

**AGENDA FOR A MEETING OF THE MASSEY COMMUNITY BOARD TO BE HELD IN THE
COUNCIL CHAMBER AT WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD,
HENDERSON, WAITAKERE, ON WEDNESDAY, 7 OCTOBER 2009,
COMMENCING AT 7.00 PM**

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AGENDA FOR A MEETING OF THE MASSEY COMMUNITY BOARD TO BE HELD IN THE COUNCIL CHAMBER AT WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE, ON WEDNESDAY, 7 OCTOBER 2009, COMMENCING AT 7.00 PM

1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - Wednesday, 2 September 2009

RECOMMENDATION

It is recommended that the Massey Community Board resolve to:

Receive the minutes of the meeting of the Massey Community Board held on Wednesday, 2 September 2009, as circulated, and that they be taken as read and now be confirmed.



3 URGENT BUSINESS

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

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

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

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



4 CONFLICTS OF INTEREST

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



5 PRESENTATIONS

A NEW ZEALAND POLICE

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.

B LOCAL GOVERNMENT MINISTER – HON RODNEY HIDE

The Local Government Minister, Hon. Rodney Hide will give a presentation to the Massey Community Board on matters relating to Auckland Governance and the planned Supercity for Auckland.

C WESTERN RING ROUTE STATE HIGHWAY 16 - ST LUKES TO WESTGATE

The New Zealand Transport Agency will make a presentation to the Massey Community Board around a range of long term improvements planned for the Northwestern Motorway (State Highway 16) between St Lukes Road and Westgate. The motorway is a key part of completing the Western Ring Route and one of seven Roads of National Significance that the Government is prioritising to support economic growth.



6 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.



7 CHAIRMAN'S REPORT

RECOMMENDATION

It is recommended that the Massey Community Board resolve to:

Receive the Chairman's Report dated 7 October 2009.

REPORT

1. Every month seems to be busy, and who would have it any other way. With only a year to go until the Local Government Elections of 2010, everyone currently involved will be eagerly following the progress of the Government legislation.

2. The outline of the Government's response to the Royal Commission report in April 2009, will come to pass, with local interests as important for Auckland and its governance as the region wide issues will be. Members will be interested in what the Local Government Minister has to say at our meeting tonight. And before people ask, the reason the Local Government Minister is here is because after the general elections, I believed it was important to communicate with and congratulate, on behalf of the Massey Community Board, those MPs who represent the Massey Ward in Parliament. The Massey Ward has an impressive list that includes the Prime Minister and the Minister of Social Welfare and a former Labour Cabinet Minister. At the same time, I believed the Massey Community Board should also congratulate the new Minister of Local Government on his appointment as Community Boards would need to deal with them. The Local Government Minister responded with the suggestion he visit us tonight.
3. On Saturday, 26 September 2009, Allen Davies and I attended the Auckland and Far North Regional Community Board Annual General Meeting at which the Hon. John Carter spoke. The Minister said that he is working closely with Rodney Hide and have passion for ensuring that their job is well done in the interests of the country.
4. The Ranui and Massey Community Houses have had their Annual General Meetings and Judy Fletcher and I attended both. The houses are both worried about their future long term. Ultimately, the community, through the ballot box, will determine their future along with a business-like approach to their operation, ensuring it has an income stream that it can rely on and is relevant to the community's needs. We wish Karen Perri the newly appointed Chairperson of the Ranui Community House, Nasim Hatam (Secretary) and Viv Dell (Treasurer) all the best. All the best also to Massey Community House newly elected Chairperson, Erena Barrett, Jane Livingston (Secretary) and Debbie Drummond (Treasurer). Both groups have dedicated personnel that work hard for the community.
5. I also attended the Ranui Action Project meeting. The Ranui Action Project Annual General Meeting will be held in November 2009.
6. A highlight of the month was going out with the boys in blue on the booze buses. The Police do a marvellous job yet it would appear some people just do not get it. I went out in the chase cars, and one vehicle we pulled over, I ended up driving back to the booze bus while both occupants were driven back home by the Police.
7. A workshop was held in September 2009 on road safety, which was interesting in terms of the range of views that fellow Community Board Members and Councillors have over road safety.
8. The controversial housing development in Hobsonville is drawing closer with the sod turning ceremony scheduled to be held on 1 October 2009, with the Minister of Housing in attendance.

JG Riddell
CHAIRMAN









8 COMMITTEE SECRETARY'S REPORT

RECOMMENDATION

It is recommended that the Massey Community Board resolve to:

Receive the Committee Secretary's Report for the Massey Community Board dated 7 October 2009.

