provisions of the 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 limitation and restriction.

### **BACKGROUND**

1. A request was received from the Henderson North Primary School to change the existing P2 parking restriction to a P5 parking restriction.

### **DECISION MAKING**

#### **Issues**

2. This area currently has a P2 parking restriction and parents and school teachers at the Henderson North Primary School do not believe this provides sufficient time to collect the children before and after school. The school has therefore requested that the existing P2 parking restriction be extended to a P5 parking restriction.

A10

3. The location of the proposed change is indicated on attachment at page A10.

#### **Options Identified**

4. There are no other feasible options than providing restricted parking.

#### **Consideration of Community Views**

5. Parking restrictions outside schools allow safe pick up and drop off areas for parents and children.

#### **Preferred Option**

6. The new P5 8.00 am to 9.00 am and 2.30 pm to 3.30 pm Monday to Friday is recommended to allow visitor/parent parking close to the school during pick up and drop off times.

### **STRATEGIC CONTEXT**

7. 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.
8. Time limit parking restrictions can be applied to ensure convenient parking is available for short term use by users of facilities in the immediate area by displacing long duration parking to less convenient locations.

### **CONSULTATION**

9. As the proposal was a request from a local school and other residents will not be affected directly, consultation has not been conducted. This change to the restriction will be outside the school property.

## RESOURCES

10. The new P5 8.00 am to 9.00 am and 2.30 pm to 3.30 pm Monday to Friday parking restriction can be implemented under the Annual Plan 2007/2008 maintenance budgets.

## IMPLEMENTATION ISSUES

11. There are no implementation issues.

Report prepared by: Jane Harris, Transport Technician.



## 12 LINCOLN ROAD, HENDERSON - NEW P60 8.00 AM TO 5.00 PM MONDAY TO SATURDAY PARKING RESTRICTION

### EXECUTIVE SUMMARY

The purpose of this report is to seek the Henderson Community Board's approval for a new P60 8.00 am to 5.00 pm Monday to Saturday parking restriction on Lincoln Road, Henderson.

### RECOMMENDATIONS

It is recommended that the Henderson Community Board resolve to:

1. **Receive** the Lincoln Road, Henderson - New P60 8.00 am to 5.00 pm Monday to Saturday Parking Restriction report.
2. **Approve** that in relation to **LINCOLN ROAD, HENDERSON:**
  - (a) and 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 now be resolved to be specified and imposed, namely,
    - (i) on the west kerb line of **LINCOLN ROAD** outside the businesses at number 54 Lincoln Road a new **P60 8.00 AM to 5.00 PM MONDAY TO SATURDAY** parking restriction be put in place.
3. **Agree** that the appropriate signage and/or road markings, in accordance with the provisions of the 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 limitation and restriction.

### BACKGROUND

1. A request was received from a business operator to install a P60 parking restriction outside the block of businesses at 54 Lincoln Road to prevent the increase of all day parkers.

## DECISION MAKING

### Issues

2. Currently this location has unrestricted parking. Approximately nine businesses operate here, and after visiting them to discuss their concerns, they have expressed a desire to remove the all day parkers from this location and have time restricted parking installed. They believe that when there are no available parking spaces outside their businesses, customers will not stop which has an impact on their trade.

*All*

3. The location of the proposed change is indicated on page A11.

### Options Identified

4. There are two options identified; providing restricted parking or to have the area remain unrestricted.

### Consideration of Community Views

5. Consultation was conducted with local businesses, they regard that parking restrictions outside shops and businesses provide convenient short term parking for the community.

### Preferred Option

6. The new P60 8.00 am to 5.00 pm Monday to Saturday parking restriction is recommended to allow customers and visitors to these businesses a fair opportunity to park outside the business they are visiting.

## STRATEGIC CONTEXT

7. 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.

8. Time limit parking restrictions can be applied to ensure convenient parking is available for short term use by users of facilities in the immediate area by displacing long duration parking to less convenient locations.

## CONSULTATION

9. Verbal consultation was carried out with all shop owners on the block. One business was not available to make comment on the proposal and a contact name and number was left for them to call. To date this business has not made contact with the Council officer. All other businesses supported the proposed change.

## RESOURCES

10. The new P60 8.00 am to 5.00 pm Monday to Saturday parking restriction can be implemented under the Annual Plan 2007/2008 maintenance budgets.

## IMPLEMENTATION ISSUES

11. There are no implementation issues.

Report prepared by: Jane Harris, Transport Technician.



## 13 HENDERSON WARD - FUTURE SLOW STREETS PRIORITY LIST

### GLOSSARY

Kilometre per hour (kph)

### EXECUTIVE SUMMARY

The purpose of this report is to enable the Henderson Community Board to review the slow streets future projects within their Ward and approve the 2008/2009 sites.

### RECOMMENDATIONS

It is recommended that the Henderson Community Board resolve to:

1. **Receive** the Henderson Ward - Future Slow Streets Priority List report.
2. **Approve** the removal of Wilsher Crescent from the Slow Street Priority List and replace it with Neil Avenue.
3. **Approve** the Henderson Ward Slow Street Programme for 2008/2009 which includes Waari Avenue and Neil Avenue only.

### BACKGROUND

1. The initial assessment of Waari Avenue, Neil Avenue and Wilsher Crescent was completed and it indicated that Wilsher Crescent did not produce a high score to warrant Local Area Traffic Management treatment. Therefore the Council would like to implement slow street treatments in Neil Avenue instead of Wilsher Crescent as part of slow street programme for the 2008/2009 financial year.
2. In 2006/2007 the Henderson Community Board requested the Council to review six streets in the slow street list within their Ward including Neil Avenue.
3. At the Henderson Community Board meeting held on 5 October 2006, the Board prioritised Waari Avenue and Wilsher Crescent for slow street treatments in 2008/2009.

