



Waitakere City Council
Te Taiao o Waitakere

NOTICE OF MEETING

MASSEY COMMUNITY BOARD

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

DATE: **Wednesday, 7 September 2005** **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.

2 September 2005

Sharon Simiona
**DEMOCRACY SUPPORT AND
SISTER CITY OFFICER**

Telephone (09) 836 8000 extn 8820

MEMBERSHIP:

Mr	JA	Good (Chairperson)
Mr	JG	Riddell (Deputy Chairperson)
Mr	GE	Barnard
Cr	MFP	Chan, JP
Cr	LA	Cooper
Mr	AE	Davies, JP
Cr	WW	Flaunty, QSM, JP
Mr	RF	Jessopp
Ms	GJ	Maurice

(Quorum 5 members)

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

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

**AGENDA FOR A MEETING OF THE MASSEY COMMUNITY BOARD TO BE HELD IN THE
CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN, WAITAKERE CITY, ON
WEDNESDAY, 7 SEPTEMBER 2005, COMMENCING AT 7.30 PM.**

TABLE OF CONTENTS

<u>ITEM</u>		<u>PAGE NO.</u>
1	APOLOGIES	1
2	CONFIRMATION OF MINUTES	1
3	URGENT BUSINESS	1
4	PRESENTATIONS	2
A	NEW ZEALAND POLICE	2
B	WAITEMATA HARBOUR CLEAN UP TRUST	2
5	PUBLIC FORUM	2
6	CHAIRPERSON'S REPORT	2
7	COMMITTEE SECRETARY'S REPORT	4
8	COMMUNITY WELLBEING FUND ALLOCATION 2005/2006	5
9	LUCKENS ROAD, WEST HARBOUR - NEW PARKING AND BUS STOP MARKINGS	8
10	WISELEY ROAD, HOBSONVILLE - NEW BUS STOP SIGN	13
11	GREENOCK ROAD, RANUI - NEW PARKING CONTROLS	15
12	PARAMOUNT DRIVE, LINCOLN NORTH - NEW NO STOPPING CONTROL	17
13	WISELEY ROAD, WEST HARBOUR SPEED CONTROL	19
14	LEVELS OF SERVICE CONSULTATION	21
15	PROPOSED HERALD ISLAND WHARF PUBLIC TOILET	23
16	DRAFT PARKS AND OPEN SPACE STRATEGY	25
17	NEW FOOTPATH CONSTRUCTION PROGRAMME 2005/2006	30
18	HURUHURU CREEK SWIMMING HOLE PUBLIC SAFETY WORKS	33
19	HOUSING REVIEW PROJECT	35
20	NOTICES OF MOTION	40
21	BOARD MEMBERS' REPORTS	41

AGENDA FOR A MEETING OF THE MASSEY COMMUNITY BOARD TO BE HELD IN THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN, WAITAKERE CITY, ON WEDNESDAY, 7 SEPTEMBER 2005, COMMENCING AT 7.30 PM.

1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - Wednesday, 3 August 2005

RECOMMENDATION

That the minutes of the Meeting of the Massey Community Board held on Wednesday, 3 August 2005, as circulated, be taken as read and now be confirmed.



3 URGENT BUSINESS

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

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

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

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



4 PRESENTATIONS

A NEW ZEALAND POLICE

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

B WAITEMATA HARBOUR CLEAN UP TRUST

The Chairperson has consented for representatives from the Waitemata Harbour Clean Up Trust to make a presentation to the Board.



5 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 Officer.



6 CHAIRPERSON'S REPORT

Representation Review

I attended the council workshop on representation review which turned out to be a very interesting exercise and lots of ideas were forthcoming. This time the Ward Boundaries status quo is not an option because the $\pm 10\%$ rule cannot be applied.

I advise all Board Members to get up to speed on this very important issue and I will bring along my workbook to the Board meeting for those interested in the various options proposed. A workshop for all Community Board Members will be held in the near future.

Auckland Region and Far North Community Boards Association Inc.

Two meetings were held over consecutive Saturdays for this Association in August, both of which I attended. The first one was an Executive Committee meeting where a variety of topics were discussed including Community Boards remuneration and election of officers. I am pleased to advise that Mike Cohen was re-elected to the Chair the Association and I am sure he will continue to do an outstanding job.

The second meeting was attended by Grant Kirby, Chair of the Local Government Commission and he gave an excellent presentation and answered various questions. It seems that he supports the role of Community Boards and any Council considering their abolition should be wary.

Community Planting Day

A successful Community Planting Day was held at the Woodside Reserve and I understand the community came out in force and an enjoyable day was had by all. Thanks to those Board Members who attended on our behalf.

Massey Ward Tour

This turned out to be a five hour exercise with a pleasant interlude for lunch. It was great to tour the ward as a group and see first hand the various areas and issues that have come before the board. The highlight for me was viewing the 'Corridor of Crime' underneath the North Western Motorway at Westgate, and actually walking through it to understand why people use it. To get to the actual tunnel entrance on either side does take some effort! I note the Western Leader has run a front page and somewhat emotive article on the issue and yet again the true facts have not been told. It is a pity the Massey Community Board was not approached for its comments before the article went to print.

Security Patrols

The Security patrols at Starling Park are starting to have a positive effect and this is great news. I would like to see these patrols extended to other areas of Massey Ward as and when required. I am becoming increasingly concerned at an apparent increase in Graffiti and wanton vandalism throughout Massey Ward and Waitakere City. I was extremely cynical when the Police released their crime figures last week which showed a significant reduction in crime. Was this a political stunt, or are the Police figures absolute rubbish?

Welcome Back

Lastly, I would like to take this opportunity to welcome back Councillor Peter Chan from his overseas travels to Hiroshima, Japan and to Waitakere's Sister Cities Kakogawa, Japan and Ningbo in the Peoples Republic of China and look forward to a verbal report at the Board meeting.



RECOMMENDATION


That the Chairperson's Report be received.




Andrew Good
CHAIRPERSON



7 **COMMITTEE SECRETARY'S REPORT**

Issue	Comments	Reporting Council Officer
<p>Westpark Marina - Various Issues</p> <p>3 April 2002 660/2002</p> <p>10 November 2004 1964/2004</p>	<p>Senior Council officers are meeting again with Westpark Marina shareholder representatives on the 30 August 2005. The purpose of this meeting will be to discuss a number of issues including the dredging obligations under the seabed license, boat trailer parking issues and car parking and parking restriction requirements, as well as to discuss possible future development at Westpark Marina.</p> <p>Council has requested the Department of Conservation to confirm the basis upon which the renewal of the seabed head license will be granted, preliminary to advising Westpark Marina Limited with respect to the basis upon which renewal of the Seabed sublicense will be offered. Council has also been approached by representatives of the Berth Holders Association, who are also engaged in discussion with Westpark Marina Limited particular reference to the dredging outcomes required.</p> <p>Council officers will report back to the Community Board in October regarding the outcome of the meeting on 30 August 2005.</p>	<p>Rochelle Edwards  839 0893</p>
<p>Rush Creek, Westgate</p> <p>1 December 2004 2205/2004</p>	<p>As a result of a fatality on the North Western Motorway at the Westgate Intersection on 20 October 2004, the Council's Road Safety Coordinator, and the Crime Prevention Projects Leader, are continuing discussions with Transit New Zealand regarding the installation of a pedestrian overpass bridge, grilling of the drain that is used as a pedestrian 'tunnel', and adequately fencing specific sections of the motorway, at Westgate, at the earliest opportunity.</p> <p>Transit New Zealand have now completed the draft design proposals for the pedestrian overpass bridge. This will be made available for public submissions in September/October 2005.</p> <p>The results of the submissions will be made available to the Board in November/December 2005.</p>	<p>Kitch Cuthbert  836 8000 Ext 8873</p>