	Issue	Comments	Reporting Council Officer
1.	Realm Esplanade Footbridge Upgrade Officer's Report	As part of Council's ongoing structures renewal programme, design and consenting work for an upgrade to the footbridge between Allington Road and West Harbour Drive, will commence in the 2009/2010 financial year. Physical works will involve a handrail and barrier upgrade and deck surface repairs and are programmed for the 2010/2011 financial year.	Andreas Lilley  836 8000 Ext: 8553
2.	Reynella Reserve Playground Design Officer's Report	As part of Council's ongoing playground renewal programme, the playground at Reynella Reserve is being designed this financial year (2009/2010) for construction in the 2010/2011 financial year. Mail drop surveys were distributed to the surrounding community in early August 2009 to obtain feedback on what equipment local residents would like in the playground. Feedback is being collated and concept designs are being developed.	Tracey Hamilton  836 8000 Ext: 8969
3.	Street Tree Planting Officer's Report	The street tree planting programme began in August 2009 and was completed in September 2009 at the following sites in the Massey Ward: <ul style="list-style-type: none"> • Hogarth Rise; • Suncrest Drive; • Jillian Drive; • Queen Natalie Place; • Cnr Oreil Avenue & Hobsonville Road; • Cnr Ranui Road & Swanson Road; • Swanson Road; • Woodside Road; • Waitemata Drive; • Riverpark Crescent; • Craiburn Street; • Urlich Drive; 	Helen Biffin  836 8000 Ext: 8758

	Issue	Comments	Reporting Council Officer
		<ul style="list-style-type: none"> • Pohutukawa Road; • Westgate Drive; • Aldern Road; • Arlose Place; • Charlenne Close; • Hillwell Drive; • Spargo Road; • Marinich Drive; • Tatayana Place; • Don Buck Road; • Ginders Drive; • Hueglow Rise; • Lagoon Way; • Beach Road; • Hetherington Road; • Luanda Drive; • Killygordon Place; • Pyrite Street; • Vermeer Place; • Renoir Street; • Shale Avenue; • Huruhuru Road; • Redwood Drive; • Beauchamp Drive; and • Moire Road. 	
4.	<p>Ranui Domain Changing Block Upgrade</p> <p>Officer's Report</p>	<p>As part of Council's ongoing building renewal programme the toilet and changing room block at Ranui Domain is being upgraded this financial year. The scope of works is currently being determined. Physical works are scheduled to be undertaken in early 2010.</p>	<p>Tracey Hamilton</p> <p> 836 8000</p> <p>Ext: 8969</p>
5.	<p>Parking Stakeholder Consultation</p> <p>Resolution No. 1513/2009</p> <p>3 September 2009</p> <p>Policy and Strategy Committee</p>	<p>The draft Parking Plans were adopted by the Policy and Strategy Committee on Thursday, 3 September 2009.</p> <p>It is expected that copies of the final version will be available by the end of October 2009.</p>	<p>Charlie Inggs</p> <p> 836 8000</p> <p>Ext: 8854</p>
6.	<p>Draft Freight Plan Consultation</p> <p>Resolution No. 1359/2009</p> <p>6 August 2009</p> <p>Policy and Strategy Committee</p>	<p>Public consultation on the draft Waitakere City Freight Plan will commence on Friday 9 October and conclude at 5.00 pm on Friday 6 November 2009.</p> <p>A stakeholders meeting will be held in the Waitemata Room, Civic Building, on Thursday, 22 October 2009, commencing at 1.00 pm.</p>	<p>Charlie Inggs</p> <p> 836 8000</p> <p>Ext: 8854</p>

	Issue	Comments	Reporting Council Officer
7.	<p>Old Winery Building Lease to the Western City Darts Association</p> <p>Resolution No. 1133/2009 1 July 2009 Massey Community Board</p>	<p>No community leases are currently being entered into whilst the Community Leases Policy is being redrafted. The Policy is currently out for consultation until 8 October 2009 and the new Policy is likely to be adopted in November 2009.</p> <p>Additional to the Policy process, Council has endorsed the development of Te Rangi Hiroa Recreation Plan. This will commence in October 2009 and will take approximately four to five months to complete. No new or renewed leases will be entered into for any of the properties on Te Rangi Hiroa Reserve until after Te Rangi Hiroa Recreation Plan is completed and endorsed by Council and the Massey Community Board. Once Te Rangi Hiroa Recreation Plan is completed and endorsed, Council will publicly notify for community applications for leases on all facilities in the Te Rangi Hiroa Reserve. The Western City Darts Club application and all other applications will be assessed on criteria that support Te Rangi Hiroa Recreation Plan.</p>	<p>Louis Rattray ☎ 836 8000 Ext: 8799</p>

COUNCIL REPORTS FOR INFORMATION ONLY

Report Name	Committee	Attachment Pages
Active Recreation Strategic Plan	Policy and Strategy Committee	Report and attachments will be circulated under separate cover as a Supplement.
Waitakere Citizens Advice Bureau Incorporated Annual Report 2008/2009	Finance and Operational Performance Committee	Report and attachments will be circulated under separate cover as a Supplement.

