



NOTICE OF MEETING

MASSEY COMMUNITY BOARD

I hereby give notice that an Ordinary Meeting of the Massey Community Board will be held on:-

DATE: **Wednesday, 4 February 2004** **TIME:** **7.30 pm**

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

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

29 January 2004

Sharon Simiona
COMMITTEE SECRETARY

Telephone (09) 836 8000 extn 8820

MEMBERSHIP:

Mr	RF	Jessopp (Chairperson)
Mrs	DJ	Webster (Deputy Chairperson)
Mr	MFP	Chan, JP
Mr	WW	Flaunty, JP
Mr	JA	Good
Cr	OE	Hoskin, MNZM, JP
Cr	GE	Nash, QSM, JP
Ms	KG	Perri
Cr	GW	Russell, JP

(Quorum 5 members)

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

**AGENDA FOR AN ORDINARY MEETING OF THE MASSEY COMMUNITY BOARD
TO BE HELD IN THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN,
WAITAKERE CITY, ON WEDNESDAY, 4 FEBRUARY 2004,
COMMENCING AT 7.30 PM.**

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**AGENDA FOR AN ORDINARY MEETING OF THE MASSEY COMMUNITY BOARD
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WAITAKERE CITY, ON WEDNESDAY, 4 FEBRUARY 2004,
COMMENCING AT 7.30 PM.**

1 APOLOGIES



2 CONFIRMATION OF MINUTES

Ordinary - Wednesday, 3 December 2003

RECOMMENDATION

That the minutes of the Ordinary Meeting of the Massey Community Board held on Wednesday, 3 December 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**

FOOTPATHS AND ROADS - ROADS AND FOOTPATHS

Either way round these are high on the public's priority lists, and over the year these are the most common causes of complaint to the Community Boards. Both are important and vital areas of communication and contact. Imagine life without footpaths and roads, no way to get to work or the shops unless you have a boat or a horse perhaps. Imagine trying to walk to Auckland. (Mind you with a cost of \$18 for 4 hours car parking who in their right mind would go into Auckland anyway.)

Yes roads and footpaths are a lifeline to modern society and yet our roads and footpaths are poorly designed and inadequately maintained.

If there is a problem it takes months of battling bureaucracy to get the problem looked at, it takes more months to come to a decision, more months to find finance to pay for any work and more months to get the job done. Then you find the contractor's work is not of the highest quality and so the whole procedure starts again.

"Go on your exaggerating" I hear you say, well an example. For months we have been fielding complaints from residence of Waitemata Drive and Luanda Drive. Almost every week I have phone calls advising of "Another Accident". (A report regarding this intersection is elsewhere in the Agenda.)

Repeatedly these messages have been passed on to the appropriate council departments. Yes we will have a look. Yes we will make some modifications. A bit of tinkering takes place, residence phone up and say that was a waste of time, and onwards we go. More phone calls, more visits to Community Board meetings. I think we have been hearing about this road junction for about 9 months, and with accidents occurring on an almost weekly basis the costs to insurance companies, the police and hospital services must be horrendous.

Just before Christmas I obtained some photographs of some of the accidents that happened at this junction and emailed them to Council staff. Within two hours things started happening, within 24 hours road markings barriers and signs had been erected, with more work promised in the near future to instigate a round-about. Fantastic I hear residents say. But why did it take so long to initiate. Why did it take some photographs to trip the switch and flash the red light.

DON BUCK ROAD TRAFFIC CONGESTION

As you are aware we are having serious problems with traffic and pedestrian movement in Don Buck Road due to the high number of students using this arterial road, the ever increasing number of residential dwellings and vehicles using it to by pass the motorway. According to a report in the Western Leader Massey High School rolls are expected to grow dramatically with the new classrooms completed and being built.

For some months now I have been having meetings with council staff and school principles. At the end of the year it looked like things were finally coming together, with some good solutions being put forward by council staff and school principles.

Suddenly everything has ground to a halt. Out of all the talking we have only managed to get some hedging trimmed. (At the time of writing this still hasn't happened. Although work was to start on 13 January.) Do I have to submit photographs of the carnage again to get the red light flashing, or was that a one off.

Yes it is great for Council to spend ratepayers money on high profile projects. Yes it is important to improve employment possibilities for people here rather than see them travel to Auckland. But one of our priorities must be our roading maintenance structure. More money must be put in the pot, more forward planning needs to be done (is there "any" at present I wonder). The public expect it, and like it or not it is a necessity of living in a modern society.