Issue	Comments	Reporting Council Officer
Community Board Minor Park Projects 2005/2006	The report outlining project proposals for the Community Board Minor Park Projects for 2005/2006 has been deferred to the October meeting of the Board due to the large amount of project proposals received.	Toni Grogan  836 8000 Ext 8969

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Status of All Unsealed Roads in Massey Ward	June 2005 997/2005	7 September 2005	Adam Moller  836 8000 Ext 8750
Luckens Road, West Harbour - New 'No Stopping' Control and Bus Stop Markings	July 2005 1265/2005	7 September 2005	Paul Schischka  836 8000 Ext 8742
Royal Road School Pedestrian Safety	August 2005 1457/2005	2 November 2005	Paul Schischka  836 8000 Ext 8742

RECOMMENDATION

That the Committee Secretary's Report for 7 September 2005 be received.

Report prepared by: Sharon Simiona, Democracy Support and Sister City Officer.



8 COMMUNITY WELLBEING FUND ALLOCATION 2005/2006

PURPOSE OF THE REPORT

The purpose of the report is to enable the Massey Community Board to assess applications and allocate funding from the Community Wellbeing Fund.

BACKGROUND

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

Currently, Council allocates around fifty cents per head of population which equates to an amount of \$92,000, of which \$46,000 is allocated to City-wide projects by the Finance and Operational Performance Committee. The balance is allocated to each Community Board on a ward population basis of which the Massey Community Board has \$14,030 to allocate in the 2005/2006 round.

In late 2004 the amount each applicant can apply for to the Community Wellbeing Fund Community Board allocation was amended as a result of under subscription to the fund for the past two years by the following resolution:

“That the Community Board’s maximum allocation per application from the Community Wellbeing Fund be increased from \$1,000 to \$1,500 for Massey Community Board, and for the Waitakere, Henderson and New Lynn Community Boards subject to their approval.”

2108/2004

STRATEGIC CONTEXT

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

ISSUES

In the 2005/2006 funding round the amount that can be applied for by each applicant to the Community Board’s allocation of the Community Wellbeing Fund has increased from \$1,000 to \$1,500. This amendment has meant that for the New Lynn, Henderson and Waitakere Boards the fund has been over subscribed. Whereas in the Massey Ward there is still an under subscription although this year it is a very small one of \$617. There are nine eligible applications to the Massey Community Board which is the same as last year.

The issue of under subscription to the Massey Ward is one that is concerning, given that Massey Ward has the highest number of residents of the Wards, one would expect to receive the largest number of applications. (New Lynn Ward received 17 applications). This does not appear to be the case. When the database of the Community Assistance Administrator is segmented by Wards it is clear that there are less community organisations per head of population in Massey than in other Wards. (Although the database contains only those community groups who have either made previous applications to Waitakere City Council for funding or have rung to request their names be added to the database as they wish to be kept up to date with information. So the database could not be considered an inexhaustive list).

The advertising for this funding round was as follows:

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

Given that the Citywide Fund had 50 applications totalling \$122,988 with an amount to give out of \$46,000, it is clear that the Massey under subscription could not be attributed to lack of awareness by community groups that the fund is available and of the closing date.

ASSESSMENT PROCESS

Eligibility

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

Priorities

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

Application Information

A1-A9

The original applications are available for inspection prior to and at the meeting. Attached at pages A1 to A9 is a one page summary. All applications have been sorted from highest to lowest in terms of the number of priorities met. This assessment has been based on the information provided in the application.

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

FUNDING AVAILABLE

Massey Community Board has a total of \$14,030 to allocate via this scheme. The Board has nine eligible applications to consider for financial assistance with the total amount requested being \$13,413.

	Amount Applied For	Amount Recommended
Ranui Boys Study Support Centre	\$1,500	\$1,500
Focus on the Family	\$1,500	\$1,500
Te Ukaipo Mercy Initiatives for Rangatahi Limited	\$1,500	\$1,500
Aloma Trust	\$1,500	\$1,500
Ranui Boys Incorporated	\$1,500	\$1,500
The Salvation Army Westgate	\$1,419	\$1,419
Faamasani Aoga Amata - Massey	\$1,500	\$1,500
Hobsonville North Kindergarten	\$1,500	\$1,500
Ranui Kindergarten	\$1,494	\$1,494
Total	\$13,413	\$13,413

CONCLUSION

There are nine eligible applications for financial assistance totalling \$13,413 with an amount to allocate of \$14,030. There is sufficient funding to allocate the full amount requested to each of the community groups. A decision needs to be taken in regard to the balance of \$617. It is recommended that this be transferred to the city wide allocation which is oversubscribed.

RECOMMENDATIONS

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

	Amount Applied For	Amount Recommended
Ranui Boys Study Support Centre	\$1,500	\$1,500
Focus on the Family	\$1,500	\$1,500
Te Ukaipo Mercy Initiatives for Rangatahi Limited	\$1,500	\$1,500
Aloma Trust	\$1,500	\$1,500
Ranui Boys Incorporated	\$1,500	\$1,500
The Salvation Army Westgate	\$1,419	\$1,419
Faamasani Aoga Amata - Massey	\$1,500	\$1,500
Hobsonville North Kindergarten	\$1,500	\$1,500
Ranui Kindergarten	\$1,494	\$1,494
Total	\$13,413	\$13,413

3. That the Massey Community Board recommends to the Finance and Operational Performance Committee, that the unallocated portion of \$617 be reallocated to the City Wide Fund which is oversubscribed.

Report prepared by: Jan Brown, Community Assistance Administrator.



9 LUCKENS ROAD, WEST HARBOUR - NEW PARKING AND BUS STOP MARKINGS

PURPOSE OF THE REPORT

The purpose of this report is to seek a decision from the Massey Community Board regarding two options for the installation of new bus stop road markings and parking markings in Luckens Road, West Harbour.

BACKGROUND

At the 6 July 2005 meeting of the Massey Community Board, the Board considered a report on parking issues in Luckens Road between the intersection with Hobsonville Road and Bernleigh Terrace. The parking issues dealt with by this report are as follows:

- Vehicles parking in the bus stop outside the dental practice at numbers 6 and 8 Luckens Road.
- Vehicles parked over or too close to vehicle crossings restricting access.
- Parked vehicles limiting the sight lines between drivers' vehicles exiting vehicle crossings and oncoming traffic.

This report provided the Board with two potential options to consider both of which involved the elimination of significant areas of on street parking in the area.