REPORTS PENDING

Subject	Date Requested	Report Due	Reporting Officer
Project Twin Streams Four Monthly Progress Report	<p>Resolution No. 1445/2005 1 August 2005 Last updated 4 February 2009</p>	4 November 2009	<p>Tony Miguel ☎ 836 8000 Ext: 8294</p>

Report prepared by: Desiree Tukutama, Committee Secretary.



9 MAKORA ROAD, MASSEY – NEW BUS STOP PARKING RESTRICTION

EXECUTIVE SUMMARY

The purpose of this report is to seek the Massey Community Board's approval for a new bus stop parking restriction on Makora Road, Massey.

Council officers consulted with the affected resident and have taken into consideration the best option for serving the resident and the community.

Two options have been identified: to install the new bus stop parking restriction or to have the area remain unrestricted.

RECOMMENDATIONS

It is recommended that the Massey Community Board resolve to:

1. **Receive** the Makora Road, Massey - New Bus Stop Parking Restriction report.
2. **Approve** that in relation to **MAKORA ROAD, MASSEY**:
 - (a) and in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No. 7, 1991 - Traffic, the following restriction now be resolved to be specified and imposed, namely,
 - (i) on the east kerb line of **MAKORA ROAD**, outside property number 1 Marbella Drive the **BUS STOP** parking restriction be put in place.
3. **Agree** that the appropriate signage and/or road markings, in accordance with the provisions of the Land Transport Rule; Traffic Control Devices 2004 - Rule 54002 hereby be approved and be put in place to properly establish, delineate and record the said bus stop parking limitation and restriction.

BACKGROUND

1. At present there is no formalised bus stop in Makora Road and buses are stopping at an informal bus stop on Makora Road. The resident is opposed to the buses stopping at this location and has requested that a bus stop be marked out and sign posted at another location in Makora Road.

DECISION MAKING

Issues

2. Currently, buses stop outside the resident's property and the resident is opposed to having a formal bus stop in this location. After investigating the site it was found that this location is not suitable for a bus stop due to the inadequate kerb length. The location of the new bus stop is approximately 30 metres down Makora Road.
3. The location of the new bus stop parking restriction is indicated on the diagram attached at page A1.

Options Identified

4. Two options have been identified: to install the bus stop parking restriction or to have the area remain unrestricted.

Consideration of Community Views

5. Consultation was undertaken in September with the affected resident where the bus stop restriction will now be formalised. No objection was received.

Preferred Option

6. The preferred option is to install and formalise the bus stop parking restriction to clearly identify the bus stop.

STRATEGIC CONTEXT

7. Council's Transport Strategy provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for safe City travel facilitated by integrated, environmentally-responsible and innovative design, with a focus on meeting the essential needs of all, for access, communication, and safety.
8. Correctly marked and sign posted bus stops are desirable to both notify the public transport users of the pick up and drop off locations for bus services and to keep these locations clear of other vehicles.

CONSULTATION

9. Consultation with internal staff, external agencies and Maori, was not required for this report.

RESOURCES

10. The new bus stop parking restriction can be implemented under the Annual Plan 2009/2010 maintenance budget.

IMPLEMENTATION ISSUES

11. There are no implementation issues arising from this report.

AUCKLAND COUNCIL TRANSITION ISSUES

12. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Jane Harris, Transport Technician.



10 **SWANSON ROAD, ARMADA DRIVE, RANUI STATION ROAD, RANUI - NEW SIGNALISED INTERSECTION WITH PEDESTRIAN CROSSINGS AND NO STOPPING AT ALL TIMES PARKING RESTRICTIONS**

GLOSSARY

Ranui Urban Concept Plan (RUCP)

EXECUTIVE SUMMARY

The purpose of this report is to seek the Massey Community Board's approval for the installation of new traffic signals with pedestrian crossings, and No Stopping At All Times parking restrictions at the intersection of Swanson Road, Armada Drive, and Ranui Station Road.

Council officers consulted with the local residents, the Ranui community, bus operators and the Auckland Regional Transport Authority (ARTA) in August 2009 and no negative feedback was received.

Two options have been identified: to install a traffic signal at the intersection, or to do nothing.

RECOMMENDATIONS

It is recommended that the Massey Community Board resolve to:

1. **Receive** the Swanson Road, Armada Drive, Ranui Station Road, Ranui – New Signalised Intersection With Pedestrian Crossings And No Stopping At All Times Parking Restrictions report.
- A2 2. **Approve** the installation of four sets of new pedestrian crossing signals to be put in place at the intersection of Swanson Road, Armada Drive and Ranui Station Road as shown on the plan number 16461 attached at page A2.
3. **Approve** that in relation to **SWANSON ROAD, RANUI**:
 - (a) that the existing **PEDESTRIAN CROSSING** at **431 SWANSON ROAD** be removed and not reinstated.
4. **Approve** that in relation to **ARMADA DRIVE, RANUI**:
 - (a) that the existing **STOP** control at the intersection of **ARMADA DRIVE** and **SWANSON ROAD** be removed and not reinstated.
5. **Approve** that in relation to **ARMADA DRIVE, RANUI**:
 - (a) all existing parking restrictions or limitations currently applicable to **ARMADA DRIVE**, imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner, and