### DECISION MAKING

#### Issues

4. Council officers have completed the initial investigation for slow street treatments to be implemented within the Henderson Ward in 2008/2009. The roads considered were Waari Avenue, Neil Avenue and Wilsher Crescent. Waari Avenue and Wilsher Crescent were prioritised for slow street treatment in 2008/2009 by the Henderson Community Board. Council officers considered criteria involving; accident history (past five years), the measured traffic speed (seven day survey), traffic volume (seven day survey), percentage of heavy vehicles using the street, road geometry, length of road and road hierarchy (local, collector, arterial, etc) to prioritise the slow streets.

### Wilsher Crescent

- A12-A16
5. Concerns were raised during the public forum of the Henderson Community Board meeting held on 5 October 2006 and the Board requested the Council to investigate further the speeding issue in Wilsher Crescent. The investigation which has been carried out in October 2006 indicated that there is a drop in the traffic speed and vehicle volume in Wilsher Crescent. The drop in the traffic speed normally happens in locations where vehicles are parked on the kerbside. These parked vehicles act as traffic calming measures by narrowing the width of the road. The results also showed that 90% of the vehicles drive within the posted speed limit of 50 kilometre per hour (kph) with 85<sup>th</sup> percentile speed at 47 kph, i.e. 85% of the motorists travelled at a speed less than, or equal to 47 kph over a period of seven days. In conclusion, there is no speeding problem in Wilsher Crescent. Refer to appendix at pages A12 to A16 (5 pages) for the survey results.

### Neil Avenue

6. In 2006/2007 the Henderson Community Board requested the Council to review six streets in the slow street list within the Henderson Ward including Neil Avenue. Vehicle speed and volume collected in June 2007 revealed that the 85<sup>th</sup> speed in Neil Avenue was 57 kph. The review of six roads submitted to the Henderson Community Board in August 2007 recommended removing the No Stopping At All Times line along Neil Avenue and that speed humps are the most appropriate form of traffic calming devices for the street.

### Waari Avenue

7. Waari Avenue is a local road running between View Road and Awaroa Road. Waari Avenue has been on the slow streets priority list for a number of years and was identified as a priority for implementation in the 2008/2009 financial year. Waari Avenue is a 50 kph zone, however recent traffic counts indicate the 85<sup>th</sup> percentile speed (the speed exceeded by 15 percent of vehicles) is 56 kph. The average daily traffic in Waari Avenue is 1,004 vehicles.

### Options Identified

8. No other options were considered for Neil Avenue other than speed humps. The appropriate treatment for Waari Avenue required further investigation and it was ascertained that there is not a speeding problem in Wilsher Crescent.

### Consideration of Community Views

9. Speed is a common problem around the City. The Council's current slow street priority list has 12 sites and some of these sites have been on the list for more than five years. The Council's slow street programme priority list will take approximately more than four years to complete.

### STRATEGIC CONTEXT

10. 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.

11. The implementation of slow streets treatments focuses on addressing speed related safety problems and providing a more pedestrian friendly environment. However implementing slow streets has some negative consequences including impeding response times for emergency vehicles and reducing ride comfort for vehicle occupants including public transport.

### CONSULTATION

12. There are few types of slow street devices that can be implemented on these roads. The type and number usually depends on criteria such as road width, vehicle crossing locations and road layout. As these projects require further investigation to finalise the most appropriate slow street treatment option, consultation with the public has not been undertaken at this time.

### RESOURCES

13. The installation of slow streets can be implemented under the Annual Plan Slow Streets budget.

### IMPLEMENTATION ISSUES

14. There are no implementation issues.

Report prepared by: Sreekanth Vidhyadharan, Transport Engineer: Planning and Design.



## 14 STURGES ROAD VERTICAL REALIGNMENT - EASEMENT OVER UTILITY RESERVE

### GLOSSARY

Connell Wagner Limited (Connell Wagner)

### EXECUTIVE SUMMARY

This report requests permission from the Henderson Community Board to grant an easement over the Council Utility Reserve between numbers 12 and 14 Sturges Road, in order that a new driveway alignment for number 12 Sturges Road can be partly constructed over the reserve to make for a safer and easier access to reach the proposed raised Sturges Road Bridge.

### RECOMMENDATIONS

It is recommended that the Henderson Community Board resolve to:

1. **Receive** the Sturges Road Vertical Realignment - Easement Over Utility Reserve report.
2. **Approve** the public notification of Council's intention to grant a right of way easement under section 48(1)(f) of the Reserves Act 1977 to the owners of 12 Sturges Road (Lot 1, DP 129962) over the adjacent local purpose (utility) reserve (Lot 61, DP 107080) for the purpose of obtaining safe access to Sturges Road.
3. **Approve** the Chief Executive Officer authority, in the absence of any objections or submissions, to apply to the Minister of Conservation for consent to grant a right of way easement over the adjacent local purpose (utility) reserve (Lot 61, DP 107080) to the owners of 12 Sturges Road.

4. **Approve** the Chief Executive Officer authority to negotiate and execute a right of way easement under section 48(1)(f) of the Reserves Act 1977 to the owners of 12 Sturges Road over the adjacent local purpose (utility) reserve (Lot 61, DP 107080).

#### **BACKGROUND**

1. ONTRACK wish to replace the existing road over rail bridge at Sturges Road in order to provide added headroom clearance for future rail electrification and to provide greater lateral safety distance between bridge piers to accommodate double rail tracks. This requires that the existing bridge be removed and a new bridge be built in its place by ONTRACK.
2. The new road over rail bridge will be about one (1) metre higher than the existing bridge. The raised bridge requires that Council raise its road to accommodate new bridge levels. The raised road has a knock on effect requiring that many driveways be raised to reach the new road levels.
3. The driveway from number 12 Sturges Road exits close to the new bridge location. Because Sturges Road is curved and as the new raised bridge partly obscures approaching traffic, exit and entry to the driveway of number 12 Sturges Road is unsafe. The new driveway will also be steep.