After considering this report and the opinions of the occupants of several nearby properties who spoke in the public forum the Board resolved the following;

“That the Luckens Road, West Harbour - New ‘No Stopping’ Control and Bus Stop Markings report be received and that as a result of additional information being made available at the meeting the issue come back to the September 2005 meeting of the Board for further consideration and decision.”

1265/2005

Additional information on potential solutions to the parking problems that did not involve loss of on street parking was to be provided. In particular the possibility of maximising the on street parking by marking individual parking spaces was to be reported on.

A10-A13

A copy of the 6 July 2005 report is attached at pages A10 to A13 to provide additional background information.

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.

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

ISSUES

Two potential options for new parking markings in Luckens Road have been investigated and are discussed below:

Option One: Mark Individual Spaces

This option involves marking eight individual parking spaces. ‘No Stopping’ lines would also be installed between the marked parking spaces over vehicle crossings to nearby properties and the existing bus stop between the two vehicle crossings of the dental practice would be marked. The bus stop outside 1B Luckens Road would also be marked.

The clearance between each vehicle crossing on the east side of Luckens Road between Hobsonville Road and Bernleigh Terrace measured and the number of potential parking spaces that could be individually marked was determined.

The Traffic Regulations 1976 prohibit any vehicle from being parked within one metre of a vehicle crossing. Council’s Code of Practice for City Infrastructure and Development requires that all parallel parking spaces be a minimum of 6 metres in length. Based on these two requirements and measurements of the clearance between each vehicle crossing on the east side of Luckens Road between Hobsonville Road and Bernleigh Terrace the number of potential parking spaces that could be individually marked was determined and is summarised in the chart below.

Location	Clearance Between Vehicle Crossings	Clearance Between Vehicle Crossings Less One Metre Clearance At Each End	Number Of Parking Spaces That Can Be Marked
Between vehicle crossings of real estate agency and northern vehicle crossing of dentist	11.4m	9.4m	1
Between the southern vehicle crossing of the dentist and the vehicle crossing of number 10	18.1m	16.1m	2
Between the vehicle crossing of numbers 12 and 14 and the vehicle crossing of number 16	11.4m	9.4m	1
Between the vehicle crossing of number 16 and Bernleigh Terrace	31.0m	24.0m*	4
		Total:	8

* Includes a six metre clearance around the intersection with Bernleigh Terrace.

A consultation letter regarding this option was sent to the occupants of nearby properties. One reply was received from the operator of the real estate agency located on the corner of Luckens Road and Hobsonville Road. This person suggested an alternative parking arrangement which is discussed in option two below.

Should this option be implemented it would be effective at discouraging drivers from parking over vehicle crossings or within the one metre clear zone around vehicle crossings in this part of Luckens Road.

A14

This option is shown in the aerial photograph as attached at page A14.

Option Two: Mark Parking Space Edge Markers Only Adjacent To Each Vehicle Crossing

During consultation on option one the operator of the real estate agency located on the corner of Luckens Road and Hobsonville Road suggested an alternative parking arrangement which is discussed in this part of the report as option 2.

This option does not involve painting individual parking spaces instead only parking space edge markers would be installed one metre from the edge of each vehicle crossing only to indicate the edge of the one metre minimum legal clearance. Should this option be adopted then it is recommended by officers that 'No Stopping' lines be marked over each vehicle crossing to help reinforce the marking edge markers and that the existing bus stops outside numbers 8 and 1B Luckens Road be marked.

Passenger vehicles vary in length with the majority being between 4 and 5 metres in length. It is possible to park two medium length or smaller vehicles in the 11.4 metre clearance between the vehicle crossings of real estate agency and northern vehicle crossing of dentist and also between the vehicle crossing of numbers 12 and 14 and the vehicle crossing of number 16 without entering into the one metre clear zone around the adjacent vehicles crossings. However this is dependant on the following factors:

- The total combined length of the vehicles would need to be 9.4 metres or less. Two large vehicles could not park at once.
- The vehicles would need to be parked unusually close together, so that they are almost touching.
- If the first vehicle to park was not parked immediately adjacent to the parking marker at its end the remaining clear area would not be sufficient to legally park another vehicle.

Implementing this option would theoretically permit 4 additional vehicles to be parked on the east side of Luckens Road between intersection with Hobsonville Road and Bernleigh Terrace, when compared with the 8 parking spaces provided by option one.

This option if implemented would be more effective than retaining the status quo but is unlikely to be entirely effective at preventing vehicles from parking illegally close to the vehicle crossings.

A consultation letter regarding this proposed change was sent to the occupants of nearby properties. Three replies were received. Two respondents stated a preference for option one and expressed concerns that option two would be ineffective. One respondent was unhappy that the Board had not resolved to remove all parking on the east side of Luckens Road between Hobsonville Road and Bernleigh Terrace at the 6 July 2005 meeting.

Safety Issues

Neither option addresses safety issues raised by some residents in regard to driver sight lines from their properties vehicle crossings. A proposed solution to these issues was discussed in the 6 July 2005 report to the Board, however this solution would involve eliminating a significant amount of on street parking at the northern end of Luckens Road.

RESOURCES

The proposed new parking control markings can be implemented under the 2005/2006 maintenance budgets.

CONCLUSION

Option one, marking 8 individual spaces as well as the bus stops outside the dental practice and outside number 1B Luckens Road is the option recommended to the Board. This proposed solution would be effective at preventing vehicles from parking in locations which restrict access to adjacent vehicle crossings.

Option two, marking parking space end markers one metre from the edge of each vehicle crossing and marking the bus stops outside the dental practice and outside number 1B Luckens Road only, without marking individual spaces is not recommended. Although this option would be more effective than retaining the status quo, it will not be effective in many cases.

This option if implemented would be more effective than retaining the status quo but is unlikely to be entirely effective at preventing vehicles from parking illegally close to the vehicle crossings.

Neither of these options addresses the safety concerns raised by some residents in regard to sight lines from their vehicle crossings. A potential solution to these concerns is recommended in the 6 July 2005 report.