- (b) in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No. 7, 1991 – Traffic, the following restrictions now be resolved to be specified and imposed, namely:
- (i) on the western kerb line of **ARMADA DRIVE**, starting from the north-west kerb line of Swanson Road, and extending 24 metres north, a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (ii) on the eastern kerb line of **ARMADA DRIVE**, starting from the north-east kerb line of Swanson, and extending 30 metres north, a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
6. **Approve** that in relation to **SWANSON ROAD, RANUI**:
- (a) all existing parking restrictions or limitations currently applicable to **SWANSON 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, and
 - (b) in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No. 7, 1991 – Traffic, the following restriction now be resolved to be specified and imposed, namely:
 - (i) on the north kerb line of **SWANSON ROAD**, from the eastern kerb line of Armada Drive and extending east for a distance of approximately 30 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (ii) on the south kerb line of **SWANSON ROAD**, from the western kerb line of Ranui Station Road and extending west for a distance of approximately 15 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
7. **Approve** that in relation to **RANUI STATION ROAD, RANUI**:
- (a) that the existing **STOP** control at the intersection of **RANUI STATION ROAD** and **SWANSON ROAD** be removed and not reinstated.
8. **Approve** that in relation to **RANUI STATION ROAD, RANUI**:
- (a) all existing parking restrictions or limitations currently applicable to **RANUI STATION 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, and

- (b) in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No. 7, 1991- Traffic, the following restriction now be resolved to be specified and imposed, namely,
- (c) on the western kerb line of **RANUI STATION ROAD**, starting from the south-west kerb line of Swanson Road, and extending 30 metres south, a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
- (d) **Agree** that the appropriate signage and/or road markings, in accordance with the provisions of the Land Transport Rule; Traffic Control Devices 2004 – Rule 54002 hereby be approved and be put in place to properly establish, delineate and record the said parking limitations and restrictions.

BACKGROUND

1. Council, in conjunction with the Ranui community, developed the Ranui Urban Concept Plan (RUCP) in 2008, in response to projected population growth, proposed new development and existing public transport infrastructure. The RUCP provides the basis for future development initiatives that improve the wellbeing of local community and support the growing population.
2. A key component of the RUCP, arising from feedback from the community, was the safety of Swanson Road for pedestrians, cyclists, and vehicles. An investigation of the accident history for the past five years has been carried out showing a total of 19 accidents in the vicinity of this intersection. The traffic and pedestrian environment at the intersection of Swanson Road, Armada Drive and Ranui Station Road is not ideal and has safety, access, and amenity issues.
3. The signalisation of the Swanson Road, Armada Drive and Ranui Station Road intersection is a key recommendation of the RUCP. The Massey Community Board resolved on 1 October 2008 to:

“The Massey Community Board resolved to:

1. **Receive** the Ranui Urban Concept Plan and Implementation Plans report.
2. **Agree** to support the Ranui Urban Concept Plan prepared by Chow: Hill Architects and Waitakere City Council, dated September 2008.
3. **Agree** to support the Ranui Urban Concept Implementation Plan.
4. **Agree** to support the Policy and Strategy Committee in directing that the projects contained within the Ranui Urban Concept Implementation Plan be considered for inclusion into the draft Long Term Council Community Plan 2009-2019.
5. **Agree** to support the Policy and Strategy Committee in inviting the Long Term Council Community Plan and Annual Plan Committee to consider the projects and required funding identified in the Ranui Urban Concept Implementation Plan be considered for inclusion in the draft Long Term Council Community Plan 2009-2019.
6. **Agree** that the Massey Community Board’s comments be taken into consideration in finalising the Ranui Urban Concept Plan and Implementation Plans report; and also that these comments be forwarded to the Policy and Strategy Committee for consideration.”

1749/2008

4. The Policy and Strategy Committee subsequently resolved to adopt the RUCP on 2 October 2008 (minute 1663/2008).

The Policy and Strategy Committee resolved to:

1. **Receive** the Ranui Urban Concept and Implementation Plans report.
2. **Agree** to adopt the Ranui Urban Concept Plan prepared by Chow: Hill Architects and Waitakere City Council, dated September 2008.
3. **Agree** to adopt the Ranui Urban Concept Implementation Plan.
4. **Direct** that the projects contained within the Ranui Urban Concept Implementation Plan be considered for inclusion in the draft Long Term Council Community Plan 2009-2019.
5. **Invite** the Long Term Council Community Plan and Annual Plan Committee to consider the projects and required funding identified in the Ranui Urban Concept Implementation Plan for inclusion in the draft Long Term Council Community Plan 2009-2019.
6. **Agree** that a District Plan Change be initiated to implement the land use planning and urban design objectives outlined in the Ranui Urban Concept Plan, September 2008.
7. **Agree** that the preferred option for the town square is Option 4 (existing Ranui community centre and library car park option).
8. **Agree** that the timing for provision of the preferred town square Option 4 (existing Ranui community centre and library car park option) is to provide for implementation within the Long Term Council Community Plan 2009-2019 timeframe.
9. **Note** that the comments of the Massey Community Board have been taken into consideration in adopting the Ranui Urban Concept Plan and the Ranui Urban Concept Implementation Plan.