#### **DECISION MAKING**

A17

4. Council has appointed Connell Wagner Limited (Connell Wagner) as its consulting engineers for the road and driveway design of Sturges Road. Connell Wagner proposes to improve safety of the driveway by re aligning this partly over the neighbouring utility reserve between numbers 12 and 14 Sturges Road. Details of the re aligning are shown on the drawing attached at page A17.
5. The utility reserve has an area of 36m<sup>2</sup> and is unused, grassed and serves no known purpose. Neither Transport Assets nor Parks Assets has any objection to the reserve being subject to an easement.
6. The re-aligning of the driveway of number 12 Sturges Road permits improved sight safety distance and easier entry and exit movements. It also permits an easier gradient and improved visibility past the bridge parapets.
7. Council, in a legal agreement currently being drafted with ONTRACK, agrees to pay for all road and driveway works provided that ONTRACK pays for all bridge works. This agreement is attractive to Council as it provides a wider bridge permitting an extra traffic lane plus a walk and cycle lane on each side of the road. Accordingly Council will pay for the modification and re aligning of the driveway of number 12 Sturges Road and funds for this purpose have been allocated in the project budget.

#### **Issues**

8. The proposed raised ONTRACK bridge causes the road to be raised which in turn requires that driveways be raised. The driveway of number 12 Sturges Road will become steep with limited sight safety lines over and beyond the new bridge. Entry and exit safety of residents / owners of number 12 Sturges Road needs to be established.
9. The reserve adjacent to number 12 Sturges Road is a local purpose (utility) reserve under the Reserves Act 1977. Section 48 of that Act provides that a local body may grant a right of way for access over a reserve provided that public notification of the proposal is given, any objections or submissions received are considered and the consent of the Department of Conservation is obtained.

### Options Identified

10. The preferred option is to route the driveway of number 12 Sturges Road over the neighbouring utility reserve, by way of an easement, so that safe sight lines can be maintained.
11. The alternative option is to introduce a convex mirror on the opposite side of Sturges Road so that drivers from number 12 Sturges Road may observe approaching traffic when exiting from their driveway.

### Assessment of Options

12. The alternative (mirror) option is not considered safe as the image size of an approaching vehicle 40 metres away will be too small to be safely seen. Similarly, an approaching vehicle may not be able to observe the exiting vehicle until close to the point of possible impact.

### Consideration of Community Views

13. The Council Project Manager met with the owner of number 12 Sturges Road on site on 10 April 2008. The details of the easement and the raised driveway were explained to the owner and the owner was given an opportunity to make suggestions or improvements to the scheme.
14. The owner has indicated that subject to Council and the Department of Conservation approving an easement over the utility reserve, he is in favour of the driveway alignment and has expressed his thanks to Council for making his entry point safer.
15. There are no other parties influenced by the planned easement over the utility reserve.

### Preferred Option

16. As Council strongly supports health and safety, the preferred option (easement over the utility reserve with re alignment of driveway) is recommended.
17. The risks of not undertaking the preferred option are a high likelihood of an accident with potential injury or loss of life.

### STRATEGIC CONTEXT

18. There are no matters to report under strategic context.

### CONSULTATION

19. Consultation with the local community will be undertaken as part of the public notification process.

### RESOURCES

20. The project budget carries adequate resources to pay for the easement and re alignment of the driveway.

### IMPLEMENTATION ISSUES

21. It is planned to commence road and driveway works later in the year once the resource consent process has been completed.

Report prepared by: Joe Schady, Senior Engineer Special Projects.



15 **PROPOSED SRI CHINMOY WALKWAY OF HARMONY**

**GLOSSARY**

Te Atatu Peninsula Walkway Stage 2 (the walkway)

**EXECUTIVE SUMMARY**

A request has been received from the World Harmony Run to honour Sri Chinmoy and his work through the naming of a street within Waitakere. Council officers have investigated a range of options that are considered appropriate to progress this request. A preferred option has been identified which would name Te Atatu Peninsula Walkway Stage 2 (the walkway) as the Sri Chinmoy walkway of harmony. This walkway is being constructed in 2008/2009 and would allow for appropriate signage to be installed. It is therefore recommended that the walkway naming option is approved and forwarded to the appropriate Council officer for implementation during the walkway construction.

**RECOMMENDATIONS**

It is recommended that the Henderson Community Board resolve to:

1. **Receive** the Proposed Sri Chinmoy Walkway of Harmony report.
2. **Agree** to the Te Atatu Walkway Stage 2 being named the Sri Chinmoy walkway of harmony in honour of Sri Chinmoy.
3. **Approve** that a sign be installed at the beginning of the walkway when Te Atatu Walkway Stage 2 works is undertaken referencing the naming, with wording to be confirmed in consultation with the World Harmony Run organisers.

**BACKGROUND**

A18-A21

1. A request was submitted to the Henderson Community Board at the meeting held 2 August 2007 from the Mayor Bob Harvey, seeking the Board to consider a request from the World Harmony Run, to consider a street in Waitakere being named after Sri Chinmoy. A copy of the letter from World Harmony Run and a memorandum from Mayor Bob Harvey requesting the Board to consider this matter, are attached at pages A18 to A21. The Board made the following resolution at the meeting:

*“That the request from World Harmony Run to name a street, walkway or park in Waitakere after Sri Chinmoy be referred to the appropriate Council officers for consideration”.*

3159/2007

2. Council officers have since investigated a number of options in relation to this request and identified some specific opportunities which it is considered appropriate for this request to be progressed. These are outlined under the Issues section of this report.

**DECISION MAKING**

3. The Henderson Community Board has the delegated authority to name local and/or neighbourhood parks and features/assets on those parks. As such it is considered within the Board's delegation to name a walkway located within a local esplanade reserve.

## Issues

4. The Parks Naming Policy was adopted by Council in 1999. This policy outlines the requirements and considerations for the naming of all parks. There is no specific policy relating to walkways, but as a walkway is located within a park, it is considered appropriate that the Parks Naming Policy is followed in relation to walkway naming.
5. 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 orchard 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.
6. The information provided by the World Harmony Run organisers on Sri Chinmoy, indicate that the work undertaken by this man is appropriate to the City of Peace status now afforded to Waitakere. As such, it is considered appropriate that a person of such international prominence could have a site named after them within Waitakere.

