



**AGENDA FOR AN ORDINARY MEETING OF THE MASSEY COMMUNITY BOARD  
TO BE HELD IN THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN,  
WAITAKERE CITY, ON WEDNESDAY, 2 JULY 2003,  
COMMENCING AT 7.30 PM.**

---

**TABLE OF CONTENTS**

<b><u>ITEM</u></b>		<b><u>PAGE NO.</u></b>
1	<b>APOLOGIES</b>	<b>1</b>
2	<b>CONFIRMATION OF MINUTES</b>	<b>1</b>
3	<b>PUBLIC FORUM</b>	<b>1</b>
4	<b>URGENT BUSINESS</b>	<b>2</b>
5	<b>CHAIRPERSON'S REPORT</b>	<b>2</b>
6	<b>COMMITTEE SECRETARY'S REPORT</b>	<b>3</b>
7	<b>RANUI RAIL STATION DEVELOPMENT</b>	<b>4</b>
8	<b>WESTPARK MARINA - UPDATE</b>	<b>8</b>
9	<b>BOARD MEMBERS' REPORTS</b>	<b>10</b>

**AGENDA FOR AN ORDINARY MEETING OF THE MASSEY COMMUNITY BOARD  
TO BE HELD IN THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN,  
WAITAKERE CITY, ON WEDNESDAY, 2 JULY 2003,  
COMMENCING AT 7.30 PM.**

---

**1 APOLOGIES**



**2 CONFIRMATION OF MINUTES**

Ordinary - Wednesday, 4 June 2003

**RECOMMENDATION**

That the minutes of the Ordinary Meeting of the Massey Community Board held on Wednesday, 4 June 2003, as circulated, be taken as read and now be confirmed.



**3 PUBLIC FORUM**

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

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

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



#### 4 URGENT BUSINESS

Section 46A(7) and (7A) 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 item is a minor matter; and
- (ii) the Chairperson has explained at the beginning of the meeting (when open to the public) that the item will be raised for discussion, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting; and
- (iii) the Board resolves to deal with the item.

No resolution, decision, or recommendation may be made in respect of the item except to refer the item to a subsequent meeting for further discussion.

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



#### 5 CHAIRPERSON'S REPORT

The Annual Plan, Waitakere Cities blue print for spending over the next year and beyond, had a record number of submissions.

The bulk of the submissions were about charging for water. They came from near and far, some from the Auckland Region and some from as far away as France. We are world famous .... (doesn't a French company own Papakura's water distribution network?) Obviously these submitters against privatisation are warning us to watch out.

Something that was particularly noticeable to me this time was the number of submissions from Community and Volunteer Groups. I did wonder why local business is not more involved with many of these organisations. Especially when they were acting almost like employment agents, helping young people and school leavers to join the workforce.

Very few companies now offer any official training programmes for their prospective staff (apprentice schemes) as it is cheaper to bring in fully trained overseas employees. Great for the overseas immigrant, but not so great for our own young people, who would be only too grateful for a work experience opportunity.

A number of submissions were from our own ward, of note was the parking at Westpark Marina, Whenuapai Hall Reserve Development and Cyclarama Crescent car parking.

A strong submission came from residence of Cyclarama Crescent asking for a review of the road marking and parking areas available to residents. Perhaps we should consider revisiting this item.

Residence and Ratepayers at Whenuapai are concerned about the slow progress of the work at the hall. Funding has been put aside and perhaps we can insure slow progress can be turned full on.

One really notable item that came in as a submission was for assistance with refurbishment of two tramcars for future installation in Henderson. This enthusiast not only went to the United States to purchase these museum pieces but had them carted all the way back to New Zealand. May his dream become a reality in the not too distant future.

A quotable quote came to hand the other day and I immediately thought of Owen.

To err is human, to really stuff up you need a computer.  
*How absolutely true, having had a computer crash recently.*





### **RECOMMENDATION**


That the Chairperson's Report be received.

Robert Jessopp  
**CHAIRPERSON**



## **6 COMMITTEE SECRETARY'S REPORT**

<b>Issue</b>	<b>Comments</b>	<b>Reporting Council Officer</b>
Retention of the Hose Tower, Herald Island	Mediation on the Hose Tower is still ongoing, the issue will be reported back to the Board as soon as practicable.	Roger Wilson  836 8000 Ext 8086
Community Garden, Ranui	Discussion is currently being undertaken with the Ranui Community Garden Project organisers. The outcome of the discussions will be reported back to the Board in due course.	Chris Ferkins  836 8000 Ext 8508
Whenuapai Hall Redevelopment Project	The car park construction is underway and scheduled to be completed in early July weather permitting. Discussion is taking place on the Reserve development scheduled to be undertaken in 2003/2004.	Katharine Slack  836 8000 Ext 8779
Arney Road, Ranui	Urgent footpath repairs in Arney Road have been completed. Permanent repairs will be included in the 2003/2004 Footpath Maintenance Programme.	Upali Ileperuma  836 8000 Ext 8716