RECOMMENDATIONS

1. That the Luckens Road, West Harbour - New Parking and Bus Stop Markings report be received.

Option One: Mark Eight Individual Parking Spaces

2. That in relation to **LUCKENS ROAD, MASSEY**:
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) on the east kerb line of **LUCKENS ROAD** starting from a point where the east kerb line meets the north kerb line of **BERNLEIGH TERRACE** and extending to a point a further 6 metres north along the kerb line a new '**NO STOPPING AT ALL TIME**' control be put in place.
 - (ii) on the east kerb line of **LUCKENS ROAD** starting from a point 6 metres north of where the east kerb line meets the north kerb line of **BERNLEIGH TERRACE** and extending to a point a further 24 metres north along the kerb line **FOUR INDIVIDUALLY MARKED PARKING SPACES** be put in place.
 - (iii) on the east kerb line of **LUCKENS ROAD** starting from a point 30 metres north of where the east kerb line meets the north kerb line of **BERNLEIGH TERRACE** and extending to a point a further 11 metres north along the kerb line a new '**NO STOPPING AT ALL TIME**' control be put in place.
 - (iv) on the east kerb line of **LUCKENS ROAD** starting from a point 41 metres north of where the east kerb line meets the north kerb line of **BERNLEIGH TERRACE** and extending to a point a further 7 metres north along the kerb line **ONE INDIVIDUALLY MARKED PARKING SPACE** be put in place.
 - (v) on the east kerb line of **LUCKENS ROAD** starting from a point 48 metres north of where the east kerb line meets the north kerb line of **BERNLEIGH TERRACE** and extending to a point a further 13 metres north along the kerb line a new '**NO STOPPING AT ALL TIME**' control be put in place.
 - (vi) on the east kerb line of **LUCKENS ROAD** starting from a point 61 metres north of where the east kerb line meets the north kerb line of **BERNLEIGH TERRACE** and extending to a point a further 14 metres north along the kerb line **TWO INDIVIDUALLY MARKED PARKING SPACES** be put in place.
 - (vii) on the east kerb line of **LUCKENS ROAD** starting from a point 75 metres north of where the east kerb line meets the north kerb line of **BERNLEIGH TERRACE** and extending to a point a further 9 metres north along the kerb line a new '**NO STOPPING AT ALL TIME**' control be put in place.
 - (viii) on the east kerb line of **LUCKENS ROAD** starting from a point 84 metres north of where the east kerb line meets the north kerb line of **BERNLEIGH TERRACE** and extending to a point a further 18 metres north along the kerb line a new **BUS STOP** control be put in place.

- (ix) on the east kerb line of **LUCKENS ROAD** starting from a point 102 metres north of where the east kerb line meets the north kerb line of **BERNLEIGH TERRACE** and extending to a point a further 8 metres north along the kerb line a new '**NO STOPPING AT ALL TIME**' control be put in place.
 - (x) on the east kerb line of **LUCKENS ROAD** starting from a point 110 metres north of where the east kerb line meets the north kerb line of **BERNLEIGH TERRACE** and extending to a point a further 7 metres north along the kerb line **ONE INDIVIDUALLY MARKED PARKING SPACE** be put in place.
 - (xi) on the east kerb line of **LUCKENS ROAD** starting from a point 117 metres north of where the east kerb line meets the north kerb line of **BERNLEIGH TERRACE** and extending to a point a where the kerb line meets the south kerb line of **HOBSONVILLE ROAD** a new '**NO STOPPING AT ALL TIME**' control be put in place.
 - (xii) on the west kerb line of **LUCKENS ROAD** starting from a point 48 metres south of where the east kerb line meets the south kerb line of **HOBSONVILLE ROAD** and extending to a point a further 18 metres south along the kerb line, a new **BUS STOP** control be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Paul Schischka, Transport Engineer.



10 WISELEY ROAD, HOBSONVILLE - NEW BUS STOP SIGN

PURPOSE OF THE REPORT

The purpose of this report is to seek the Massey Community Board's approval for the installation of a new regulatory bus stop sign outside number 3 Wiseley Road, Hobsonville.

BACKGROUND

A public transport patron using the stop outside number 3 Wiseley Road, Hobsonville has requested that a regulatory bus stop sign be installed outside number 3 Wiseley Road.

STRATEGIC CONTEXT

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

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

ISSUES

Number 3 Wiseley Road is currently listed as a bus stop by Auckland Regional Council's Maxx public transport information system and has historically been a bus stop. However, there is no record of the stop ever officially being resolved by Council as a bus stop.

The Community Board's approval is necessary before regulatory bus stop signage can be installed. The provision of this signage would permit Council's parking enforcement officers to issue an infringement notice to the owner of any vehicle parked within six metres of the sign.

The occupants of adjacent properties were consulted regarding the proposed change by letter. No replies were received.

A15 The location of the proposed new parking control is shown on the aerial photograph as attached page A15.

RESOURCES

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

CONCLUSION

The proposed installation of a regulatory bus stop sign outside number 3 Wiseley Road is recommended to alert public transport patrons and drivers to the presence of a bus stop in this location.

RECOMMENDATIONS

1. That the Wiseley Road, Hobsonville - New Bus Stop Sign report be received.
2. That in relation to **WISELEY ROAD, HOBSONVILLE**:
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) on the west kerb line of **WISELEY ROAD** outside number 3 a new **BUS STOP** control be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Paul Schischka, Transport Engineer.



11 GREENOCK ROAD, RANUI - NEW PARKING CONTROLS

PURPOSE OF THE REPORT

The purpose of this report is to seek the Massey Community Board's approval for installation of a new 'no stopping at all times' parking controls on Greenock Road and Swanson Road, Ranui.

BACKGROUND

A resident of Swanson Road has requested that Council investigates potential safety issues created by parked cars in Greenock Road, Ranui.

Greenock Road is a short cul de sac off Swanson Road in Ranui. It provides access to 15 Residential Properties. Ranui Baptist Church is located on the corner of Greenock Road and Swanson Road. There is a walkway to Ranui Primary School at the south end of Greenock Road.

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

A Council officer investigated the issues discussed in the resident's letter. Three issues were identified, as follows:

- Vehicles parked on the south side of Swanson Road close to the intersection with Greenock Road limit the sight lines of drivers exiting Greenock Road.

In order to address this issue, it is proposed that parking be prohibited on the south side of Swanson Road between the east side of the vehicle crossing of Ranui Baptist Church and the west side of the vehicle crossing of number 466 Swanson Road. Part 5 'Intersections at Grade' of the Association of Australian and New Zealand Road Transport and Traffic Authorities 'Guide to Traffic Engineering Practice' recommends that a minimum of 80 meters sight distance to conflicting traffic be provided for drivers on non-priority approaches to an intersection.

- When vehicles are parked on both sides of Greenock Road simultaneously near the intersection with Swanson Road the remaining width of clear carriageway is reduced to one traffic lane only and there is potential for conflict to occur between vehicles entering the road and vehicles leaving the road.

In order to address this issue, it is proposed to install a new 20 metre long 'no stopping' line on the east side of Greenock Road near the intersection with Swanson Road. This will ensure that sufficient clear carriageway is available near the intersection for two traffic lanes at all times.

- Vehicles parked at the head of the cul de sac prevent vehicles from turning in this area.

In order to address this issue, it is also proposed to install a 'no stopping' line around the head of the cul de sac from a point, 6 metres south of the south side of the vehicle crossing of number 14 to the south side of the vehicle crossing of number 11. This will ensure the turning area in the cul de sac is not obstructed by parked vehicles.

Two other issues were raised in the resident's letter, as follows:

- Emergency vehicles may be unable to access the road when cars are parked on both sides due to the narrowness of the road.

However, a Council officer has checked the width of the road and has reported that the remaining clear carriageway between parked vehicles opposite each other is sufficient to allow access to fire appliances and other heavy vehicles.

- Parked vehicles obstruct access to a fire hydrant.

The fire hydrant in Greenock Road is already marked in the standard manner for a hydrant. Issues with vehicles parked over this hydrant are best dealt with via increased enforcement rather than additional road markings.

The occupants of properties in the street as well as Ranui Primary School were consulted regarding the proposed change by letter. Two replies were received. One respondent indicated support of the proposed change. Another respondent requested that one unrestricted parking space be preserved to the south of the vehicle crossing of number 14 on the east side of the road. The recommendations of this report have been modified to accommodate this request.