STARLING PARK

I took time to make a visit to Starling Park in early January just to see what happens here and what some of the concerns were of the Waitakere Bears Softball Club that uses the park.

Did you know that every day between 1 November and the end of March the following year up to 500 youngsters are trained and or play "softball" in this park. Did you know that there are the makings of some very fine facilities here in Massey for softball enthusiasts.

A volunteer group works hard at offering a service to members of our community but I wonder if Council is letting them down just a little. So many jobs have been left not quite completed. Rough welding on gates, unfinished fly screen to stop balls going into neighbouring gardens. Un-even and un-grassed areas. Many small jobs that would only take perhaps a day of concentrated effort to finish, and it would improve the venue and ease the job of volunteers.

A request was made at our last meeting for a report regarding maintenance and operation of this community park. Hopefully we can see a conclusion to some of the tasks still outstanding. We really need to support the wonderful effort that volunteers make on behalf of the community. Without there effort we would all be the poorer.

TE PAI SKATE PARK

I am pleased to report that the plans for upgrading the skateboard facility in Te Pai Place are well in hand. I joined a public meeting just before Christmas and met some of the young people that will be using the facility. There is certainly a lot more to skateboarding than meets the eye. This is an international sport where great skills are learnt. Can't say that I understood half the technicalities of the game but was certainly impressed by the young peoples enthusiasm. Once again an area where we need to offer support.

WAITANGI DAY CELEBRATIONS

I also participated in a meeting at Massey Marae regarding Waitangi Day celebrations. If you are free for a couple of hours on that morning do join us.

2001/2004 TERM OF OFFICE

2004 looks like an interesting year for us all and I wish each and every one of you well over the coming months. May we each achieve the goals we set out to achieve when elected to the Community Board and may you each be successful in your aims at the conclusion of the Board's 2001/2004 term of office.

RECOMMENDATION

That the Chairperson's Report be received.

Robert Jessopp
CHAIRPERSON



6 COMMITTEE SECRETARY'S REPORT

Issue	Comments	Reporting Council Officer
Footpath Outside Massey Primary School 3 September 2003 1844/2003	Transport Assets have developed a possible design concept for addressing the footpath width problem outside the school, however further consultation is required with the school as the design has some flow-on effect on parking.	Adam Moller ☎ 836 8000 Ext 8750
Safety Crossing Outside St Paul's Primary School, 498 Don Buck Road, Massey 7 May 2003 877/2003	A pedestrian refuge island is proposed to provide for children crossing the road and to facilitate the proposed walking school bus from the Royal Road area. This work will be included in the minor safety programme this summer.	Adam Moller ☎ 836 8000 Ext 8750

Issue	Comments	Reporting Council Officer
<p>Graffiti on Walkway, 141 Central Park Drive 3 September 2003 1843/2003</p>	<p>The tenants of the site at 141 Central Park Drive (Carters Building Supplies) requested that Council provide a new boundary fence on the boundary between their property and the adjacent public cycleway.</p> <p>This cycleway is held as road property and as such is exempt from the requirements of the Fencing Act, so Council has no legal obligation to contribute to the cost of shared boundary fencing along the cycleway. However Council has generally contributed on a half share basis (to a maximum of \$30 per metre of fence) where shared boundary fences front to a walkway or cycleway and not to a roadway.</p> <p>Based on past precedent we have indicated to Carters Building Supplies that a similar level of contribution could be funded by Council in this case, however the other half of the cost of building the new boundary fence at 141 Central Park Drive would need to be met by either Carter's Building Supplies or their landlords.</p>	<p>Adam Moller ☎ 836 8000 Ext 8750</p>
<p>Retention of the Hose Tower, Herald Island 4 December 2002 3485/2002</p>	<p>Mediation on the Hose Tower is still ongoing. The issue will be reported back to the Board as soon as practicable.</p>	<p>Roger Wilson ☎ 836 8000 Ext 8086</p>
<p>Community Garden, Ranui 7 May 2003 876/2003</p>	<p>Council officers have met with the Ranui Community Project Group who were interested in setting up the Ranui Community Garden and discussed requirements and details of how the garden could be formed and managed. The group have nearly completed preparing documentation (ie. plans and management proposals) that will be forwarded in a report to the Community Board outlining the details of the proposal for the Community Board to consider. After some delay due to other commitments by people in the group, the group is now up and running strongly again. Council officers are anticipating a report will be available for the March meeting of the Board and are continuing to liase with the group to offer any assistance where required.</p>	<p>Chris Ferkins ☎ 836 8000 Ext 8508</p>