### Options Identified

7. Four options have been assessed for the naming of a street, park or walkway after Sri Chinmoy. The options include; do nothing, name a street, name a park and name a walkway.
8. Options two and three do not have any specific opportunities in the immediate future, without the re-naming of an existing street or park. Option four could be implemented within the 2008/2009 year through an existing walkway project that is scheduled. This walkway is located at Te Atatu Peninsula and is the stage 2 implementation of the Te Atatu Peninsula walkway project.

### Assessment of Options

9. The following table outlines a quadruple bottom line analysis for each of the options:

		Social	Economic	Cultural	Environ- - ment
Option 1 Do nothing	Dis- advantages	No recognition of the work of Sri Chinmoy.	Will require a minor cost for provision of a sign	NIL	NIL
	Advantages	NIL	No cost to Council for signage	NIL	NIL

		Social	Economic	Cultural	Environ- -ment
Option 2 Name a street	Dis- advantages	Less appropriate feature to have named after a man who is directly linked to the World Harmony Run.  Changing a street name is an arduous process.  No new streets immediately available for use.	Will require a minor cost for provision of a street sign	NIL	NIL
	Advantages	Permanent and prominent feature for naming.	NIL	NIL	NIL
Option 3 Name a park	Dis- advantages	Changing a park name can be an arduous process. No new parks immediately available for naming.	Will require a minor cost for provision of a park sign	NIL	NIL
	Advantages	More appropriate form of feature to be named after Sri Chinmoy due to its more appropriate environmental and aesthetic qualities.	NIL	NIL	NIL
Option 4 Name a walkway (Te Atatu South Walkway Stage 2)	Dis- advantages	Not quite as prominent a feature as a park or street.	Will require a minor cost for provision of a sign at the walkway	NIL	NIL

		Social	Economic	Cultural	Environ- -ment
	Advantages	<p>Considered that a location for a walkway is consistent with the type of activities that Sri Chinmoy is currently associated with ie. World Harmony Run.</p> <p>Work is scheduled for 2008/2009 for the walkway and so the naming can be immediately implemented when work is completed.</p> <p>Can be combined with walkway opening to create a sense of celebration in honour of world harmony and the work of Sri Chinmoy.</p>	<p>Small cost associated with signage at both ends of the walkway, compared with street signs and/or park signs.</p>	NIL	NIL

**Table 4 - QBL Analysis**

10. As indicated from an analysis of this table that Option four offers the least disadvantages, and provides better advantages. This option allows for an appropriate commemoration of the work undertaken by Sri Chinmoy towards World Harmony and provides an opportunity to celebrate the opening of the new walkway section.

#### **Consideration of Community Views**

11. The wider community will benefit from the implementation of Option four as it will:
- Require less rates spend on the implementation of signage;
  - Ensure appropriate honouring of Sri Chinmoy within Waitakere (City of Peace); and
  - Allow the utilisation of a prominent walkway feature, which is anticipated will be used by many local residents to highlight world harmony.

#### **Preferred Option**

12. Options four is the preferred option and consists of naming the walkway after Sri Chinmoy as a walkway of harmony.

#### **STRATEGIC CONTEXT**

13. The naming of parks and walkways within the City is consistent with and fulfils the Strong Communities Platform, ensuring that the City provides leisure facilities and services that people enjoy. Provision of names also fulfils the Urban and Rural Villages strategic platform, ensuring that public facilities, places and spaces teem with people. It is considered important that appropriate naming of these places will enhance the use and enjoyment of open space and leisure facilities such as parks and walkways.

## CONSULTATION

14. There has been no consultation required to establish the range of options as identified and the delegation for naming of the walkway proposed in option 4 sits with the Henderson Community Board.

## RESOURCES

15. There are no costs associated with this proposal as a budget for the walkway is already provided for within the 2008/2009 Annual Plan and a sign provided at the walkway can be accommodated within that project budget.

## IMPLEMENTATION ISSUES

16. The walkway is programmed for 2008/2009, with construction starting in 2008.
17. The installation of a sign referencing the Sri Chinmoy walkway being a walkway of harmony can be easily accommodated during the work programme for the walkway.

Report prepared by: Renee Davies, Service Manager: Parks Planning.



## 16 SCHOOL TRAVEL PLAN PROGRAMME - NEW SCHOOLS FOR 2008

### GLOSSARY

Auckland Regional Transport Authority	(ARTA)
Land Transport Management Act	(LTMA)
Land Transport New Zealand	(LTNZ)

### EXECUTIVE SUMMARY

The purpose of this report is to request formal support from the Henderson Community Board for the development of TravelWise School Travel Plans for Henderson Primary School, Holy Cross School, Sunnyvale School and Bruce McLaren Intermediate. The report also requests that a Community Board Member be nominated to attend working group meetings for this project.

### RECOMMENDATIONS

It is recommended that the Henderson Community Board resolve to:

1. **Receive** the School Travel Plan Programme - New Schools for 2008 report.
2. **Agree** that the Henderson Community Board will formally support the development of School Travel Plans for Holy Cross School, Henderson Primary School, Sunnyvale School and Bruce McLaren Intermediate.
3. **Approve** the nomination of a Community Board Member to attend School Travel Plan working group meetings.

## BACKGROUND

1. The Auckland Regional Transport Authority (ARTA), in partnership with the Auckland region's city and district councils, is rolling out the 'TravelWise to School' Travel Plan programme. The vision of the TravelWise programme is to:  
  
*"Make school journeys active, social, safe and sustainable."*
2. The long term regional programme goal is to:  
  
*"Reduce car trips to school across the region by 9 per cent over a 10-year period (2004 - 2014) by increasing the use of active, social, safe and sustainable travel choices including walking, cycling and public transport."*
3. The Council has been involved in the TravelWise programme since 2003 and has completed and implemented Travel Plans at Fruitvale and Henderson South Schools, the Lincoln-Rathgar cluster of schools (three secondary, one intermediate and two primary schools) and the Rutherford cluster (secondary, primary, Kura Kaupapa and Kohanga Reo). The Te Atatu South cluster has launched its Travel Plan and is in the implementation phase. Infrastructure for these schools is due in late 2008. In 2007, six schools in the Massey West area joined the programme and an enthusiastic working group is developing the action plan for this cluster.
4. The following schools in the Henderson Ward have been invited onto the TravelWise programme:
  - Henderson Primary School;
  - Holy Cross School;
  - Sunnyvale School;
  - Bruce McLaren Intermediate.
5. These schools, along with Glendene School in the New Lynn Ward, were identified as the highest priority for School Travel Plans for the 2008/2009 year. The priority was based on location, pedestrian and cyclist safety issues, opportunities for walking and cycling, and the opportunity to group schools together to maximise use of resources.
6. The first working group meetings are due to be held in term 2, 2008 and invitees will include representatives of the above schools, Henderson Community Board, ARTA, Waitemata Health, NZ Police and Council officers.