A16 The location of the proposed new parking control is shown on the aerial photograph as attached at page A16.

RESOURCES

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

CONCLUSION

The proposed new parking controls on Greenock Road and Swanson Road are recommended to better provide for road user safety on these roads.

RECOMMENDATIONS

1. That the Greenock Road, Ranui - New Parking Controls report be received.
2. That in relation to **GREENOCK ROAD, RANUI**:
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) on the east kerb line of **GREENOCK ROAD** starting from the point where the east kerb line meets the south kerb line of **SWANSON ROAD** and extending to a point further 20 metres south, a new '**NO STOPPING AT ALL TIMES**' control be put in place.

- (ii) starting from a point on the east kerb line of **GREENOCK ROAD** 3 metres south of the property boundary of numbers 14 and 16 **GREENOCK ROAD** and extending around the head of the cul de sac to the south point of the west kerb line 5 metres north of the property boundary between numbers 11 and 15, a new '**NO STOPPING AT ALL TIMES**' control be put in place.
- 3. That in relation to **SWANSON ROAD, RANUI**:
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) on the south kerb line of **SWANSON ROAD** starting from the point where the south kerb line meets the east kerb line of **GREENOCK ROAD** and extending to a point further 31 metres east, a new '**NO STOPPING AT ALL TIMES**' control be put in place.
 - (ii) on the south kerb line of **SWANSON ROAD** starting from the point where the south kerb line meets the west kerb line of **GREENOCK ROAD** and extending to a point further 20 metres west, a new '**NO STOPPING AT ALL TIMES**' control be put in place.
- 4. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Paul Schischka, Transport Engineer.



12 PARAMOUNT DRIVE, LINCOLN NORTH - NEW NO STOPPING CONTROL

PURPOSE OF THE REPORT

The purpose of this report is to seek the Massey Community Board's approval for the installation of a 'No Stopping' parking restriction on the north side of Paramount Drive between the vehicle crossings of property numbers 27 and 29.

BACKGROUND

The operator of a business located at 29 Paramount Drive has requested that Council consider installing a 'No Stopping' line between the vehicle crossings of numbers 27 and 29 Paramount Drive.

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

The length of kerb line between the vehicle crossings of numbers 27 and 29 Paramount Drive is 6.6 meters. The legal minimum clearance required for a parked vehicle adjacent a vehicle crossing is one metre. When this clearance is subtracted from the 6.6 metre spacing between the vehicle crossings the remaining 4.6m is not sufficient to park many types of vehicles legally without obstructing one or both of the vehicle crossings.

The operator of the business who requested the parking restriction marking is aware of two traffic accidents involving trucks entering the vehicle crossing of number 29 Paramount Drive.

There are three businesses located at 29 Paramount Drive in three separate units. Council officers have met with the operators of two of these businesses. Both are in agreement with the proposed change. The operator of the business located at number 27 has also indicated that they approve of the change recommended by this report.

The occupants of other properties were consulted by letter regarding the proposed changes. One unfavourable reply was received from the operator of the third business located at 29 Paramount Drive. This person was concerned that on street parking was limited in Paramount Drive and would like to continue parking their vehicles between the vehicle crossings. Given the two known accidents involving manoeuvring vehicles in this location, permitting vehicles to park between the vehicle crossings is not recommended.

It is proposed to install a 'No Parking' control on the north side of Paramount Drive between vehicle crossings of property numbers 27 and 29.

A17 The location of the proposed new parking control is shown on the aerial photograph as attached at page A17.

RESOURCES

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

CONCLUSION

The proposed installation of a new 'No Stopping' line in Paramount Drive is recommended to allow unimpeded access to properties at number 27 and 29 Paramount Drive.

RECOMMENDATIONS

1. That the Paramount Drive, Lincoln North - New No Stopping Control report be received.
2. That in relation to **PARAMOUNT DRIVE, LINCOLN NORTH:**
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) on the north kerb line of **PARAMOUNT DRIVE** starting from the west edge of the vehicle crossing of **27 PARAMOUNT DRIVE** to the east edge of the vehicle crossing of **29 PARAMOUNT DRIVE**, a new '**NO STOPPING AT ALL TIMES**' control be put in place.

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

Report prepared by: Jinjiang Zhong, Transport Engineer & Paul Schischka, Transport Engineer.



13 WISELEY ROAD, WEST HARBOUR SPEED CONTROL

PURPOSE OF THE REPORT

The purpose of this report is to advise the Massey Community Board of speed control issues in Wiseley Road, West Harbour and to recommend a community meeting to seek the community's views.

BACKGROUND

Wiseley Road has been on the slow streets priority list for a number of years and was identified as the top priority for implementation. Wiseley Road is a 50 kilometres per hour area, however recent traffic counts indicate the 85th percentile speed (the speed exceeded by 15 percent of vehicles) is 62.5 kilometres per hour. The average daily traffic in Wiseley Road is 4268 vehicles. The recorded crash history for Wiseley Road (last 5 years) as recorded in the Land Transport New Zealand crash database includes 1 serious, 6 minor and 6 non-injury crashes.

A report was submitted to the Massey Community Board's meeting of 1 June 2005, with an officer's recommendation to construct speed humps in Wiseley Road.

At that meeting, the Massey Community Board resolved as follows:

"That the proposed construction of speed humps in Wiseley Road, West Harbour not be endorsed."

1003/2005

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.

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.

ISSUES

Some 3 years ago residents presented Council with a petition requesting Council to take action to reduce speeds in Wiseley Road.

The work programme planned by Council to address this issue included the following:

- Construction of road deviation and a round-a-bout at the Williams Road intersection; and
- Installation of speed humps in 2004/2005, although this was not approved.

As part of the consultation for installation of speed humps, letters were circulated to the 233 residential properties in Wiseley Road and side streets with voting sheets asking residents to indicate whether they were in favour of, or opposed to, the installation of speed humps. A total of 140 responses were received from residents with 104 responses (74%) supporting the installation of speed humps and 36 responses (26%) opposing the installation of speed humps.

Since the 1 June 2005 meeting of the Massey Community Board residents have again raised concerns with regard to traffic speeds in Wiseley Road.

A number of options could be considered to address this issue, including the following:

- Installation of speed humps;
- Installation of a permanent speed camera; and
- Requesting the New Zealand Police to carry out addition enforcement.

There has also been a suggestion that, given the degree of community interest in this matter, the Massey Community Board may wish to hold a community drop-in day to canvas community views on this issue.

This proposal is recommended as it will enable the Massey Community Board to obtain direct feedback and suggestions from the community.

RESOURCES

Staff resources are available to organise and support a community drop-in day.

CONCLUSION

The accident history, the record of speeding vehicles and the level of community concern all point for the need to take action to control traffic speed in Wiseley Road.

It is recommended that a community drop-in day be held to convey the community's view.

RECOMMENDATIONS

1. That the Wiseley Road, West Harbour Speed Control report be received.
2. That a community drop-in day be held to seek the community's views and suggestions to control speed in Wiseley Road, West Harbour.

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



14 **LEVELS OF SERVICE CONSULTATION**

PURPOSE OF THE REPORT

The purpose of this report is to advise the Massey Community Board of the Levels of Service Consultation Programme and to seek the Community Board's input.