1663/2008

5. \$250,000 has been provided for in the Long Term Council Community Plan 2009-2019 for detailed design and construction of a signalised intersection at Swanson Road, Armada Drive and Ranui Station Road.

DECISION MAKING

Issues

6. A search of the New Zealand Transport Agency database shows that for the past five years (2004-2009), there were 19 accidents within 20 metres of the Swanson Road, Armada Drive and Ranui Station Road intersection. There were eight injury accidents, of which five involved pedestrians.

A2

7. The introduction of traffic signals at this intersection would result in delays to motorists on Swanson Road who currently do not need to stop for traffic exiting from Armada Drive and Ranui Station Road. However, to mitigate this, the intersection would be sensor controlled so that the traffic capacity on Swanson Road is given priority. This will minimise delays to Swanson Road traffic. Traffic modelling shows that any queues on Swanson Road would clear during the next signal cycle. New No Stopping At All Times parking restrictions are required on Swanson Road, Armada Drive and Ranui Station Road to ensure no stationary vehicles affect the flow of traffic and thus the capacity of the intersection. The proposed work is indicated on the aerial drawing number 16461 attached at page A2.

Options Identified

8. The proposed options identified at the intersection of Swanson Road, Armada Drive and Ranui Station Road are listed below:
- Option 1 is to do nothing;
 - Option 2 is the installation of a traffic signal at the intersection.

Assessment of Options

Option 1

9. The advantage is there is no cost.
10. The disadvantages are:
- Does not meet the intent of the RUCP, the community's desires, and the Council's previous resolutions in relation to the RUCP;
 - Does not address the safety issues at the intersection;
 - Does not reduce the number of accidents;
 - The accident rate is likely to increase due to growth.

Option 2

11. The advantages are:
- A more pedestrian and cycle friendly environment;
 - Allows pedestrians to cross to all four corners of the intersection safely, thereby improving access to the Ranui Railway Station, the local school, library and retail shops and services;
 - Eliminating the barrier effect of Swanson Road for pedestrians, will expand the walkable catchment for the Ranui Railway Station and will encourage parents north of Swanson Road to allow their children to walk safely to Ranui Primary School on the other side of Swanson Road;
 - Better management of vehicle traffic and improved bus movements.
12. The disadvantages are:
- Delay in Swanson Road traffic flow, but this can be mitigated through traffic signal priority phasing;
 - The preliminary cost estimate is \$250,000. This amount has been provided for in the Accident Investigation Study (AIS) Safety Works budget.

Consideration of Community Views

13. The preferred option reflects the wish of the Ranui community expressed during the RUCP process. Consultation was undertaken with the affected residents during August 2009, and no negative feedback has been reported.

Preferred Option

14. Option 2 is the preferred option.

STRATEGIC CONTEXT

15. The RUCP, which contains the signalisation project as a key recommendation, contributes to and supports the following community outcomes:

- **Urban and Rural Villages – Nga kainga taone, tuawhenua:** the RUCP and vision for Ranui provides a clear direction for any future development, support urban intensification within the Metropolitan Urban Limit, and in proximity to public transport and town centre amenities and services. This will ensure the area develops as a thriving place for people to work, live and play. Signalisation of the intersection will support the proposed land use and transport integration.
 - **Integrated Transport and Communication – Te Whakaurunga Waka Te Whakawhiti korero:** the RUCP requires that land use and transportation initiatives are integrated. This includes improvements to Swanson Road and Ranui Station Road to place a priority on safe pedestrian and cyclist movement through and around the town centre. The proposed signalisation project will achieve this.
 - **Strong Communities – He iwi kaha:** the RUCP was developed with a high level of community and business participation. The community has expressed a desire to create more active streets in the town centre, improve pedestrian safety and to upgrade essential community infrastructure. The proposed signalisation project contributes to an improvement in the overall wellbeing of the community through improved walkability to and from the town centre.
16. Council's Transport Strategy provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for safe 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.
17. Provision of a signalised intersection facility here will encourage walking as a mode of transport for short journeys and make it safer for pedestrians to cross the road. No Stopping At All Times parking restrictions will enable safer traffic movements.

CONSULTATION

18. Consultation has occurred between Urban Design and Transport Assets staff.
19. Council officers consulted with the local residents, the Ranui community, bus operators and Auckland Regional Transport Authority in August 2009. Over 650 letters have been delivered and four responses were received, two residents were in favour and two residents raised a concern of a potential traffic increase for Westvale Avenue. The issue was clarified to the two residents in a subsequent letter.
20. Consultation with Maori was not required for this report.