## DECISION MAKING

### Issues

7. The Council has a regional commitment to progress TravelWise School Travel Plans within Waitakere. The benefits of working with groups of schools have been demonstrated by the successful Safe Routes to School Programme trialled in the Kelston area from 1998 to 2003. This project introduced many road safety initiatives and increased community awareness of road safety issues. The implementation phases of the Lincoln-Rathgar cluster and the Rutherford cluster are also showing the benefits of a combined approach to road safety improvements around the school community.
8. The Travel Plan programme requires commitment from all parties: the schools, ARTA, the Council and the community. The Henderson Community Board is therefore requested to support the development of Travel Plans at the aforementioned schools.

### Options Identified

9. Continuing the School Travel Plan programme was the only option considered.

### Consideration of Community Views

10. School Travel Plans are developed and implemented as a partnership between the school, ARTA and the Council. The wider school community is involved in developing the Travel Plan. The implementation of road safety infrastructure arising from Travel Plan priorities will be subject to consultation with residents as appropriate.

### STRATEGIC CONTEXT

11. The Council's 'Integrated Transport and Communication' platform provides the strategic context for this report. The vision is for public transport and communication 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. School travel plans are a travel demand management initiative. Travel demand management sits within a national, regional and local context.

#### National Context

12. The Land Transport Management Act (LTMA) objectives are to:
- Assist economic development;
  - Assist safety and personal security;
  - Improve access and mobility;
  - Protect and promote public health;
  - Ensure environmental sustainability.

#### Regional Strategy

13. The Auckland Regional Land Transport Strategy (2005) is required to take into account the way it contributes to the LTMA objectives listed above. In relation to travel demand management, the following Auckland Regional Land Transport Strategy initiatives are relevant:

*"Work with schools to develop travel plans which identify existing travel choices and opportunities for reducing the level of vehicle travel for trips to and from school."* (Chapter 7, 3.3.3)."

*"Ensure that transport services and infrastructure development support travel planning initiatives."* (Chapter 7, 3.3.5)."

14. The Auckland Regional Road Safety Plan 2004 to 2010 Goal 3 is:

*"Pedestrian deaths and injuries within the Auckland Region decline from the five year average (1998 - 2002)."*

#### Council Strategy

15. The Council's Integrated Transport strategic platform includes an objective to "Promote the use of sustainable transport options." School Travel Plans support the Council's *First Call for Children* priority by improving road safety. A focused travel demand management programme for the Council is yet to be developed and considered in the Long Term Council Community Plan.

## CONSULTATION

16. Road Safety Coordinators, Transport Strategy Project Manager and Transport Assets Managers were all involved in finalising the schools invited on to the programme this year.

## RESOURCES

17. School Travel Plans are developed jointly by the school community, ARTA and the Council. ARTA provides a School Travel Plan Coordinator to work with the schools and the Council employs a TravelWise Coordinator to coordinate all Council involvement. Input is also required from Project Services, Transport Assets Traffic Engineers and Road Safety Coordinators. Under Land Transport New Zealand's (LTNZ) Community Focused Land Transport Activities funding will be available for coordination activities.
18. The Long Term Council Community Plan 2006-2016 has allocated a budget of \$859,000 to School Travel Plan infrastructure for the 2009/2010 financial year and a further \$876,000 for the 2010/2011 financial year. This includes a 53% subsidy from LTNZ. Infrastructure priorities arising from the Travel Plan will be partially funded from the 2009/2010 budget with the balance funded in the following year 2010/2011. The total cost is not expected to exceed \$870,000.

## IMPLEMENTATION ISSUES

19. Careful coordination will be required to ensure that any physical works for the schools will not be contrary to other developments underway or planned for this area. There is opportunity for this project to work alongside and complement projects such as the cycleway programme and Project Twin Streams.

Report prepared by: Jill Stoker, TravelWise Coordinator: Transport Assets.



## 17 THE LOCATION FOR A NEW COMMUNITY FACILITY IN THE MCLAREN PARK HENDERSON SOUTH AREA

### GLOSSARY

Long Term Council Community Plan 2006-2016	(LTCCP)
McLaren Park Henderson South	(MPHS)
Quadruple Bottom Line	(QBL)

### EXECUTIVE SUMMARY

Council's Long Term Council Community Plan 2006-2016 (LTCCP) makes provision for a new community facility to be built for the McLaren Park Henderson South (MPHS) area. Council owned properties in the MPHS area are limited and none are ideal for the location of a new purpose built facility.

An independent Site Options Analysis project has been completed. Using a robust process of analysing each site option against defined criteria and including many facets of community consultation, a location for the new facility has been identified.

Council's Corban Green recreation reserve on 27 Corban Avenue has been identified as the best possible location for the building of a new facility in the MPHS area.

### **RECOMMENDATIONS**

It is recommended that the Henderson Community Board resolve to:

1. **Receive** The Location for a New Community Facility in the McLaren Park Henderson South Area report.
2. **Agree** that the preferred option for the location of the new McLaren Park Henderson South Community Facility be Corban Green on 27 Corban Avenue, Henderson.