Issue	Comments	Reporting Council Officer
Westpark Marina - Various Issues 3 April 2002 660/2002	Westpark Marina changed ownership in October 2003. The new owner is developing a concept plan detailing future marina development. Council is continuing discussions with Westpark Marina Limited, to try and secure solutions to the various issues at the Marina, most pressing of which is parking. Current works at the Marina appear to be within the legal entitlements of Westpark Marine Limited.	Ross McLeod ☎ 836 8000 Ext 8675

REPORTS PENDING

Subject	Date Requested	Report Due	Reporting Officer
Community Garden, Ranui	7 May 2003 876/2003	3 March 2004	Chris Ferkins ☎ 836 8000 Ext 8508
Retention of the Hose Tower, Herald Island	4 December 2002 3485/2002	3 March 2004 (ongoing)	Roger Wilson ☎ 836 8000 Ext 8086
Graffiti on Walkway 141 Central Park Drive	3 September 2003 1843/2003	3 March 2004	Adam Moller ☎ 836 8000 Ext 8750
Footpath Outside Massey primary School	3 September 2003 1844/2003	3 March 2004	Adam Moller ☎ 836 8000 Ext 8750
Westpark Marina Various Issues	3 April 2002 660/2002	3 March 2004 (ongoing)	Ross McLeod ☎ 836 8000 Ext 8675
Traffic Movements In the Vicinity of Hobsonville Primary School	3 December 2003 4289/2003	7 April 2004	Adam Moller ☎ 836 8000 Ext 8750
Work Schedule Starling Park, Ranui	3 December 2003 4290/2003	3 March 2004	Grant Jennings ☎ 836 8000 Ext 8537

RECOMMENDATION

That the information be received.

Report prepared by: Sharon Simiona, Committee Secretary



7 LONGVIEW RISE- NO STOPPING AT ALL TIMES CONTROL

PURPOSE OF THE REPORT

A1 To seek approval to install a 19 metre “No stopping at all times” control along the northern kerb line and to remove a 20 metre length of recently placed “No stopping at all times” control along the southern kerb line of Longview Rise, as attached at page A1.

BACKGROUND

The issue of obstruction and safety problems caused by parked vehicles in Longview Rise was considered at the open forum of Massey Community Board held on 7 May 2003. The approval of the Community Board was obtained at the meeting held on 1 October 2003 to introduce a “No stopping at all times” control along the southern kerb line from a point 2 metres west of the western boundary of 1 Longview Rise to a point 20 metres east of the western boundary of 5 Longview Rise. (See resolution 1989/2003 of the Board’s 1 October 2003 meeting). After the marking of this line, a resident has raised concerns about the new parking restriction. She cited the bend in front of 8 and 10 Longview Rise as dangerous for vehicles to park on either sides and requested “No stopping at all times” control be put in place on the northern side too.

STRATEGIC CONTEXT

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

“No stopping at all times” controls can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

ISSUES

Transport Assets staff revisited the site and held a site meeting with the residents concerned, about the recently placed “No stopping at all times” control. The main concern was the area around the corner outside 8 and 10 Longview Rise where the carriageway width is just 5.2 metres. Even after imposing the parking restriction on the southern side of the road drivers still find it difficult to pass through vehicles parked on the northern side.

Transport Assets staff accepts the argument and recommend a “No stopping at all times” control placed along the northern kerb line outside properties 8 and 10 as shown in the attached aerial photograph. The loss of two parking spaces due to this change can be compensated by removing the first 20 metres of the newly placed “No stopping at all times” control on the southern.

Consultation

In addition to the site meeting held with a resident concerned, letters outlining the proposed changes have been sent to 9 properties in the vicinity. There have been no objections to the proposal.

RESOURCES

The work involves removal of 20 metres and painting of 19 metres of broken yellow lines; it can be accommodated within annual maintenance budget.

CONCLUSION

It is appropriate to remove the first 20 metre length of "No stopping at all times" control on the southern side and install a 19 metre long "No stopping at all times" control on the northern side outside the properties 8 and 10 in Longview Rise, for the convenience and safety of the local community.