RESOURCES

21. The project can be implemented under the Annual Plan 2009/2010 Accident Investigation Study (AIS) Safety Works budget.

IMPLEMENTATION ISSUES

22. There are no implementation issues arising from this report.

AUCKLAND COUNCIL TRANSITION ISSUES

23. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Mohammed Alsakini, Senior Transport Engineer - Design.



11 PROPOSED EASEMENT – VECTOR LIMITED - HELENA PARK AND DON BUCK CORNER

GLOSSARY

Helena Park and Don Buck Corner Reserve	(the Reserves)
Massey Community Board	(the Board)
Vector Limited	(Vector)
37 Don Buck Road	(the property)

EXECUTIVE SUMMARY

The purpose of this report is to seek the approval of the Massey Community Board (the Board) to grant easements in favour of Vector Limited (Vector) enabling Vector to locate underground electricity cables within Helena Park and Don Buck Corner Reserve (the Reserves) under section 48 of the Reserves Act 1977.

The Reserves are local reserves and located in the Massey ward. The Board therefore has the delegation regarding this matter.

RECOMMENDATIONS

It is recommended that the Massey Community Board resolve to:

1. **Receive** the Proposed Easements – Vector Limited - Helena Park and Don Buck Corner Reserve.
2. **Agree** that the Chief Executive Officer approves the granting of easements in favour of Vector Limited in general accordance with the plan attached at page A3 of the agenda for the purpose of locating underground electricity cables within the Helena Park and Don Buck Corner Reserve and on terms acceptable to the Service Manager, Parks Planning.
3. **Agree** that public notice is not required in respect of granting the easements referred to in resolution 2 above in accordance with section 48 of the Reserves Act 1977 on the basis that Helena Park and Don Buck Corner Reserve are not likely to be materially altered or permanently damaged and the rights of the public are not likely to be permanently affected.

BACKGROUND

1. Vector has acquired a property at 37 Don Buck Road (the property) for the purpose of constructing and operating an electricity zone substation and for upgrading the provision of electricity within this zone. A designation has been approved under the Waitakere District Plan to allow Vector to construct and operate this substation.

- A3
2. The property borders Helena Park and is opposite Don Buck Corner Reserve. Vector has requested approval to locate underground cables within the Reserves. The cables are proposed to be located as shown in the attached plan, as provided by Vector, at page A3 and as follows:
 - (a) in relation to Helena Park, to be located from the substation through Helena Park, under the stream and continue through Helena Park and exit at Woodside Road to connect up to existing electricity cables;
 - (b) in relation to Helena Park, to be located from the substation, along Don Buck Road, into Helena Park, under the stream, into Helena Park again and exit into Don Buck Road; and
 - (c) in relation to Don Buck Corner Reserve, to be located from the substation under Don Buck Road, into Don Buck Corner Reserve, under the stream and continue through Don Buck Corner Reserve and exit into Glen Road.
 3. There are currently two overhead 33kV lines running across the property and along Don Buck Road. During the construction of the substation Vector will terminate the overhead line at the property. Vector proposes to underground cables from that point. It is proposed that it will be more visually amenable to underground the cables and to terminate the overhead lines.
 4. Council officers have been in negotiations with Vector to consider alternative locations for the cables rather than locating the cables within the Reserves. However, Vector has confirmed that it is unable to locate the cables within alternative locations for the following reasons.
 - (a) There are six 11kV cables proposed to exit the property into Don Buck Road and then fan out into adjacent streets, one of the choke points for these cables is getting across the bridge at the bottom of Don Buck Road. Vector is proposing to locate the cables under the stream rather than connecting the cables to the bridge. This is to limit the effects of mutual heating and damage to the cables, which would occur if the cables were located together along the bridge.
 - (b) The road berm outside the property is narrow and already has services in the berm. Vector has advised that it is not practical to install 11kV cables and the 33kV cables along this berm without severely derating and damaging the cables.
 - (c) It is proposed that two 33kV cables will be located at the rear of the property and enter into Helena Park. Vector has proposed that due to the number and size of the cables exiting the property into Don Buck Road there is no further space within the berm for these cables. As well, Vector has proposed through its notice of requirement under the District Plan for these cables to be located within Helena Park.
 5. The alternative is for Vector to leave the overhead lines where they are and negate the need to underground cables.
 6. Vector has however agreed that the terms of easement will allow the Council to construct a walkway across the easements and plant shrubs within the easement area.
 7. In order to formalise the location of the cables within the Reserves it is proposed to grant easements to Vector that will identify the location of the cables and include maintenance and access requirements and building and planting restraints within the easement area.

8. The issues arising in relation to the proposal are:
 - (a) the disadvantages of the proposed easement;
 - (b) the benefits of the proposed easement;
 - (c) the public notification process, if any; and
 - (d) the costs to Council.

