

**AGENDA FOR A MEETING OF THE MASSEY COMMUNITY BOARD TO BE HELD AT
WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON,
WAITAKERE, ON WEDNESDAY, 1 AUGUST 2007,
COMMENCING AT 7.30 PM**

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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - Wednesday, 4 July 2007

RECOMMENDATION

That the minutes of the Meeting of the Massey Community Board held on Wednesday, 4 July 2007, as circulated, be taken as read and now be confirmed.



3 URGENT BUSINESS

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

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

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

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



4 PRESENTATION

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



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 Chairman at the beginning of the meeting; and
- (ii) the Chairman shall determine the order of speakers, and allow five minutes for speaking time;
- (iii) questions by members are to be confined to obtaining information or clarification on matters raised by the speaker.

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



6 COMMITTEE SECRETARY'S REPORT

	Issue	Comments	Reporting Council Officer
1	Hamblyn Reserve, Armada Reserve, Marinich Reserve, Waitakere Quarry, Pahi Park, Riverpark Reserve, and Woodside Reserve Officer's Report	Weed control and native revegetation planting will occur in these reserves between 16 July 2007 and 31 October 2007.	Helen Biffin  836 8000 Extn: 8758
2	Herald Island Wharf Public Toilet Officer's Report	The concept design is now being developed into a detailed design. Resource and building consent applications are being prepared and are planned to be lodged in August 2007. Physical works are programmed to be undertaken in late 2007.	Grant Sargent  836 8000 Extn: 8303

	Issue	Comments	Reporting Council Officer
3	<p>Westpark Marina - Various Issues</p> <p>Community Board</p> <p>3 April 2002</p> <p>Resolution No. 660/2002</p> <p>Community Board</p> <p>10 November 2004</p> <p>Resolution No. 1964/2004</p> <p>Council</p> <p>28 September 2005</p> <p>Resolution No. 1825/2005</p>	<p>Parking Arrangements</p> <p>The paid trailer parking regime has commenced and for the first fortnight, those infringing the system will only be given a warning.</p> <p>New Operators at the Restaurant</p> <p>The Waitakere Licensing Trust has been granted a liquor license to convert the restaurant into a tavern. Council officers were informed that the Trust intend to upgrade the current facilities, in an attempt to bring patrons back to the restaurant and make it an attractive local destination. This has sparked some local interest and Council officers have been fielding enquiries. The conversion from a restaurant to a tavern is a permitted activity in the District Plan.</p> <p>Dredging Update</p> <p>Westpark Marina Limited is continuing to undertake dredging of the Marina in accordance with their agreement with Council. Progress and their ability to obtain resource consents to dispose of fill material is being carefully monitored by the Council.</p>	<p>Rochelle Edwards</p> <p> 836 8000</p> <p>Extn: 8575</p>
4	<p>Makora Car Park Development</p> <p>Officer's Report</p>	<p>The Makora car park construction works are currently underway. Sealing of the car park is expected to commence in August 2007.</p>	<p>Andreas Lilley</p> <p> 836 8000</p> <p>Extn: 8553</p>
5	<p>Toilet Block Removal</p> <p>Officer's Report</p>	<p>Riverpark Reserve and Duke Park toilet blocks are scheduled for removal. These toilet blocks are not currently being used or maintained, and do not meet the strategic plan criteria. A mail drop advising the public of the proposed works will be carried out in August 2007. Following this demolition a consent will be sought and physical works will proceed once the consent has been obtained.</p>	<p>Grant Sargent</p> <p> 836 8000</p> <p>Extn: 8303</p>
6	<p>Community Board Minor Parks Projects - 2007/2008</p> <p>Officer's Report</p>	<p>Requests for project proposals were sent to community groups and Board Members in June 2007 with applications closing on 20 July 2007.</p> <p>A report on the projects received will be presented to the September 2007 meeting of the Community Board for allocation of funding.</p>	<p>Katharine Slack</p> <p> 836 8000</p> <p>Extn: 8779</p>