RECOMMENDATIONS

1. That the information be received.
2. That in accordance with the powers conferred by virtue of the Local Government Act 2002, The Transport Act 1962 and The Waitakere City Council Bylaw No. 7, 1991-Traffic, the following parking limitation and restriction;
 - On the southern kerb line of Longview Rise starting from a point 2 metres west of the western boundary of 1 Longview Rise for a length of 20 metres to east, the existing "No stopping at all times" control;

be rescinded.
3. That in relation to **LONGVIEW RISE, MASSEY**:
 - (a) That all existing parking restrictions or limitations (affected, or superseded, or replaced by this resolution) applicable to Longview Rise, Massey, imposed by any prior resolution (including resolution of any former authority) cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
 - (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Transport Act 1962, and the Waitakere City Bylaw No. 7, 1991 - Traffic, the following parking limitations and restrictions be now specified and imposed namely:
 - On the northern kerb line of Longview Rise starting from a point 9 metres west to the western boundary of 10 Longview Rise for a length of 19 metres to east, a "**No Stopping At All Times**" control restriction be put in place.
4. And that the appropriate signage and/or markings, in accordance with the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Upali Ileperuma, Transport Engineer.



8 GEORDIE STREET GIVE WAY AND NO STOPPING AT ALL TIMES CONTROLS

PURPOSE OF THE REPORT

A2

The purpose of this report is to seek the approval of the Massey Community Board to establish a 'Give Way' control and a 'No Stopping At All Times Control' on Geordie Street at its intersection with Sturges Road, as attached at page A2.

BACKGROUND

Council has received a complaint about motorists turning right out of Geordie Street failing to give way to vehicles travelling straight through the intersection on Sturges Road. Council staff have assessed the issues relating to the complaint, and consider that action by the Massey Community Board is warranted.

STRATEGIC CONTEXT

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

A high proportion of urban traffic crashes occur at intersections, and 'Give Way' controls are an effective way of clarifying traffic priorities and reducing crashes. 'No Stopping At All Times' controls can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

ISSUES

The numbers of motor vehicles turning in and out of Geordie Street to Sturges Road has increased rapidly due to the recent sub divisions in the area. Non-existence of a priority traffic control at the intersection can confuse drivers especially when turning out to Sturges Road from Geordie Street.

The 'Give Way' control is an effective way of reinforcing intersection priorities, especially at a 'T' junction such as the intersection of Geordie Street and Sturges Road. A 'No Stopping At All Times' control is required to compliment the 'Give Way' control as it keeps the traffic lanes at the intersection clear of parked vehicles.

The owners of the properties whose frontages are affected by the proposed change have been consulted in writing and no objections have been received.

RESOURCES

The necessary traffic signs and markings can be implemented from the existing Traffic Signs Maintenance and Road Marking Maintenance budgets.

CONCLUSION

The proposal to establish 'Give Way' and 'No stopping At All Times' controls on Geordie Street at its intersection with Sturges Road is an effective way to improve traffic safety at this intersection and reduce complaints about giving way behaviour at the intersection.

RECOMMENDATIONS

1. That the information be received.
2. That in relation to **GEORDIE STREET AND STURGES ROAD, HENDERSON**;
 - (a) That all existing parking restrictions or limitations (affected, or superseded, or replaced by this resolution) applicable to Geordie Street and Sturges Road, Henderson imposed by any prior resolution (including resolutions of any former authority) ceased to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
 - (b) That, in accordance with the powers conferred by virtue of the Local Government Act 2002, The Transport Act 1962, and the Waitakere City Council Bylaw No. 7, 1991 - Traffic, the following controls be now resolved to be specified and imposed namely:
 - A “**Give Way**” control be established on Geordie Street at its intersection with Sturges Road.
 - On the east kerb line of Geordie Street starting from a point 35 metres south of the northern boundary of 51 Sturges Road and ending at the western side of the driveway of 51 Sturges Road, a new “**No Stopping At All Times**” control be put in place.
 - On the west kerb line of Geordie Street starting from a point 35 metres south of the northern boundary of 55 Sturges Road and ending at a point 8 metres east of the western boundary of 55 Sturges Road, a new “**No Stopping At All Times**” control be put in place.
3. That the appropriate signage and markings, in accordance with the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said ‘Give Way’ and “No Stopping At All Times” restrictions.