BACKGROUND

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

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

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

STRATEGIC CONTEXT

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

ISSUES

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

- Consultation;
- Preliminary and feasibility planning;
- Consenting;
- Land purchase, if required;
- Tendering; and
- Implementation or construction.

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

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

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

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

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

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

A18-A26

An example of a recently completed Levels of Service consultation carried out by Taupo District Council is attached at pages A18 to A26.

RESOURCES

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

CONCLUSION

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

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

RECOMMENDATIONS

1. That the Levels of Service Consultation report be received.
2. That Massey Community Board Members attend two workshops on Levels of Service and Priorities for the next three years, with the outcomes reported back to the Massey Community Board at its meeting scheduled to be held on Wednesday, 2 November 2005.

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



15 PROPOSED HERALD ISLAND WHARF PUBLIC TOILET

PURPOSE OF THE REPORT

The purpose of this report is to enable the Massey Community Board to consider options and the work programme for construction of the proposed toilets at Herald Island Wharf.

BACKGROUND

This item was previously reported to the Massey Community Board in June 2005 through the Committee Secretary's Report. The Massey Community Board was advised that through the 2005/2006 Annual Plan process no funding was provided for the provision of a new toilet block at Herald Island Wharf.

Currently the consultation and design for the provision of a new toilet block at Herald Island Wharf is proposed for 2006/2007 with the proposed demolition of Herald Island Domain toilets and construction of the Wharf toilet in 2007/2008. This project has been included in the draft 2006/2016 Long Term Council Community Plan which is yet to be approved by Council. Based on the above programme it is planned to commence preliminary consultation in April/May 2006.

There is currently a portaloo facility provided at Herald Island Wharf and concerns were recently raised by local residents and user groups regarding the cleaning and stability of this portaloo. These issues have since been addressed by Council staff. The portaloo is cleaned every Tuesday, this is the standard frequency used by the portaloo company at similar locations around the region. Council staff now also monitor the volume of usage and the cleaning schedule, with weekly visits on a Friday to check the use and condition of the toilet. Council staff have also chained the toilet to the barrier to prevent the tipping over of the unit.

The provision of toilets throughout the city is determined by Waitakere City Council's Park Strategy. The Parks Strategy is currently under review and due for completion this year. The new draft strategy identifies the provision of toilets at sites where people travel to and do not have easy access to other toilet facilities. This includes for the provision of toilets at high use and destination areas including beaches, town centres, sports parks, rail stations and some major passive parks which attract a high number of visitors. The strategy also recognises the high costs of maintenance and establishment of toilets and the need to justify and fully evaluate the need for all new facilities.

STRATEGIC CONTEXT

This project contributes to Council's Urban and Rural Villages Platform where the objective is to:

- Continue developing exciting, innovative and vibrant urban and rural centres.
- Continue investing in developing an integrated network of compact urban town centres.
- Enhance quality of public spaces in rural villages.

ISSUES

Based on the draft 2005 Parks Strategy, the provision of a new toilet at Herald Island Wharf could only rank as a priority if there were no other toilet facilities in close proximity. Currently there are two other toilets on Herald Island, one at Christmas Beach and another on Herald Island Domain. The toilet on the Domain does not comply with Council's standards for toilets, nor would it comply with criteria in the draft 2005 Parks Strategy. As well, the Community Hall on Herald Island Domain has internal toilets which are sufficient to serve its users.

Due to the high maintenance and operational costs of toilet facilities, installation of another permanent toilet could not be justified on Herald Island. To provide for a toilet at Herald Island Wharf the toilet at Herald Island Domain would need to be removed and thus keep the operational costs at status quo. This proposal requires public consultation.

There is currently no funding in the 2005/2006 Annual Plan for these possible changes and a change to the work programmed would be required to initiate this project.

If the Community Board wish to bring the project forward with the design and consultation undertaken this year and build in 2006/2007, then this planning and design work could be funded through either the Community Board Fund or as a request for funding to the Finance and Operational Performance Committee through the half yearly review. It is estimated that this planning, consultation and design work would require a budget of \$25,000 which would be the full entitlement of the Massey Community Board Fund.

Below is a list of some Council park projects to be undertaken through the Parks Minor Works Programme in 2005/2006 in the Massey Ward. The Community Board would need to consider deleting two projects to accommodate this project.

- | | |
|--|------------------------------|
| 1. Pathway and Bridge Lighting at Rush Creek Reserve | Budget allocated \$20,000.00 |
| 2. Security Lighting at Starling Park | Budget allocated \$ 5,000.00 |
| 3. 1.8 Metre fencing along boundary of Massey Domain | Budget allocated \$ 8,000.00 |

Changes to the approved 2005/2006 Annual Plan work programme are not recommended.

RESOURCES

Funding has not been provided in the 2005/2006 Annual Plan for this project, although preliminary consultation can be carried out with existing staff resources.

In order for this project to proceed it is recommended that the Massey Community Board recommends to Council that consideration be given in the 2006/2016 Long Term Council Community Plan, for funding as follows:

- \$25,000 in the 2006/2007 Annual Plan for design and consultation.
- \$130,000 proposed in the 2007/2008 Annual Plan for the installation of a single unit toilet and proposed demolition of the Herald Island Domain toilet.

CONCLUSION

The current provision of the portaloo and the other two toilets on Herald Island currently meets the needs of the community. This project is planned to commence at the end of the 2005/2006 financial year with design in 2006/2007 and construction in 2007/2008. The fast tracking of this project cannot currently be justified.

RECOMMENDATIONS

1. That the Proposed Herald Island Wharf Public Toilet report be received.
2. That the Massey Community Board recommend to Council that consideration be given in the 2006/2016 Long Term Council Community Plan, for funding as follows:

- \$25,000 in the 2006/2007 Annual Plan for design and consultation;
- \$130,000 proposed in the 2007/2008 Annual Plan for the installation of a single unit toilet and proposed demolition of the Herald Island Domain Toilet.

Report prepared by: Toni Grogan, Project Manager.



16 **DRAFT PARKS AND OPEN SPACE STRATEGY**

PURPOSE OF REPORT

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

BACKGROUND

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

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

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

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

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

STRATEGIC CONTEXT

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

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

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

Urban and Rural Villages

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

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

Strong Communities

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

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

Green Network

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

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

ISSUES

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

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

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

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

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

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

- **Capture the Wider Roles of Open Spaces**

To ensure that planning is undertaken in a holistic and integrated manner.

To capture wider roles of parks and open spaces including heritage, culture and providing sense of place that reflects the local community.

- **Diverse Range of Open Spaces**

The draft Strategy is not limited to parks and reserves, and seeks to provide guidance on more open space types such as streetscapes, and includes the role of private open spaces that provide a large component of our natural environment.

The draft Strategy also provides more direction for a greater range of open spaces, especially in more intensive growth areas such as town centres.

- **Long Term Vision for Parks and Open Spaces**

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

- **Robust Planning Structure**

To provide a consistent and robust planning structure to provide equity across the City and improve decision making processes.

To ensure that the City's open space network is affordable to purchase, develop and maintain.