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Project Twin Streams Four Monthly Progress Report	August 2005 Resolution No. 1468/2005 Last updated 2 May 2007	5 September 2007	Tony Miguel  836 8000 Extn: 8294
Traffic Management Don Buck Road	February 2007 and May 2007 Resolution No's 65/2007 and 803/2007	November 2007	Sue Liddell  836 8000 Extn: 8736
Marina View Drive, West Harbour - New Bus Stand Restriction	July 2007 Resolution No. 2048/2007	5 September 2007	Tony Miguel  836 8000 Extn: 8294

RECOMMENDATION

That the Committee Secretary's Report for 1 August 2007 be received.

Report prepared by: Desiree Tukutama, Committee Secretary.



7 HILLWELL DRIVE, HENDERSON - PARKING REVIEW

PURPOSE OF THE REPORT

The purpose of this report is to enable the Massey Community Board to consider permanent solutions with regard to parking bays on Hillwell Drive, Henderson.

BACKGROUND

At the Waitakere Community Board meeting, Public Forum, held on 5 December 2006, a spokesperson of the Residents and Ratepayers Association presented a petition from local residents requesting the closure of two parking bays to stop anti-social behaviour opposite number 62 Hillwell Drive.

The Waitakere Community Board resolved as follows:

"That a report be brought back to the Waitakere Community Board on the trial of water-filled barriers or any other suitable barrier as initiated and agreed by Council officers."

2319/2006

The water filled barriers have been in place for six months and it is time to review their effectiveness.

STRATEGIC CONTEXT

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

ISSUES

Council officers have met onsite with the Chairperson of the Residents and Ratepayers Association and other local residents to discuss the effectiveness of the water filled barriers. Council was advised that the water filled barriers were a huge success, graffiti has been minimised, late night unsociable behaviour has virtually disappeared, and the amount of waste left behind has also diminished. The Chairperson of the Residents and Ratepayers Association has requested that the closure of the two parking bays be made permanent.

During the site meeting permanent solutions were discussed. It was agreed by the Council officers and the residents that the most suitable solution was to incorporate these two bays as part of the Paremuka reserve. This will involve new kerbing, and top soil and grass seed to create a new grass berm. In addition, it has been requested that once the berm has been created, trees are planted to maintain consistency with the rest of Hillwell Drive.

A1

These measures are shown as attached at page A1.

Decision Making

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

RESOURCES

This work can be carried out under the maintenance budget for the 2007/2008 financial year.

Once approved a detailed design and costings will be brought back to the Massey Community Board for consideration.

CONCLUSION

The trial of the water filled barriers in Hillwell Drive has been successful. It has provided the local residents with less anti-social behaviour, less litter and overall a more peaceful environment.

RECOMMENDATIONS

1. That the Hillwell Drive, Henderson - Parking Review report be received.
2. That the Massey Community Board approve the two parking bays be reinstated as part of the Paremuka Reserve.
3. That on approval of this concept, a proposed design be brought back to the Massey Community Board for their consideration and approval.

Report prepared by: Jane Harris, Transport Technician.



8 WISELEY ROAD, WEST HARBOUR - SPEED HUMPS

PURPOSE OF THE REPORT

The purpose of this report is to seek approval of the Massey Community Board for the implementation of speed humps on the southern part of Wiseley Road between Suncrest Drive and Marina View Drive.

BACKGROUND

Speed humps were installed in the northern part of Wiseley Road from Clark Road to Suncrest Drive during the 2005/2006 financial year. As part of the approval to install these humps the Board requested that their effectiveness be monitored over a trial period following their installation.

A2-A5

Monitoring was undertaken and on 7 March 2007 a report was brought back to the Board advising the outcome of the monitoring, confirming that there had been a reduction in speed and improved traffic safety. The Board resolved to proceed with further speed humps in the southern part of Wiseley Road. A copy of the relevant pages of the agenda and minutes of the Massey Community Board meeting on 7 March 2007 is attached at pages A2 to A5.