### **BACKGROUND**

1. The MPHS area is a blend of residential, commercial and industrial properties with a diverse population of approximately 7,000 residents. Waitakere City Council has identified this community as one of the most disadvantaged communities in the City regarding socio-economic status and access to recreation and social services.
2. It is well recognised by Council that there is a long standing need for a community facility in the MPHS area and as such, Council has budgeted a total of \$1,014,000 currently in the LTCCP for a new purpose built facility.
3. An independent community consultation project / feasibility study took place in the MPHS community over a five month period (from August - December 2007) as the first phase of this building project. The study identified characteristics that the community felt were important and should be incorporated in the development of a community facility for their area. A report titled Community Facility Feasibility Study for the McLaren Park Henderson South Area was presented to Council officers from the contractor Aluka Services in February 2008.
4. There are a number of site options for the location of this new community facility which have been identified by the public through the consultation project, as well as, by Council officers. However, no site is ideal and each has considerable limitations for use as a location for a new community facility.
5. Therefore, Council's Park Planning Unit initiated a Site Options Analysis project for the identification of a location in the MPHS area for the proposed community facility since a site location has to be defined prior to concept designs.
6. The purpose of the Site Options Analysis sub-project has been to assess each location option against defined criteria, and recommend a preferred site for the location of the new facility.
7. Upon presentation of the Community Facility Feasibility Study for the McLaren Park Henderson South Area report to Council's Culture and Community Committee meeting on 12 March 2008, the Site Options Analysis sub-project was identified with the resulting resolution.

“4. *That the Site Options Analysis project undertaken by Council's Parks Planning unit regarding the possible locations for the new McLaren Park Henderson South community facility be reported back to Council's Works and Infrastructure Committee's May 2008 meeting if the recommended location for the new facility is a park or reserve. If the recommended location from the Site Option Analysis is not a park or reserve, a report will be brought back to the May 2008 Culture and Community Committee meeting.*”

## DECISION MAKING

### Issues

8. Council has a total budget of \$1,014,000 currently in LTCCP for a new purpose built community facility in the MPHS area.
9. There are a limited number of Council owned properties in the MPHS area and none are ideal for the location of a new purpose built facility.
10. The first phase of the project (i.e., a feasibility study / community consultation process) has been completed resulting in the identification of particular requirements and features from the community to be considered in the design of the facility. A location for the new facility needs to be identified in order to proceed onto the next phase of this building project which involves architectural concept design.
11. In order to determine the specific location of the new community facility for the MPHS area, the following decision making process was undertaken.

### Options Identified

#### Community Feedback

12. Council received feedback from the public regarding possible building locations for the new proposed facility through the community consultation process / feasibility study that was undertaken between August - December 2007. This study canvassed residents in the MPHS area on characteristics important for Council to take in consideration regarding the design and building of the new community facility.
13. Participants in the study were asked to suggest a suitable location and identify any street or open area that they think would be a good place for a community facility. This was an open-ended question in order to solicit unprompted location possibilities. The most commonly identified locations from the study are:
  - Parrs Park 20.5%
  - Corban Avenue 17.1%
  - Corban Reserve 17.1%
  - Henderson Valley Road 11.4%
  - Bruce McLaren Memorial Park 10.6%
  - Sunnyvale (near new train station) 8.9%
14. These results reflect the fact that members of the public generally respond to such questions by identifying what is most familiar. Parrs Park and the Sunnyvale location (near the new train station) are actually out of the MPHS area and would not normally be considered by Council as a location for a local community facility for MPHS residents. In addition, the Corban Reserve respondents are probably assuming that the building would be on the Henderson Valley Road side. However, building on this side of the reserve is impossible due to the hazardous waste status of the property and therefore the building could only be on the southern corner of the reserve which is visible from a main road and has limited access through Hindemarsch Green and a long drive off of Corban Avenue.

### Independent Assessment

15. Council's Parks Planning Unit identified a potential 19 sites in the MPHS area for the location of a new community facility; which include those sites identified by the community, schools and privately owned land, in addition to, Council owned property. Because no potential site is ideal and the fact that each has considerable limitations for use as a location for a community facility, it was decided that an independent robust assessment process take place to review all location options in order to determine the best possible site for this new facility.
16. Independent consultant Lois Easton Associates was contracted by Council in early March 2008 to undertake a site options analysis on each of the potential 19 locations for the new facility. The purpose of the Site Options Analysis sub-project has been to assess each location option against defined criteria, and recommend a preferred site for the location of the new facility.
17. In collaboration with the MPHS Community Facility Steering Group (which include members from the MPHS Community Initiative Inc.) and in consideration of the feedback on potential building locations from the community consultation process, a set of criteria was developed in which the site options analysis would be based on.
- A22-A83 18. The results of the Site Options Analysis project are presented in a report submitted to Council by the consultant titled McLaren Park-Henderson South Community Facility Site Options report which is attached at pages A22 to A83. The following section summarises the process and outcomes from the report.

### Assessment of Options

19. Nineteen potential sites were identified for the location of the new community facility in the MPHS area. Each of these sites was assessed against 19 criteria and given a rating between -1 to 3 for each criteria. These ratings were then accumulated to result in a total score for that particular site.
20. The top highest scoring sites (with scores over 28 points) were classified as short-listed, and then a more detailed analysis took place regarding its use as a location for the MPHS community facility which included a Quadruple Bottom Line (QBL) analysis.
21. Five (out of the total of 19) were identified and short-listed to be a possible location for the MPHS community facility and requiring further analysis. The short-listed sites (in alphabetical order) are:
- Bruce McLaren Intermediate School - Bruce McLaren Road;
  - Bruce McLaren Memorial Park - Farwood Drive;
  - Corban Green - 27 Corban Avenue;
  - Corban Reserve - Henderson Valley Road;
  - Henderson Valley Park - Henderson Valley Road.
- A22-A83 22. An in-depth analysis and QBL assessment took place on the five short-listed sites provided in detail in the report attached at pages A22 to A83. However, for this agenda report, key information has been summarised and presented in the following table using a QBL format:

1. Bruce McLaren Memorial Park				
	Social	Economic	Environment	Cultural
<b>Dis-advantages</b>	<ul style="list-style-type: none"> <li>Proximity to residential neighbours has high potential noise disturbance</li> <li>Loss of green space will have impact on current community use</li> </ul>	<ul style="list-style-type: none"> <li>Likely to result in stormwater treatment for whole impermeable area as part of consenting process</li> </ul>	<ul style="list-style-type: none"> <li>Increased impervious area on park</li> <li>Distance from public transport means moderate traffic generation and assoc. air &amp; water quality impacts</li> <li>Some tree removal required</li> </ul>	Nil
<b>Advantages</b>	<ul style="list-style-type: none"> <li>Opportunity to integrate with Playcentre and enhance overall use of the site</li> </ul>	<ul style="list-style-type: none"> <li>Integration with existing Playgroup may allow for rationalised facilities (eg car parking, toilets, kitchen)</li> </ul>	Nil	Nil

2. Bruce McLaren Intermediate School				
	Social	Economic	Environment	Cultural
<b>Disadvantages</b>	<ul style="list-style-type: none"> <li>Association with school may reduce appeal for use by some sectors of the community.</li> <li>Community perceptions of capture and ownership of facility by school.</li> <li>Lack of green space for community events / community garden may compromise function of facility and community ownership</li> </ul>	<ul style="list-style-type: none"> <li>Based on available space would require building to be two levels – with associated construction cost increases</li> <li>Likely to result in stormwater treatment for whole impermeable area as part of consenting process</li> </ul>	<ul style="list-style-type: none"> <li>Lack of green space in conjunction with actual facility for indoor-outdoor flow aspects desired by community.</li> </ul>	Nil

2. Bruce McLaren Intermediate School				
	Social	Economic	Environment	Cultural
	<ul style="list-style-type: none"> <li>Location more strongly associated with McLaren Park rather than Henderson South Community - may not be seen as a facility to serve whole community</li> </ul>			
<b>Advantages</b>	<ul style="list-style-type: none"> <li>No nearby residential neighbours to be disturbed by noise</li> </ul>	<ul style="list-style-type: none"> <li>May have maintenance and running cost synergies with school facilities</li> </ul>	<ul style="list-style-type: none"> <li>Building on existing impervious area</li> <li>Minimal vegetation disturbance required</li> </ul>	Nil

3. Corban Green				
	Social	Economic	Environment	Cultural
<b>Dis-advantages</b>	Nil	<ul style="list-style-type: none"> <li>Will require swale to be piped and moderate earthworks due to topography</li> </ul>	<ul style="list-style-type: none"> <li>Distance from public transport means moderate traffic generation and assoc. air &amp; water quality impacts though some public transport access possible</li> </ul>	Nil
<b>Advantages</b>	<ul style="list-style-type: none"> <li>Relatively central location in relation to both McLaren Park and Henderson South communities</li> <li>No nearby residential neighbours to be disturbed by noise</li> </ul>	<ul style="list-style-type: none"> <li>Ability to locate some car parking on existing impermeable surfaces will mitigate against some water quality impacts</li> <li>Some potential to integrate with school use due to close proximity</li> </ul>	<ul style="list-style-type: none"> <li>Minimal vegetation disturbances required</li> <li>Distance from public transport means moderate traffic generation and assoc. air &amp; water quality impacts</li> </ul>	<ul style="list-style-type: none"> <li>No known impact of cultural significant features</li> </ul>

3. Corban Green				
	Social	Economic	Environment	Cultural
		<ul style="list-style-type: none"> <li>Proximity to major arterial road and church may enable reduced car parking requirement</li> </ul>	<ul style="list-style-type: none"> <li>Minimal traffic impacts due to location in industrial area with wide street network</li> </ul>	

4. Corban Reserve				
	Social	Economic	Environment	Cultural
<b>Dis-advantages</b>	<ul style="list-style-type: none"> <li>Some traffic impacts on Hindmarsh Street</li> <li>Facility location on reserve lacks road frontage and visibility by community which would compromise the impromptu-to meeting place aspects of a community facility as planned</li> <li>Proximity to residential neighbours means there may be noise disturbances</li> </ul>	<ul style="list-style-type: none"> <li>Need to build carefully due to landfill may add costs to the project</li> <li>Ongoing landfill gas monitoring in building may be required</li> </ul>	<ul style="list-style-type: none"> <li>Potential hazardous waste effects as building location is adjacent to old landfill site</li> <li>Building already exists on current area available for the new facility</li> <li>Presence of landfill gas may limit some activities</li> </ul>	Nil
<b>Advantages</b>	<ul style="list-style-type: none"> <li>Location on wider large park provides further recreational opportunity</li> </ul>	<ul style="list-style-type: none"> <li>May be some opportunity to rationalise facilities with Kiwi Trikers Club (eg car parking, access)</li> </ul>	<ul style="list-style-type: none"> <li>Potential for facility to widen and enhance use of Corban Reserve</li> </ul>	<ul style="list-style-type: none"> <li>Corban Reserve has particular significance to the Pasifika community as a location for Kilikiti. Presence of a community facility may complement that value</li> </ul>

5. Henderson Valley Park				
	Social	Economic	Environment	Cultural
<b>Disadvantages</b>	<ul style="list-style-type: none"> <li>• Use of park area and green space currently being utilised by the community due to the narrowness of the section</li> <li>• Location more strongly associated with Henderson South rather than the McLaren Park community so may not be seen as a facility to serve the whole community</li> </ul>	<ul style="list-style-type: none"> <li>• Frontage of reserve is ex cleanfill and may need consolidation and foundation design</li> </ul>	<ul style="list-style-type: none"> <li>• Some tree removal required</li> <li>• Would result in loss of some green space / passive area frontage of reserve for the area</li> </ul>	Nil
<b>Advantages</b>	<ul style="list-style-type: none"> <li>• Potential to be the hub of the Henderson South Valley Road area residents</li> </ul>	<ul style="list-style-type: none"> <li>• May be some economic advantage to rationalise facilities with the Henderson Valley Pony Club</li> </ul>	<ul style="list-style-type: none"> <li>• Co- location with the Pony Club could enhance and increase the use of the park</li> <li>• Large pasture land in the back of the section currently leased to the pony club gives a green and spacious feel to the site</li> </ul>	<ul style="list-style-type: none"> <li>• The Opanuku Stream has significant value to iwi and there may be an opportunity to link to and interpret those values with this site location</li> </ul>

### Consideration of Community Views

23. It is imperative that the community is satisfied with the decision on the location of the new facility in order for the facility to be successful in meeting the needs of the local area residents.
24. The process of making a decision on the location of the new facility started with the community through the public consultation feasibility study. The data from this study was used as a base in which to build the more technically robust site options analysis process. A community facility steering group developed out of this study and will continue throughout the duration of this project.
25. Feedback from community members on the community facility steering group on an early version of the draft McLaren Park-Henderson South Community Facility Site Options report identified that the criteria used in the early stages for assessing sites was "too technical" and didn't fairly represent community / social aspects.