- **Provide Clear Direction for Projects to Feed into Long Term Council Community Plans and Development Contributions**

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

Focus Areas

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

- **Green Network Corridors and Representation**

There is a need to continue to secure and develop the five key stream corridors of the Oratia, Opanuku, Swanson, Paramuka streams and the Whau River. These meet a number of strategic needs from water quality, ecological (wildlife corridors), flood mitigation, walking and cycling networks and other recreational opportunities. The Twin Streams project has significantly advanced the Oratia, Swanson and Opanuku Streams in this regard.

Council should also assess the current reserve network and ensures that underrepresented ecosystems are prioritised and protected.

- **Quality vs Quantity**

There is a need to balance community desires for parks and open spaces with affordability. Council has often inherited small areas of open space that only provide limited ecological or recreational opportunities. These areas incur maintenance costs and at the same time reduce the ability for Council to secure higher quality, more desirable parks for the Community.

Further to this Council should seek to provide equity across the City. There is an existing network of parks and open spaces with huge diversity. Even in new growth areas it is not possible for Council to develop a standard park due to limiting factors such as topography.

To this end a system has been established to provide the level of quality for every park in the City based on measurable physical features such as size, coastal aspect; facilities (eg. sport fields) and measures these against people's expectations of what values and experiences that parks should offer.

This captures the diversity of parks in Waitakere, helps decision making for park development and upgrades and ensures that we get quality not just quantity in our open spaces.

- **Growth Areas**

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

- **Leisure Walks and Sports Fields**

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

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

Proposed Programme

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

Item	Description	Date
Community Boards Recommendations	Formal Recommendations to City Development on Draft Strategy	5-8 September 2005
City Development Committee Approval	Provide Comments from Community Boards and Approve Draft for Consultation	10 October 2005
Public Consultation	Release Draft Strategy for Public Comment	October to End November 2005
Report to Community Boards on Consultation	Summary of Submissions, Identification of Amendments to the Strategy	March 2006
Report to City Development Committee on Consultation	Summary of Submissions, Identification of Amendments to the Strategy, and Adoption of the Strategy	April 2006
Amendments to Draft Strategy	Amendments to Draft Strategy Based on Submissions and Inclusion of Finalised Long Term Council Community Plan Strategic Priorities	April - June 2006
Chair's Sign Off of Final Parks and Open Space Strategy Amendments	Chair's Sign off of Amendments Printing and Distribution	July 2006

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

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

RESOURCES

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

CONCLUSION

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

RECOMMENDATIONS

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

Report prepared by: Gyles Bendall, Strategic Parks Planner.



17 NEW FOOTPATH CONSTRUCTION PROGRAMME 2005/2006

PURPOSE OF THE REPORT

The purpose of the report is to seek confirmation from the Massey Community Board of the final approved list of sites for construction of new footpaths in 2005/2006 and in priority order.

BACKGROUND

The Board received an initial report on this matter in April 2005 and resolved the following:

“That the proposed footpath construction programme for Massey Ward for 2005/2006 as outlined in the Agenda report be approved in principle, subject to final confirmation by Council of funding in the 2005/2006 Annual Plan.”

512/2005

It was reported in April 2005 that the list at that time should be considered provisional and that any proposed changes would be reported back to the Board for further consideration.

Council officers have now visited each site to check the viability of construction, the requirement for additional works such as kerbing to allow the footpath construction and also considered a possible priority order.

Several sites were visited in conjunction with the Board Chairperson, Mr Andrew Good.

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.

Provision of appropriate pedestrian facilities is an essential part of providing access and safety for pedestrians.

ISSUES

Each site on the original list was considered under the following criteria:

- a) Is footpath construction technically viable.
- b) Is additional work such as kerbing, retaining required as part of the footpath construction.

- c) Should the footpath be a priority if it already has a footpath on the other side of the road and it is in a rural or semi-rural area, eg. Trig Road.

Each site was also reviewed in terms of true estimated cost which includes costs for additional kerbing, retaining walls and other works, and to take into account recent increases in construction costs.

A significant change from the original list is the introduction of Pooks Road as number one priority. This section was not on the original list as the road had been included in the Waitakere Ward list. It is in fact within the Massey Ward. The ward boundary splits Pooks Road at Candia Road.

This road has been included as number one priority for the following reasons:

- a) There has been considerable development in the area.
b) There have been several requests for the footpath.
c) It provides a safe pedestrian link to the new rail station.

After consideration of the above criteria the following list, as set out in table 1, is now submitted for consideration and confirmation.

Suggested Priority Order	Road Name-Section	Details	Total Cost Estimate	Cumulative Cost
1	Pooks Road (2 sections) Total length 400 metres	<ul style="list-style-type: none"> Was high on previous lists but in the wrong ward. These sections are in Massey Ward but were listed in Waitakere Ward. Needed to link to new rail station. Includes kerb and channel and widening. Several requests for this. 	\$219,000	\$219,000
2	Moire Road (Glenbury-No 60) Length 160 metres	<ul style="list-style-type: none"> Simple construction, has existing kerb and channel. 	\$40,000	\$259,000
3	Robertson Road (full length LHS) Length 200 metres	<ul style="list-style-type: none"> Existing path on RHS. New path leads to park. 	\$48,000	\$307,000
4	Hobsonville Road (No. 112-Brighams Creek Road) Length 170 metres	<ul style="list-style-type: none"> Sections requested by school completed in 2004. Additional piece needed to link from access gate from retirement village to shops at Brighams Creek Road. 	\$30,000	\$337,000
5	Don Buck Road (SH16 roundabout) Length 130 metres	<ul style="list-style-type: none"> Very difficult site. May need major retaining walls and/or power under grounding. May need land taking. 	\$22,000 (Design feasibility only in 05/06)	\$359,000

NOTE: *This table lays out a possible priority order, details regarding each site and preliminary estimates for each. The estimates include physical works cost, a contingency sum of 10% and design/supervision costs for each site arising from the original list plus Pooks Road.*

Table 1 - Massey Ward amended 2005/2006 footpath construction programme

As a result of the re-prioritisation, a number of footpaths will not now be constructed, as set out in table 2.

Suggested Priority Order	Road Name-Section	Details	Total Cost Estimate
1	Trig Road (Spedding-Brighams Creek) RHS Length 800 metres	<ul style="list-style-type: none"> • Already has path full length on LHS. • Rural area, only 4 houses in 800m length on RHS. • Hard to justify this when Brighams Creek has no paths for large sections. 	\$192,000
2	Munroe Road (Metcalf to Lucienne) RHS Length 200 metres	<ul style="list-style-type: none"> • Has path on LHS. • The section listed will be subject to road widening in near future. Path should be left for that project. 	To be established through preliminary design.
3	Benchmark Drive (Royal to No 25) LHS Length 110 metres	<ul style="list-style-type: none"> • Existing path on RHS. • Road was designed to not have path on LHS. Totally impractical due to presence of retaining wall. 	To be established through preliminary design.
4	Westvale Road (Full length RHS) Length 72 metre)	<ul style="list-style-type: none"> • Existing path on LHS. • Part of medium density development that has totally been designed with paths on one side only. • Not practical anyway due to parking bays and trees. 	To be established through preliminary design.
5	Moire Road (No 60-Granville) Length 40 meters	<ul style="list-style-type: none"> • Path completed in 2004. 	To be established through preliminary design.