Report prepared by: Upali Ileperuma, Transport Engineer.



9 **LUANDA DRIVE / WAITEMATA DRIVE - PROPOSED ROUNDABOUT**

PURPOSE OF THE REPORT

This report addresses the following issues requested by the Massey Community Board:

- The proposed long-term safety improvement to the intersection of Luanda Drive and Waitemata Drive, Ranui.
- Massey Community Board Minute -

“that the Chief Executive be requested to bring back to the Board an accident statistical report relating to the intersection of Luanda Drive and Waitemata Drive, Ranui”.

1082/2003

BACKGROUND

The intersection of Luanda Drive and Waitemata Drive is a crossroads junction with Waitemata Drive approaches which is controlled by give-way signs. A painted flush median was installed along Waitemata Drive in June 2003 to confine traffic and improve safety.

Recent accidents at the intersection of Luanda Drive and Waitemata Drive, with vehicles going through the intersection ignoring ‘give-way’ signs and markings indicate that the visual impact requires improvement. Additional road signs and barriers were installed on 24 December 2003 to address the issue of lack of visibility over the holiday period until formal devices can be provided. Raised traffic islands for Waitemata Drive approaches are being designed and will be installed in 2004 as a temporary traffic-calming measure; the preferred option a roundabout (ideal cross-roads solution), cannot be provided within current available budgets.

A3

Accident histories of the intersection from year 1999 to year 2003 (five years) have been extracted from the Land Transport Safety Authority Accident Investigation System, as attached at page A3. There are a total of 11 reported accidents for the intersection of Luanda Drive and Waitemata Drive from year 1999 to 2003. From the 11 accidents, there were 3 serious injuries and 6 minor injuries, all involved failure to give way at give way signs.

STRATEGIC CONTEXT

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

Safety for vehicles and pedestrians is an important part of this objective and can be achieved by providing safety improvements to this intersection.

ISSUES

A4

A roundabout is proposed as a long-term traffic-calming measure for the intersection of Luanda Drive and Waitemata Drive, as attached at page A4. A roundabout will improve the safety of the intersection by simplifying conflicts, reducing vehicle speeds and providing a clear indication of the driver's right of way. Roundabouts have been shown to reduce the accident rates at cross-roads intersections by up to 60 per cent, if well layed out.

The cost estimate for building a standard roundabout at the intersection of Luanda Drive and Waitemata Drive is \$260,000. A specific Transfund subsidy application is required as the cost is more than \$150,000 which is the maximum that can be funded as a Minor Safety Project, without a comprehensive submission.

A Transfund application will be prepared for the proposed roundabout. Subject to Transfund subsidy approval, the construction of the roundabout could be carried out in year 2004/2005. This will also require funding through the Accident Investigation Study Implementation budget submitted in the draft 2004/2005 Annual Plan. In the meanwhile, the temporary barrier islands will be replaced with formal traffic islands and signs and the intersection lighting will be reviewed and renewed if appropriate.

CONCLUSION

There have been a total of 11 (reported) accidents at the intersection of Luanda Drive and Waitemata Drive from year 1999 to 2003. The proposed roundabout will provide a much safer environment for both motorists and pedestrians. The roundabout improves the safety of pedestrians by reducing vehicle speeds and allows pedestrians to take refuge between the splitter-islands, while crossing the road. Subject to approvals, the proposed roundabout shall be built in year 2004/2005. Meanwhile the visibility of the intersection will be enhanced with traffic islands and traffic signs, including advance warning signs on all 4 approaches.

RECOMMENDATION

That the information be received.

Report prepared by: Vinh Bui, Transport Engineer, Transport Assets.



10 STATE HIGHWAY 18 STORM WATER POND PROPOSAL

PURPOSE OF THE REPORT

The purpose of this report is to seek approval in principle for a stormwater pond immediately south of Westgate to serve State Highway 16 improvements.

BACKGROUND

A5 Transit New Zealand seeks approval in principle from the Community Board for a stormwater pond proposal. The proposal is part of the planning for the State Highway 16 and 18 developments. The pond will serve the improvements on state highway 16 and will be situated immediately south of Westgate, located at the south side of the Mautewhau Stream on land between State Highway 16 and Westgate as indicated on the attached map at page A5.

A6-A10 The concept and description of the proposal is attached at pages A6 to A10.

The proposal uses privately owned land and land owned by Council.