STRATEGIC CONTEXT

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

The 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

Design

A6

The Board endorsed option 3 as presented in the report on 7 March 2007. Detailed design for the implementation of option 3 has now been completed and a copy is attached at page A6. Consultation with residents directly fronting the southern part of Wiseley Road was undertaken to identify any specific concerns with the detailed design. One resident raised a concern about the placement of a hump in relation to their driveway. This concern was resolved by Council officers modifying the design to reposition the hump by approximately a metre. Six other responses were received raising the same types of issues that were previously reported to the Board in the March 2007 report following the wider consultation that was carried out as part of monitoring the original project.

RESOURCES

Funding to allow the project to proceed was approved in the Annual Plan 2007/2008.

CONCLUSION

The detailed design for installing speed humps in the southern part of Wiseley Road has been finalised and funding is now available to implement the project. The installation of speed humps was supported by the Massey Community Board at its meeting of 7 March 2007. The Board resolved the following:

- “2. *That the Massey Community Board supports Option 3 as outlined in the Agenda report on Wiseley Road between Suncrest Drive and Marina View Drive.*”

403/2007

This report deals only with specific design issues and how the views of directly affected residents have been included in the detailed design. It is therefore recommended that the detailed design be approved to enable construction of seven speed humps on Wiseley Road project now proceed.

RECOMMENDATIONS

1. That the Wiseley Road, West Harbour - Speed Humps report be received.
2. That the detailed design of seven speed humps in the southern part of Wiseley Road between Suncrest Drive and Marina View Drive as delineated on plan number 15625 attached to the Agenda be approved.

Report prepared by: Adam Moller, Senior Transport Engineer: Planning & Design, Transport Assets.



9 HOBSONVILLE MARINE PRECINCT UPDATE

PURPOSE OF THE REPORT

The purpose of this report is to update the Massey Community Board on the Hobsonville Marine Precinct development.

Representatives from the Hobsonville Land Company will be at the meeting to answer any questions regarding their development and its inter-relationship with the Marine Precinct Development.

BACKGROUND

In August 2000 the Government announced that Hobsonville Airbase would be closed and that the land would be disposed of under the Public Works Act 1981 (PWA). In April of that year, in anticipation of that announcement, Council had convened a Mayoral Taskforce to consider the future of Hobsonville Airbase. The Mayoral Taskforce released its report in November 2000. The Mayoral Taskforce report identified as preferred a mixed use development which featured a marine industrial precinct. Hobsonville Airbase affords access to a deepwater channel (the only deep water access in the City), and the marine industry is one of the economic sectors that Council has targeted for development through its industry cluster development strategy.

In September 2000 the Minister for Economic Development decided to facilitate Sovereign Yachts onto a four hectare area of land that was surplus to New Zealand Defence Force (NZDF) requirements. Sovereign were able purchase the land through an arrangement with the former landowners, who, once NZDF declared the land surplus to their requirements, had the opportunity to purchase the land pursuant to the offer back process of the PWA. As both the Government and the Council wanted to see a marine industrial development on the site, and as industrial developments are not a public work, the four hectare area was offered back to the former land owners. Sovereign Yachts exercised their option with the landowners and were able to acquire the land. In parallel to this New Zealand Defence Force applied for subdivision consent to create a four hectare lot (this being the minimum site size for the underlying *Countryside Environment*).

Subdivision consent was granted in December 2000 and Sovereign Yachts established their factory on the site and commenced to build super-yachts.

Sovereign's owner, through his arrangement with the former landowners, also has an option for a further 56 hectares of land on the former airbase should it be offered back through the Public Works Act process. Realising that Council needed a high level of control of future use of the land in order to achieve its goal of establishing a marine industrial precinct, the Council entered into negotiations with the owner of Sovereign to develop a binding agreement over future use of some of this land.