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Traffic Problems in the Vicinity of the Luckens Road Shops	2 April 2003	6 August 2003	Alan Hopkinson  836 8000 Ext 8742
Safety Crossing Outside St Paul's Primary School, 498 Don Buck Road, Massey	7 May 2003	6 August 2003	Adam Moller  836 8000 Ext 8750
Longview Drive, Massey Safety Issues	7 May 2003	6 August 2003	Alan Hopkinson  836 8000 Ext 8742
Intersection Luanda Drive and Waitemata Drive, Ranui	4 June 2003	3 September 2003	Alan Hopkinson  836 8000 Ext 8742

### **RECOMMENDATION**

That the information be received.

Report prepared by: Sharon Simiona, Committee Secretary.



## **7 RANUI RAIL STATION DEVELOPMENT**

### **PURPOSE OF THE REPORT**

The purpose of this report is to update the Massey Community Board on consultation undertaken by the Council with the Ranui community over development of the Ranui Rail Station and the adjacent land owned by Council.

### **BACKGROUND**

Since 1999 Council has been involved in projects to address the lack of community facilities in Ranui and the somewhat run-down and unattractive appearance of the area. In response to community visioning exercises, a new community house and library have been built, traffic calming measures have been introduced on Swanson Road, and street beautification and street-lighting renewals undertaken.

The need for an improved rail station and surrounding amenity had also been identified as part of the community visioning process, and \$100,000 was approved in the 2002/2003 Annual Plan for improved amenity in that area. Further, Ranui was identified as a possible station for early development by Auckland Regional Transport Network Limited. Council began to work with Auckland Regional Transport Network Limited over the complete redevelopment of the Ranui rail station.

At the May 2002 meeting of the City Development Committee it was resolved that Ranui be developed as a signature station:

*“That the City Development Committee supports the use of Ranui station for design and implementation of a new station facility.”*

882/2002

From workshops held with key stakeholders in mid 2002 preliminary concept designs for the station were developed, including a proposed new station location. It is not possible to retain the station in its current location as the corridor is of insufficient width to allow for future double tracking and platforms on both sides of the track. The new location is the only possible site for the station given rail constraints (corridor width and the need to have a platform on a straight) and safety issues (passive surveillance). To facilitate the development of the station, Council has purchased approximately 1,433m<sup>2</sup> of land at Carlas Way.

Auckland Regional Transport Network Limited has been granted funding from Infrastructure Auckland for the development of the station. Access to this funding requires that a number of conditions be fulfilled including one outstanding condition related to agreement between the Auckland Regional Council and Auckland Regional Transport Network Limited over access arrangements and funding of renewals. The building of the Ranui station is currently on hold until these issues are resolved.

## **STRATEGIC CONTEXT**

Station location, development, and linkages are an important part of developing the rail network. Stations are the key interface between the rail corridor and town centres and communities. Their location and design is critical, in terms of the tone they set for the rail corridor and the way in which they interface with the town centre or community. Therefore, it is important that stations are sited in the best possible location and that design work is undertaken to a high standard. It should be borne in mind that Ranui is currently the third most highly patronised station in Waitakere City, and that future use is expected to expand significantly. Achieving an optimum location now with good amenity and opportunity for future facilities will have benefits for Ranui far into the future.

The purchase of the land at Carlas Way, in addition to providing for the best possible pedestrian access for the local community, also allows for the development of a community space. However, any development of this land should be considered in the context of other facilities being developed within the Ranui area as well as station needs.

## **ISSUES**

To expedite the building of the Ranui station, Council and Auckland Regional Transport Network Limited agreed to separate the development of the rail station into two areas of work - the building of the platform (an operational task for Auckland Regional Transport Network Limited) and the design/building of the station building and use/development of adjacent land (involving community input). Therefore, Council has undertaken consultation with the Ranui community over the design of the Ranui Rail Station building and the use of the land adjacent to the rail station.

This included:

- A public meeting to update the community on work and request input into design issues and land use;
- Distribution of a flyer to 3000 residents identifying ways of inputting into the process - including contacts for Council, the Ranui Action Project and Ranui Community Centre;
- Updates with local stakeholders including community police, local shopkeepers and interested parties;
- Reports to Massey and Waitakere Community Boards.