Table 2 - Massey Ward recommended sites for deletion from previously approved list.

RESOURCES

Funding for new footpath construction was approved by Council in the 2005/2006 Annual Plan process.

Funding of \$359,000 for construction of footpaths in the Massey Ward is available, as established by applying the footpath funding allocation formula to the approved funding in the 2005/2006 Annual Plan.

CONCLUSION

The tentative list of sites has been carefully evaluated and some have been found to be technically not viable for construction or should be classed as low priority.

A new list of sites has been prioritised for consideration for the 2005/2006 construction programme.

It should also be noted that the priority list will be reviewed later in 2005/2006 with a view to formulating a three year programme for the Board to consider. This is to allow significant pre design to be commenced well in advance of proposed construction.

RECOMMENDATIONS

1. That the New Footpath Construction Programme 2005/2006 report be received.
2. That the Massey Ward 2005/2006 footpath construction programme be approved, as follows:
 - **Pooks Road** (2 sections)
 - **Moire Road** (Glenbury-No 60)
 - **Robertson Road** (full length LHS)
 - **Hobsonville Road** (No. 112-Brighams Creek Road)
 - **Don Buck Road** (SH16 roundabout).

Report prepared by: Neil Prendiville, Principal Engineer, Project Services.



18 HURUHURU CREEK SWIMMING HOLE PUBLIC SAFETY WORKS

PURPOSE OF THE REPORT

The purpose of this report is to advise the Massey Community Board of the work programme to address public safety risks at the Huruhuru Creek swimming hole.

BACKGROUND

A27

Fatalities have occurred in the Huruhuru Creek swimming hole over a number of years. Council has approved filling of the swimming hole in order to avert future fatalities. The location of the swimming hole is shown in the map at page A27.

After consideration of a number of options, Council decided that the best option was to fill in the swimming hole and funding was approved by Council in the 2004/2005 Annual Plan for planning and consents, and in the 2005/2006 Annual Plan for construction.

STRATEGIC CONTEXT

The Long Term Council Community Plan includes a Safe City as a strategic priority, so that the safety of the community is integral to all of the Council's activities and planning and that the Council advocates for and supports safety initiatives.

ISSUES

The Huruhuru Creek swimming hole is part of the Swanson Stream. The proposed remediation of this hole will result in some down stream alterations to the flow regime of the stream. These have been modelled by computer as part of the resource consent application made to the Auckland Regional Council and can be safely mitigated.

The Auckland Regional Council has granted Consent Number 28500 under Sections 13 and 14 of the Resource Management Act. This consent was granted on a non-notified basis. Council can now proceed to implement the remediation works, subject to the conditions set out in the consent.

The resource consent lists a series of consent conditions and advice notes including the following:

- “That following completion of the works the Consent Holder should undertake a new education programme within the local schools and the community, to ensure that there is awareness of the changed physical conditions below the waterfall.
- That no works shall be undertaken between 30 April and 1 October, without the written approval of the Manager.”

The work programme to give effect to the conditions of the consent is as follows:

- Construction works are scheduled to commence in October 2005;
- A newsletter will be sent to all nearby residents and schools in October 2005 advising of the construction programme and the associated safety issues; and
- Once the construction works have been completed a further newsletter will be sent to all nearby residents and schools.

The physical works include the following:

- Filling of the swimming hole;
- Creation of a series of rapids; and
- Landscaping.

A28-A29

A series of plans and photos showing the proposed works is included at pages A28 to A29.

RESOURCES

Funding has been provided in the 2005/2006 Annual Plan.

CONCLUSION

The remediation of the Huruhuru Creek swimming hole and the associated community information programme will significantly reduce the health and safety risks in this part of the stream.

RECOMMENDATIONS

That the Huruhuru Creek Swimming Hole Public Safety Works report be received.

Report prepared by: Garry Peters, Sustainable Engineering Manager.



19 HOUSING REVIEW PROJECT

PURPOSE OF THE REPORT

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

BACKGROUND

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

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

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

The review is timely given the ageing housing stock. Options that are open to the Council in relation to the housing portfolio include redevelopment, joint ventures with other parties, financial assistance to redevelop from central government, or selling to another provider or developer.

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

STRATEGIC CONTEXT

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

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

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

ISSUES

1 Progress Achieved to Date

a) Planning Out the Review

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

The aims of the review include the following:

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

A number of workstreams have been identified:

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

b) Communications Plan

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

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

c) Tenant Consultation

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

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

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

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

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

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

d) Research and Analysis

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

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

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

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

2 Councillor Involvement

Workshop and Tour

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

Formation of Staff-Councillor Steering Group

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

3 Next Steps

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

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

RESOURCES

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

CONCLUSION

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

RECOMMENDATION

That the Housing Review Project report be received.

Report prepared by: Zoe Cuming: Senior Analyst, Social Policy.



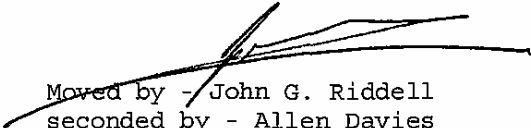
20 NOTICES OF MOTION

JOHN RIDDELL AND ALLEN DAVIES

Pursuant to Standing Order 28.1 the following Notice of Motion has been received from Community Board members John Riddell and Allen Davies.

That the Massey Community Board recommends to council that those residents and ratepayers of the Massey Ward, or any other part of the city that has not had an inorganic collection this calendar year 2005, be provided with a voucher for a car or domestic trailer load of inorganic rubbish to the balefill station. Also that when the new programme for inorganic collection commences in 2006 that those areas that missed the annual cycle under the old scheme be the first to receive a collection under the new scheme."

The reasoning behind this motion is that it is possible that a period of up to eighteen months will have elapsed between collections for some and the ward most effected is the Massey ward. Whereas in some other areas they may well receive their next collection in less than twelve months from the last and we believe all ratepayers should be treated as equitably as possible.


Moved by - John G. Riddell
seconded by - Allen Davies



Received Monday 22 August

Sharon Simons



21 **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
Auckland Region and Far North Community Board Association Executive Committee	Andrew Good
Keep Waitakere Beautiful Trust	John Riddell Bob Jessop (Alternate)
Massey Citizens Advice Bureau	Cr Linda Cooper
Ranui Community Centre Committee	Cr Linda Cooper
Westpark Marina Working Group	
Council/Police Liaison Group	Cr Peter Chan Gayleen Maurice Bob Jessopp
Transit SH16 Overbridge Project Committee	Allen Davies Graeme Barnard Cr Linda Cooper
COUNCIL COMMITTEES	
Hearings Committee	Graeme Barnard Allen Davies
Community Sports Fund Allocation Subcommittee	John Riddell Gayleen Maurice
Street Events Subcommittee - Massey Ward	Bob Jessopp
Long Term Council Community Plan and Annual Plan Special Committee	Graeme Barnard Andrew Good
Massey Ward Local Reserves Management Plan	Graeme Barnard Bob Jessopp Gayleen Maurice
Onsite Wastewater Systems Liaison Group	Graeme Barnard Cr Warren Flaunty (Alternate)