A7-A32

On 12 October 2001 Council entered into an agreement with Premium Property Holdings Limited (the *Premium Agreement*), the property holding company of Sovereign Yachts. In essence, the purpose of Council entering into the agreement was to ensure that a 30 hectare area would be developed for marine industry use, should this land be offered back under the Public Works Act. Since the agreement was signed, a further 12.2 hectares of land has been offered back under the Public Works Act. This area includes a substantial dwelling (the base commanders' house). The value of the land offered back was determined through a lengthy process that included hearings at the Land Valuation Tribunal and appeal to the High Court (both these decisions are attached at pages A7 to A32). It should be noted that the offeree was required to pay interest at 8.5% per annum on the final value determined by the Courts for the offer back land. It is understood that this amounted to around \$1.5 million

A33

This long process culminated in May 2007 with the purchase by Council of 15.2 hectares of land from companies associated with Sovereign Yachts. The Land Acquired by the council is described in the plan attached at page A33.

STRATEGIC CONTEXT

As part of its Economic Development Strategy Council has determined to foster and develop the Marine Industry in the City and contributes to the Strong Innovative Economy strategic platform. The establishment of a marine industrial precinct is intended to help replace the economic loss to the city as Hobsonville Airbase closes.

More specifically, the major strategic objectives of investing in a Marine Industry Precinct at Hobsonville are as follows:

Provide certainty for the boating industry, particularly the super yacht builders to cluster and share common facilities at Hobsonville, stimulating both the development of the industry and the creation of more jobs (related to the marine industry) in the Waitakere region.

Creation of a vibrant urban area, providing opportunities for Council through further development of the area, in terms of housing, expansion of the core marine cluster and other urban development.

ISSUES

Council has continued to pursue the establishment of a Marine Industry Precinct. This has included notifying district plan changes to appropriately zone the area, and entering into a development agreement with Housing New Zealand Corporation to ensure that the marine industry precinct is identified and promoted as part of Housing New Zealand's development proposal for Hobsonville airbase.

The land has now been transferred to Waitakere Properties Limited (WPL) who have commenced development planning so that they are in a position to lodge a resource consent application, at best within one year, when it is anticipated that the plan change process will have progressed sufficiently to allow this to happen. Work thus far has shown that there is demand for land by the marine industry. Council has facilitated the establishment of Yachting Developments Limited into some of the old hangers on the site as well as two other boat building businesses. There is some uncertainty over timing while the Plan Changes work their way through the statutory process. It is hoped that work will be able to begin on one or two buildings in about a year's time.

Marine Infrastructure

The second key issue for Council to address is the provision of infrastructure to support the marine industry. Resolution of this issue will be a necessary pre-requisite for the development. A method of funding the establishment of boat launching and retrieval facilities needs to be developed. It is proposed that an entity will be established, tentatively comprising of the Council, the Marine Industry Association (MIA) and the developer of the land. Funding sources from the Government have been identified, and Council staff, Enterprise Waitakere, and the Marine Industry Association have been working with the New Zealand Trade and Enterprise and the Auckland Regional Council's Economic Development Unit (Auckland Plus) to secure this.

At this time work is being finalised on the Major Regional Initiative funding application. This work has been part funded by New Zealand Trade and Enterprise and an announcement on whether this application has been successful or not is imminent.

RESOURCES

There are no resource implications to this report other than staff time.

CONCLUSION

The Council has purchased 12.2 hectares of land at the former Hobsonville Airbase. The land will be developed by Waitakere Properties Limited as a marine industrial precinct.

RECOMMENDATION

That the Hobsonville Marine Precinct Update report be received.

Report prepared by: Fraser Henderson, Manager: Strategic Projects.



10 MAYFAIR PLACE / CLOVER DRIVE, RANUI - TRAFFIC MANAGEMENT DEVICE

PURPOSE OF THE REPORT

The purpose of this report is to seek the Massey Community Board's approval and a preferred option for a traffic management device to be installed at the Mayfair Place / Clover Drive, Ranui intersection.