The proposal for consultation was presented to the May meetings of the City Development Committee, Waitakere Community Board and Massey Community Board, which all requested public input prior to their decision. An item will be presented to the July meetings of the City Development Committee reporting the findings of the consultation and proposing a way forward in developing the station building and adjacent land, as outlined in this report. This will include a verbal feedback from the meetings with the Massey and Waitakere Community Boards.

A public meeting was held on the evening of Tuesday, 27 May 2003 at the Ranui Community Centre. The meeting was advertised through the distribution of 3000 brochures as well as posters in shops, information in the library, community Centre, RAP Office and at the station. The meeting was attended by approximately 30 people who were very supportive of the development of the station. The meeting was clear with its desires, these being:

- Land Use
  - Unanimous desire to have a toilet located close to the station;
  - Desire for a drinking fountain and telephone near the station;
  - That the land be developed for passive recreation in the short to medium term;
  - Ensuring opportunities for future use of the land are not foreclosed.
- Station Building
  - That the station building be based on the Auckland Regional Transport Network Limited design but be modified to -
    - Ensure the building provides good quality shelter from the weather including taking into account prevailing winds;
    - Roof design is curved so that it fits with pedestrian shelter to be built on Ranui Station Road and reduces the desire to throw objects onto the roof.

A number of other options for the use of the land were discussed as these had been raised through separate forums. The community felt that it was not the appropriate time to be considering the development of a café, e-centre or community facility on this site given the development that is currently being undertaken around the RAP Office and Library/Community Centre. However, the community wanted to ensure that options for these or similar type developments are not foreclosed, should they be considered appropriate in the future. A majority of the public meeting did not favour a playground at this location, given its close proximity to Ranui Domain and Pooks Reserve.

Feedback received through key stakeholders, The RAP Office, Ranui Community Centre and individual contacts since the meeting reinforce the desires of the community meeting. They also focussed on ensuring good quality linkages with the community, ensuring quality and timely rail services, provision of information on rail, quality access for all users and safety issues. While the public meeting and much of the other communication over the station has placed a strong emphasis on functionality and services, there have been a number of requests for the inclusion of some form of community art in the vicinity of the station. The community has requested that this feedback be incorporated into the station design process and that the new station design be provided to the community as information, through existing networks.

It would be appropriate at this stage to provide Auckland Regional Transport Network Limited with the information from the consultation Council has conducted with the Ranui community, to enable the station building design to be altered. The alterations could be considered in consultation with a small group of key stakeholders including Ranui Action Project, Chairs of Massey and Waitakere Community Boards and Council representation. An item suggesting this will be presented to the July meeting of the City Development Committee.

## RESOURCES

Auckland Regional Transport Network Limited have allocated \$120,000 from the Infrastructure Auckland funding for the development of the rail station. Should the cost of the shelter be greater than this, it is likely that this would need to be funded by Council. Auckland Regional Transport Network Limited has also been indicated that Council may need to take responsibility for that portion of shelter maintenance and renewal above what would be expected from a standard Auckland Regional Transport Network Limited structure. It is likely that the design changes suggested by the public can be incorporated within the existing budget. However, this issue will need to be addressed in an iterative way with Auckland Regional Transport Network Limited as station design proposals progress.

In the review of the draft Annual Plan Council agreed to roll over the existing \$100,000 capital expenditure budget for Ranui and to add a further \$100,000. Therefore, \$200,000 is provided for this project. Preliminary costings indicate that this would be sufficient to cover the costs of a toilet, drinking fountain and landscaping, as requested by the Ranui community.

## CONCLUSION

Ranui is a highly patronised rail station with a large walking catchment. It is located at a key pedestrian access between Pooks Road and Ranui Station Road. Therefore it is critical that any development of this site occurs in a manner that reflects the local community and meets their needs as rail users and local residents. The Ranui community have been consulted over the development of the station and surrounding land. It would be appropriate for the Community Board to comment on the suggestions made by the Ranui Community and any other options they would like considered. This information will then be provided verbally to the City Development Committee for consideration.

## RECOMMENDATIONS

1. That the information be received.
2. That the Massey Community Board indicates preferences for the short-term and long-term development of the land adjacent Ranui Rail Station.
3. That the Massey Community Board indicates preferences for the development of the station building at Ranui Rail Station.

Report prepared by: Glenda Lock, Project Manager: Transport Projects.



**8 WESTPARK MARINA - UPDATE**

**PURPOSE OF THE REPORT**

To provide a brief update to Massey Community Board members with respect to current issues affecting Westpark Marina.