DECISION MAKING

Issues

Disadvantages

9. The disadvantages of the proposal to locate cables within the Reserves are:
 - (a) that additional utilities that will be located within the Reserves;
 - (b) that future access and maintenance to the cables will occur although the effect on the Reserves in the long term will be minimal;
 - (c) there will be some restrictions around planting and building within the easement area although Vector has agreed that a walkway may be constructed within the easement area and shrubs may be planted – these terms will form part of the easement.

Benefits

10. The main benefits of the proposed easement and location of cables are:
 - (a) that the existing overhead cables on the southern side of the property will be terminated at the substation and under-grounded from that point; and
 - (b) that residents within the zone of the substation will benefit from upgraded electricity provision and reduced risk of electricity outages.

Public Notification

11. Under section 48(3) of the Reserves Act 1977 public notification of the proposal is not required to be undertaken where:
 - (a) the reserve is not likely to be materially altered or permanently damaged; and
 - (b) the rights of the public in respect of the reserve are not likely to be permanently affected.
12. It is considered that the trenching works will be carried out within a short timeframe and there will not be any resulting damage as set out in paragraphs (a) and (b) above. Therefore it is considered that public notification is not required under section 48 of the Reserves Act 1977.

Costs of Easement

13. The costs relating to the easements will be paid for by Vector as well as all work relating to the installation of the lines and reinstatement within the Reserves and roads.

Options Identified

14. The options in relation to the proposed easements and proposal to lay the cables within the Reserves are limited because Vector is unable to lay the cables within the road for the reasons set out in paragraph 4 above.

Assessment of Options

15. On balance, it is considered that there are limited options available to Vector. Given that Vector is unable to lay all the cables within the road at this location it is considered acceptable to locate the cables within the Reserves provided that an easement is granted to Vector on terms acceptable to the Council.

Preferred Option

16. The preferred option is to locate the cables within the Reserves and grant an easement to Vector for these purposes.

STRATEGIC CONTEXT

17. A strategic outcome of the Council's Growth Management strategy is to plan with key infrastructure providers to provide local access to core services.
18. The proposal by Vector to construct and operate a new substation within the property, underground existing lines and upgrade the provision of electricity is supported by this strategic outcome. This proposal will increase the accessibility of electricity to the residents of Massey and is intended to meet increasing demand.

CONSULTATION

19. Consultation has been undertaken with relevant Council staff including Parks and Open Space Assets.
20. Public notification is not required in respect of this proposal as set out above.

RESOURCES

21. No resources are required other than staff time in respect of the proposed easement.

IMPLEMENTATION ISSUES

22. If a decision is made to approve the proposed location of the cables within the Reserves and to grant easements within the Reserves the process required to complete this project involves:
 - (a) agreeing on detailed plans for the location of the cables; and
 - (b) approving terms of easement in respect of the Reserves.

AUCKLAND COUNCIL TRANSITION ISSUES

23. It is considered that the decision making proposed in this report will not be constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009 on the basis that it will not have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Huia Kingi, Parks Consent Planner, Parks Planning.



12 HOBSONVILLE WAR MEMORIAL PUBLIC TOILET

EXECUTIVE SUMMARY

The purpose of this report is to inform the Massey Community Board of the removal of the existing public toilet and relocation and design of a proposed new public toilet at Hobsonville War Memorial.

RECOMMENDATION

It is recommended that the Massey Community Board resolve to:

Receive the Hobsonville War Memorial Public Toilet report.

BACKGROUND

1. As Hobsonville War Memorial is a Citywide park, jurisdiction for development on this park resides with the Infrastructure and Works Committee.
2. The upgrade of the public toilet at Hobsonville War Memorial meets Council's strategic objectives. Funding has been provided in the Annual Plan 2009/2010 for the physical works.
3. The existing toilet facility is located in an undesirable location at the back of the park in the Hobsonville Bowling Club car park. In this location, the toilet is a target of vandalism as visibility of the facility is poor. As this location is secluded, most park users do not know there is a public toilet facility available.
4. Hobsonville School Cricket Club, Kumeu Cricket Club, Waitakere City Football Club and Hobsonville Bowling Club all support the removal of the existing toilet facility and support the proposed relocation and new toilet design.

DECISION MAKING

Issues

- A4
5. It is proposed to remove the existing public toilet from its current position within the car park of the bowling club and construct the new toilet at the front of the park along Hobsonville Road. It is also proposed to upgrade the toilet facility in accordance with the Parks Performance Specification for Public Toilets. The existing toilet location and the proposed toilet location can be seen on the aerial photograph attached at page A4 of the agenda.

Location

6. Hobsonville War Memorial meets the requirements of a location where use is expected to be high, where people have travelled some distance and there are no other facilities available. There is currently no public toilet provided in the Hobsonville town centre.
7. It is proposed to remove the existing toilet from its current position in the car park of the bowling club, to the more visible location at the south of the park along Hobsonville Road. The relocation of the public toilet would increase safety and provide improved accessibility for the community. The toilet would be located in close proximity to a bus stop and serve commuters.