BACKGROUND

A request was made by a member of the public who lives at the cul-de-sac head of Mayfair Place, Ranui for a speed reduction device near its intersection with Clover Drive, Ranui. Children play in the cul-de-sac area, and traffic coming from both directions often do so at speed with limited forward visibility.

STRATEGIC CONTEXT

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

The implementation of traffic management devices focuses on addressing speed related safety problems and providing a more pedestrian friendly environment.

ISSUES

A search of the Land Transport New Zealand database shows that in the past five years there has been one reported incident in the vicinity, and this involved a boy falling off his father's truck and injuring himself. The database does not contain a complete list of all accidents, especially minor or non-injury accidents and it is possible that unreported accidents have occurred.

It is considered that a traffic management device at this location would be beneficial for resident safety and amenity, in particular for any children playing on the street.

There are four identified options and a decision on the preferred option is required before any resident consultation is proceeded with.

A34-A35

The proposed options are shown attached at pages A34 to A35. They are as follows:

- **Option 1:** Speed Table on Clover Avenue (approx \$10,000);
- **Option 2:** Kerb Extension Island with some landscaping (approx \$10,000);
- **Option 3:** Judder Bar (approx \$2,000);
- **Option 4:** Speed hump on Mayfair Place (approx \$7,000).

All of the above options will adequately reduce traffic speeds. The Kerb Extension Island (Option 2) is aesthetically more pleasant, but it has a disadvantage that it would reduce potential turnaround area for any large trucks, and also direct vehicles into the space any children might be playing on the street. The Judder Bar (Option 3) is a low-cost option but will be more severe on vehicle passengers and are generally not used on public roads for this reason as well as being questionable with respect to durability. The Speed Hump (Option 4) is a reliable option but has shown to result in mixed responses by the general public.

Therefore, a Speed Table on Clover Avenue, Ranui (Option 1) is considered a viable option for this intersection as there is already a pair of existing pram crossings here. The speed table would enhance the safety of pedestrians crossing here and slow down traffic.

Adjacent residents have not been consulted at this stage.

Decision Making

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

RESOURCES

The proposed works can be funded from a Annual Plan 2008/2009 Minor Safety budget.

CONCLUSION

The proposed Speed Table at the Mayfair Place / Clover Drive, Ranui intersection is the preferred option to improve pedestrian safety and amenity. It is recommended that consultation be carried out with adjacent residents, with reporting back to the Board for final approval.

RECOMMENDATIONS

1. That the Mayfair Place / Clover Drive, Ranui - Traffic Management Device report be received.
2. That authority be given to consult with residents on the construction of a Speed Table on Clover Drive, Ranui and that the findings be reported back to the September 2007 meeting of the Massey Community Board be approved.

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



11 ARMADA DRIVE CYCLEWAY

PURPOSE OF THE REPORT

The purpose of this report is to seek approval from the Massey Community Board for changes to traffic management associated with the Armada Drive Cycleway.

BACKGROUND

The Council intends to construct cycleways throughout Waitakere, and one of these routes will be the Armada Drive Cycleway.

The cycle route will run from the Armada Drive / Luanda Drive intersection, Ranui, to the Henderson Railway Station. The cycle route travels along Armada Drive, Ranui Station Road, Metcalfe Road, Munroe Road, Summerland Drive, Harvest Drive, Sturges Road, Vintage Drive, through the Henderson Park connecting with the Twin Streams Cycle Route, and along Smythe Road to the Henderson Railway Station.

The route will comprise of on road sections marked by a series of signs. Some sections will be off road with small amendments made to existing intersections to allow young and non confident cyclists an alternative means across/through the intersection to the road. As part of the cycle route it is intended to install speed humps along Smythe Road to slow down traffic.

STRATEGIC CONTEXT

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

ISSUES

Council is currently progressing design work for the Armada Drive route. As the route is mostly on roads a number of changes will need to occur to the traffic management of the roads the route follows in order to make it safe and more comfortable for cyclists.