**ISSUES**

A recent "round table" meeting involving the Marina's Chief Executive and a director of Westpark Marina Limited, Council's Chief Executive and Managers from Regulatory Services, EcoWater, Corporate and Legal, canvassed a number of matters as follows:

- (a) Heavy rainfall causes overland flow from a sizeable catchment area across Reflection Drive and along the former esplanade area discharging ultimately in the vicinity of Council's pump station and across the maintenance yard associated with the marina boating activities.  
  
EcoWater have commissioned a survey and investigation for completion over the next few weeks to reconfigure the overland flow path with a view to discharge naturally to the north of the marina reclamation boundary.
- (b) Building consent has been processed for a substantial boat painting shed to be erected on Lot 13, subject to resolution of the associated car parking and landscaping requirements and uplifting of the related S.35 certificate preventing the commencement of construction.
- (c) Appointment of several further marina wardens has been proposed in accordance with Council's Bylaw No.13, 1990 - West Harbour Marina, to assist with proper control and safety management of the boat harbour and facilities. There was some delay in this issue, but warrants of appointment have now been provided.
- (d) Auckland Regional Council has commenced a review of the licence fee payable under the Seabed Head Licence involving Council as licensee. The revised fee will apply from 8 October 2000 being the most recent five yearly review date. The agreed fee is ultimately recoverable by Council pursuant to the Seabed Sub-Licence from Westpark Marina Limited as Sub-Licensee, plus 10%. Westpark Marina Limited is entitled to participate in the review process, and a basis for that was agreed.
- (e) Westpark Marina Limited has indicated a desire to undertake further reclamation, in accordance with the original Empowering Act, subject to obtaining all necessary consents. This proposal is expressed only in general terms at present and no real preliminary steps towards that objective have been commissioned by Westpark Marina Limited.
- (f) There are ongoing discussions with other parties concerning the potential for a ferry operation from Westpark Marina to the Central Business District and the associated infrastructure requirements including parking. In conjunction, there is the unrelated but manifest problem of providing for additional trailer boat parking associated with ongoing use of the public boat ramp and to facilitate public use of the boat harbour and associated amenities.

Westpark Marina Limited acknowledged that some adjustment to existing Lot boundaries could be considered as part of the overall resolution, and that 'pay and display' and other options should be explored to manage demand and recover development costs.

Given the overall need to optimise the marina environment for the benefit of all stakeholders and the wider community it was agreed to form a joint working party to look at the circumstances to be confronted, both short and long term. This review will include the possibility of re-subdivision of existing allotments and adjustments to existing lease terms/provisions and/or the potential for freeholding of some areas (as has already occurred to facilitate some existing residential and commercial development) to allow for some appropriate redesign to better provide for the need to facilitate the marina operation whilst providing for customers, berth holders, users of the boat ramp and the potential for 'park and ride' operations in future.

The working group will necessarily involve participation by Westpark Marina Limited and Waitakere Properties Limited (should the underlying fee-simple land ownership remain with that entity on Council's behalf) and officers involved with the current ferry proposals and interface with Infrastructure Auckland, as well as roading and traffic, EcoWater, Corporate and Legal Services.

Staff view this is the first occasion on which a meaningful acknowledgment of the need to address parking issues through Lot reconfiguration has been made by Westpark Marina Limited. It is considered that significant progress on the parking issues is now possible, and progress will be reported to the Board as it occurs.

#### **COMMENT**

There was broad agreement with respect to the approach to progress those issues set out above which involve Council actions or participation.

#### **RECOMMENDATION**

That the information be received.

Report prepared by: Ross McLeod, Director: Corporate & Civic Services and Graham Wakefield, Contract Solicitor: Legal Services.



**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 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.

**MASSEY COMMUNITY BOARD APPOINTMENTS**

<b>OUTSIDE ORGANISATIONS</b>	<b>APPOINTMENT</b>
Auckland Region Community Boards' Association Executive Committee	Andrew Good
Keep Waitakere Beautiful Committee	Peter Chan
Massey Citizens Advice Bureau	Peter Chan
Massey Community House Committee	Karen Perri
Massey Leisure Centre Community Liaison Group	Jean Webster
Ranui Action Plan Project	Cr Nash
Ranui Community Centre Committee	Cr Nash
Henderson Creek Reserve Management Plan	Cr Hoskin
Harbourview People's Park Working Party	Andrew Good
Moire Road Community Hall	Cr Nash
Safe Waitakere	Peter Chan
<b>COUNCIL COMMITTEES</b>	
Hearings Committee	Jean Webster Karen Perri
Community Sports Fund Allocation Subcommittee	Warren Flaunty
Long Term Community Council Plan and Annual Plan Special Committee	Bob Jessopp
<b>WORKING GROUPS</b>	
Wai Care Programme	Peter Chan
Project Twin Streams	Bob Jessopp