At this stage, Transit New Zealand is seeking approval in principle in order to proceed with the proposal. Transit New Zealand will also need approval from the private property owner to proceed further.

STRATEGIC CONTEXT

The Parks Strategy, adopted in 1999, outlines the approach of providing infrastructure in reserves.

Objective 4.4 of the Parks Strategy does not prohibit the siting of storm water treatment facilities on reserves, but is very clear that the siting of such facilities should not be considered part of any reserve contribution, and the design of the stormwater facility should be guided by Parks sustainable guidelines.

Objective 4.10 of the Parks Strategy states that "infrastructure, such as cell phone sites, power lines, pumping stations etc, should not be located in parks unless:

- The infrastructure does not detract from the use of the Park; and
- The infrastructure contributes to the amenity and/or maintenance of the Park."

It is envisaged that the proposal will not be detrimental to any long term planning for the Westgate area. Council is currently investigating public transport infrastructure for the Westgate and for the north of the city. This includes long-term options for bus lanes and park and rides, some of which investigates sites near the vicinity of the proposed pond site. It is expected that the proposed pond will not effect any proposed public transport infrastructure

ISSUES

The pond would be located at the south side of the Mautewhau Stream on land between State Highway 16 and Westgate Drive. The pond would partly occupy Council reserve land near Westgate Drive and partly occupy the adjacent property (under private ownership).

The area for the pond development would mostly occupy the privately owned land. The total parcel of land for the proposed pond amounts to 6,273m², made up of 4,674m² of privately owned land and 1,599m² of Council reserve land.

In addition to this, Transit New Zealand requires Council owned land as shown as Parcel C for construction of the motorway. It is proposed by Transit New Zealand that compensation for this land is made by an increase in the area of land vested with Waitakere City Council.

Transit New Zealand has indicated that it is likely that most of Parcel B will be available to be vested with Council in compensation for the pond occupancy of the Council reserve. This would give a total increase in the reserve area of approximately 4280m², of which 1960m² would be active reserve.

In most instances, whether stormwater treatment is located within reserve land or within the development area, it becomes an asset for Council to maintain. However, Transit New Zealand has indicated that they would retain responsibility for long-term maintenance of the stormwater pond. As such Transit New Zealand would retain an easement over the full pond area for the purpose of future maintenance.

The proposed pond would adhere to criteria contained within Waitakere City Council's Code of Practice and fits with the objectives outlined in the Parks Strategy. It has been proposed that the pond perimeter would be landscaped to include appropriate landscape planting at the pond, batter slopes and adjacent stream. To further enhance the reserve a perimeter walkway would be developed. Safety features incorporated into the pond design would include suitable batter slopes and wetland benching that would eliminate the need for pond fencing. This will improve the aesthetic appearance and an apparent increased reserve size.

If the proposal were to proceed it would need to be publicly advertised, as currently there is no reserve management plan for the affected reserve and due to the reserve being physically altered.

RESOURCES

No resources are required from Council for this proposal. Transit New Zealand will build and maintain the proposed stormwater pond, wetland and planting.

CONCLUSION

Transit New Zealand has indicated that it is likely that most of Parcel B will be available to be vested with Council in compensation for the pond occupancy of the Council reserve. This would give a total increase in the reserve area of approximately 4280m².

The proposed stormwater pond would adhere to criteria contained within Waitakere City Council's Code of Practice and Parks Strategy. The stormwater pond would be landscaped and a perimeter walkway would be developed. Safety features incorporated into the pond design would include suitable batter slopes and wetland benching that would eliminate the need for pond fencing. This will improve the aesthetic appearance and an apparent increased reserve size. It is suggested that the Board approves the proposal in principle.

RECOMMENDATIONS

1. That the information be received.
2. That Massey Community Board approve in principle the stormwater pond proposed by Transit New Zealand as outlined in the Agenda report.

Report prepared by: Gyles Bendall, Strategic Parks Planner; Parks Planning.



11 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

OUTSIDE ORGANISATIONS	APPOINTMENT
Far North and 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
Safe Waitakere	Peter Chan
Westpark Marina Working Group	Andrew Good
COUNCIL COMMITTEES	
Hearings Committee	Jean Webster Karen Perri
Community Sports Fund Allocation Subcommittee	Warren Flaunty
WORKING GROUPS	
Wai Care Programme	Peter Chan
Project Twin Streams	Bob Jessopp