Consultation was carried out with a letter delivered to all residents along the proposed route. Plans detailing any changes were provided along with an explanation of these changes. No responses were received from residents in the Massey Ward.

A36 No stopping restrictions are required to provide adequate sightlines between drivers and cyclists, as shown at page A36.

A37-A39 It is proposed to construct dedicated walk/cycle lanes in some intersections to provide for the safety of pedestrians and cyclists, as shown at pages A37 to A39, in the following locations:

- Munroe Road, near Westglen Avenue;
- At the intersection of Ranui Station Road, Metcalfe Road, Pooks Road and Munroe Road;
- At the intersection of Ranui Station Road and Swanson Road.

Decision Making

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

RESOURCES

The proposed cycleway can be implemented under the On Road Cycleways 2007/2008 budget within Transport Assets.

CONCLUSION

The provision of a cycleway from Armada Drive through to the Henderson Railway Station is an important component of Council's support for development of the cycleway network. It will provide a safe and direct route for many cyclists travelling towards Henderson.

The no stopping lines will improve the sight lines between drivers and cyclists. They will also allow cyclists to have a safe and continuous ride without being obstructed by parked cars.

RECOMMENDATIONS

1. That the Armada Drive Cycleway report be received.
2. That in relation to **RANUI STATION ROAD** and **MUNROE ROAD**:
 - (a) That all existing parking restrictions or limitations currently applicable to **RANUI STATION ROAD and MUNROE ROAD** imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
 - (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No 7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) on the west kerb line of **RANUI STATION ROAD** at a start point of 14 metres south of the south kerb line of **SWANSON ROAD** to an end point 27 metres further south, a **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (ii) on the east kerb line of **RANUI STATION ROAD** at a start point of 13 metres south of the south Kerb line of **SWANSON ROAD** to an end point 27 metres further south, a **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (iii) on the north kerb line of **RANUI STATION ROAD** at a start point of 15 metres west of the west kerb line of **KORA AVENUE** to an end point 69 metres further west, a **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (iv) on the south kerb line of **RANUI STATION ROAD** at a start point of 90 metres west of the north kerb line of **METCALFE ROAD** to an end point 45 metres further west, a **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (v) on the north kerb line of **MUNROE ROAD** at a start point of 17 metres west of the west kerb line of **WESTGLEN AVENUE** to an end point of 33 metres further west, a **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (vi) on the south kerb line of **MUNROE ROAD** at a start point of 9 metres west of the west kerb line of **WESTGLEN AVENUE** to an end point of 41 metres further west, a **NO STOPPING AT ALL TIMES** parking restriction be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and controls.

Report prepared by: Scott Abbot, Project Manager, Transport Assets.



12 **CHAIRMAN'S REPORT**

12.1 **Chairman's Report for July 2007**

The highlight of the month was the Local Government New Zealand conference. The theme was "Investing in our Future" and covered matters such as the Rates Review, climate change and carbon neutral businesses, sustainability, efficiencies in local government operation such as partnerships, consultation and engagement with the community's aspirations, effective Community Boards and new Government initiatives for resourcing policing, roading and rates relief.

The conference was very well run, well timetabled with tea and lunch breaks long enough to allow for worthwhile interchanges with other delegates. A particularly poignant moment was when Mayor Bob Harvey, on behalf of the City, received the 'Premier Creative Places Award' for its arts design and collaboration policy into the development of the new city centre for Henderson and creating a vibrant, arts-rich environment for the citizens. This proud moment, for Waitakere, was further enhanced by the number of delegates who spoke about Waitakere City as being a bold and innovative leader with its Eco policies and attention to the arts and culture. It certainly makes one stop and reflect on being a resident of a City that outside critics hold up as an example of 'getting it right, and leading the way'. We have every reason to be proud to be called "Westies".

A more detailed report on the content of the conference and also the Community Board Conference 2007 lessons will be prepared. In conclusion, the Conference was definitely worth the cost of attending, contacts made, lessons learned and ideas brought away. The Council is to be thanked sincerely for sponsoring a Community Board member to attend.