26. As a result, Council officers held an internal meeting with members from Council's EcoWater and Strategy Units and a representative from a local community organisation in order to brainstorm and identify ways to address the misrepresentation problem. A result from this meeting is that additional criteria were identified and incorporated into the analysis which better recognises a site's relation to social and community aspects.
27. An analysis of all the 19 sites with the new criteria was run and the results presented to the community facility steering group for approval. In order to ensure that the new criteria meets the needs of the community at large, it was decided that the steering group would present the new analysis to the committee of the MPHS Community Initiative Inc. group who best represent the wider community.
28. On 11 April 2008, the community facility steering group presented the draft report of the site options analysis and associated findings to approximately 20 members of the MPHS Community Initiative Inc. Attendees at this meeting fully endorsed the criteria used in the site options analysis, as well as, the primary outcome / finding from the analysis project regarding Corban Green being the best possible location for the new community facility in the MPHS area.

### **Preferred Option**

29. From the robust site option analysis process undertaken by an independent consultant who used both technical and social criteria in assessing the viability of each of the 19 potential sites, Corban Green on Corban Ave has been identified as the best possible location for the new community facility in the MPHS area.
30. Corban Green rated second equal (along with Corban Reserve on Henderson Valley Road) by the community in the public consultation process. However, the consultation process / feasibility study primarily focussed on design aspects and characteristics of the new building and was undertaken before the site options analysis project initiated. Parrs Park which was the most popular site identified in the public consultation process, rated low in the site options analysis primarily due to the fact that Parrs Park is out of the MPHS area.
31. Subsequent to the site options analysis, the community, through the representatives of the MPHS Community Initiative Inc., have endorsed the decision making process as well as the resulting outcome of Corban Green (27 Corban Avenue) being the best possible location for the building of a new community facility for the MPHS area.
32. Council's objective is to work directly and in collaboration with the community in building a new community facility and that the process contributes towards developing a stronger, more cohesive community in the MPHS area. The approach taken to date (in working with the community) has helped reduce the risks to Council and contributes towards this facility successfully addressing the needs of the local MPHS community.

### **STRATEGIC CONTEXT**

33. The Local Government Act 2002 defines one of Council's responsibilities as to promote the social, economic, environmental and cultural wellbeing of communities, in the present and for the future.

34. Through the adoption of Strong Communities, Council outlines its commitment to undertake initiatives that will contribute to making Waitakere City a safe, healthy place to live and to improving local leisure and recreation opportunities and choices. It also states that 'people are active, healthy and content. They feel safe and there is strong sense of community'. Direct financial assistance to organisations and facilities providing active/passive leisure which allows people to be more active and involved within the community, assists Council's commitment to these strategic goals and policies.

### CONSULTATION

35. Consultation has been a core component of the site options analysis project as well as the overall project regarding the development of a new community facility for the MPHS area.
36. As identified above, consultation with the community has occurred at many different levels with demographic representation from all sectors of the community including Maori and Pacific Island people.
37. Consultation with staff across Council includes Council officers from the following units; Leisure Services, Parks Planning, Strategy, Strategic Project and Project Services.

### RESOURCES

38. Under the LTCCP a total of \$1,014,000 from 2007-2011 has been allocated for a purpose built community facility for the MPHS area. This project funding has been broken down into three funding phases:
- Phase 1:** \$21,000 for a feasibility study to be conducted in the 2007/2008 financial year.
- Phase 2:** \$217,000 to cover the design and development costs.
- Phase 3:** \$776,000 for the building of the new purpose built facility.
39. Phase 2 of this new community facility project (i.e. preliminary concept design) will test whether the budget available for this project is adequate or not. If not, a prioritisation process of what could be included in the facility will take place and will consider other facilities and services within, or in close proximity, to the MPHS area as well as a review of other funding options for consideration.
40. Operational costs for the new facility will also be explored once the concept design phase (i.e. Phase 2 of this project) has determined the specifications of the building.

### IMPLEMENTATION ISSUES

41. With the decision made about the location in the MPHS area to build a new community facility, Council's Project Services team will undertake a request for proposal process for the concept design of the new building. The community facility steering group is currently preparing a design brief for the request for proposal process and will then be able to finalise the brief once the decision about the location of the new facility is approved by Council.

Report prepared by: Kimberly Rees, Project Leader: Community Resources.



**PUBLIC EXCLUDED MATTER**

**18 WALKWAY OF FAME**

This item will be considered in the Confidential Supplement of the agenda, and has been circulated to members separately with this agenda.

**PROCEDURAL MOTION TO EXCLUDE THE PUBLIC**

That the public be excluded from the following part of the proceedings of this meeting, Walkway of Fame.

The general subject of the matter to be considered while the public is excluded, the reason for passing this resolution in relation of the matter, and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of the matter to be considered.	Reason for passing this resolution in relation to the matter.	Ground(s) under Section 48(1)(a) for the passing of this resolution.
Walkway of Fame	The withholding of information is necessary in order to: <ul style="list-style-type: none"><li>• enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</li></ul>	That the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist.

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 7(2)(i) of that Act which would be prejudiced by the holding of the relevant part of the proceedings of the meeting in public as follows:

- *The report contains information which if released could affect the Council's negotiations.*