Council's Standard Toilet Design

- A5
8. The Council's standard toilet design has been developed through significant product research into durability and sustainability. The Parks standard toilet design is appropriate for the proposed location and consists of two all accessible toilets. The proposed design of the toilet can be seen on the diagram attached at page A5.
 9. The following sustainable features have been incorporated into the toilet design to reduce vandalism, graffiti and ongoing costs to Council:
 - Tilt slab concrete wall;
 - All fixtures and fittings are stainless steel;
 - All services (plumbing and electrical) are hidden in the walls;
 - Use of vandalite or similar vandalism-resistant lighting;
 - Maximum use of natural lighting to reduce power;
 - Maximum use of natural ventilation through the roof design to reduce power; and
 - Use of spring loaded shut off taps for efficient water use.
 10. The toilet is designed to incorporate the influence aviation has on the history of Hobsonville. This is reflected in the materials of the toilet, the roof, and the proposed art on two sides of the block. The toilet will be constructed of steel and concrete. Two sides of the block are tilt slab concrete and the other two sides are steel. The roof has folds which mimic the flaps of an aeroplane and is designed to give the impression that it is floating. The concrete footpath which will lead up to the toilet will include lights to reflect a runway. It is also proposed to incorporate an image cut from perforated steel which will be visible during the day, but will also glow at night from lights behind the image. The proposed design will provide Hobsonville with a unique looking public toilet which reflects the history of the area.
- A6
11. There is currently no footpath on the eastern side of Hobsonville Road. Transport Assets are currently working on road and footpath layouts along Hobsonville Road. The plan includes a 40 metre length of footpath from Clarks Lane to the bus stop on Hobsonville Road which is located close to the proposed new location for the toilet block. Transport Assets have advised that this footpath will be extended nine metres through the detailed design stage to link up with the proposed toilet. It is planned to construct the footpath in the 2009/2010 financial year subject to resource consents, land purchase and New Zealand Transport Authority approval. The footpath layout is attached at page A6 of the agenda.
 12. The existing public toilet has a septic tank and disposal field for wastewater disposal. This septic tank and disposal field is also used by the bowling club for the buildings wastewater disposal. It is proposed that after the existing toilet is permanently removed the septic tank and disposal field will be managed and maintained by the Hobsonville Bowling Club. An amendment to the Hobsonville Bowling Club's lease will be undertaken to formalise this agreement.

STRATEGIC CONTEXT

13. This project contributes to Council's Social Strategy which aims to develop community infrastructure. There is currently no public toilet provided for the Hobsonville Town Centre and the relocation and upgrade of the existing public toilet would be in accordance with this strategy.

CONSULTATION

14. The proposed removal of the existing public toilet and relocation and concept design of the proposed public toilet at Hobsonville War Memorial has the approval of the Parks Design Review Panel.
15. User group consultation has been undertaken with key stakeholders of Hobsonville War Memorial. Hobsonville School Cricket Club, Kumeu Cricket Club, Waitakere City Football Club and Hobsonville Bowling Club support the upgrade and relocation of the toilet block. Hobsonville Bowling Club has advised that the toilet attracts undesirable behaviour and the club have had a number of vehicles broken into while parked in the bowling club car park.
16. A mail drop was undertaken in the community surrounding Hobsonville War Memorial in mid September 2009. This mail drop included the proposed concept design and the proposed re-location. Feedback from this mail drop is due back at the end of September 2009 and the feedback will be discussed at the October 2009 meeting of the Infrastructure and Works Committee.

RESOURCES

17. The estimated cost of the upgrade and relocation of the proposed public toilet and the demolition of the old toilet block is \$145,000. Funding has been provided in the Annual Plan 2009/2010 to carry out the toilet upgrade.

IMPLEMENTATION ISSUES

18. There are no implementation issues associated with this report.

AUCKLAND COUNCIL TRANSITION ISSUES

19. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Tracey Hamilton, Project Development Officer.



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.

MASSEY COMMUNITY BOARD APPOINTMENTS

OUTSIDE ORGANISATIONS	APPOINTMENT
Auckland Region and Far North Community Board Association Executive Committee	John Riddell
City Safety Action Group	John Carrodus
Keep Waitakere Beautiful Trust	John Riddell Judith Fletcher (alternate)
Massey Community House Committee	Judith Fletcher
Massey Matters Working Group	John Carrodus
Massey West Cluster School Travel Plan	JC Carrodus JA Fletcher JG Riddell (Alternate)
Ranui Community Centre Committee	Judith Fletcher
Ranui Town Centre Development	John Riddell
Sturges Bridge Community Liaison Group Committee	John Riddell Judith Fletcher
COUNCIL COMMITTEES	
Creative Communities Scheme Allocation Subcommittee	Judith Fletcher John Carrodus (alternate)
Long Term Council Community Plan and Annual Plan Special Committee	John Riddell Allen Davies
Street Events Subcommittee - Massey Ward	Allen Davies
NorSGA Forum	John Riddell Allen Davies