Community Consultations

At present the Ward is engaged in consulting with the community on the extension of speed humps in Wiseley Road, the Massey Matters projects, bridging the motorway at Westgate, and the draft Waitemata Harbour Foreshore Reserves Management Plan.

Appointment of new Chief Executive Officer

Change is so often associated with pain and a bit of sadness. With the decision to appoint a new Chief Executive Officer, starting 1 April 2008, we reflect on the tremendous support and dedication Harry O'Rourke has given this Council and the four Community Boards. This is the time we acknowledge his impact on the progress of this Council over a large number of years, and his loyalty and dedication to the job of Chief Executive Officer. As with almost everything, a time comes when it is appropriate, or imminent, that change should take place. Clearly, it has been decided that now is the time for a new Chief Executive Officer to take the Council forward with the many challenges ahead. In acknowledging the wonderful work that our Chief Executive Officer has given to the City, it is equally appropriate at this time to welcome the new Chief Executive Officer, Ms Vijaya Vaidyanath, and pledge our support in working with her in much the same way we have with Mr O'Rourke. On behalf of the four Community Boards, the Chairs have sent an email congratulating her on being successfully appointed as the new Chief Executive Officer and looking forward to working with her.

Board Members Role Descriptions

A40-A46

At the last meeting of the Auckland Regional and Far North Community Boards Association Incorporated all the Board representatives were asked to place on their next agendas the Role Descriptions for Board Members, Board Chairpersons and Board Deputy Chairpersons. These are attached at pages A40 to A46 of the agenda.

RECOMMENDATIONS

1. That the Chairman's Report be received.
2. That the Massey Community Board passes on its heartfelt thanks and gratitude to Mr Harry O'Rourke for his dedication and leadership, as Chief Executive Officer, to Waitakere City Council and support to the Community Boards over his years in office, often beyond the normal call of duty.

Graeme Barnard

CHAIRMAN

12.2 Members Submissions for Police Liaison Meeting

Members are invited to contribute submissions for the Police Liaison Meeting.



13 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.

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JOHN RIDDELL

Report to Massey Community Board

The Community Street Tree Planting programme is now complete for 2007. The Massey Ward events held on Garton Drive, Massey and Broadfield Street, Massey were well supported by volunteers and the 108 trees were planted in 2 hours. On Hueglow Rise, West Harbour, 30 trees were planted. It was encouraging to see other Massey Community Board members at the Garton Drive, Massey event. The next concept that Keep Waitakere Beautiful will promote is the Neat Street as part of Operation Spring Clean. This project involves the residents of a nominated area working together to give a street a make-over. The make-over will include street beautification and tree planting, litter and graffiti removal and in-home energy, water and waste assessments.

The Eco-wise Awards is on again and if anyone would like to submit nominations for an award please advise me.

MASSEY COMMUNITY BOARD APPOINTMENTS

OUTSIDE ORGANISATIONS	APPOINTMENT
Auckland Region and Far North Community Board Association Executive Committee	Graeme Barnard
Keep Waitakere Beautiful Trust	John Riddell Bob Jessopp
Ranui Community Centre Committee	Cr Linda Cooper
Westpark Marina Working Group	
Council/Police Liaison Group	Cr Peter Chan Gayleen Maurice Bob Jessopp
Massey Community House Committee	Cr Linda Cooper
Waitemata Harbour Foreshore Reserves Management Plan Joint Subcommittee	Bob Jessopp Graeme Barnard
Road Safety Steering Group	John Riddell Bob Jessopp
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 John Riddell
Massey Ward Local Reserves Management Plan	Graeme Barnard Bob Jessopp Gayleen Maurice
Steering Group on Lincoln / Rathgar Joint Safer Routes and School Travel Plan	Gayleen Maurice Bob Jessopp
Massey West Cluster School Travel Plan	Bob Jessopp Gayleen Maurice John Riddell (Alternate)

