



**AGENDA FOR AN ORDINARY MEETING OF THE NEW LYNN COMMUNITY BOARD  
TO BE HELD IN THE NEW LYNN COMMUNITY CENTRE, 45 TOTARA AVENUE,  
NEW LYNN, WAITAKERE CITY, ON MONDAY, 1 JULY 2002,  
COMMENCING AT 7.30 PM**

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**1 APOLOGIES**



**2 CONFIRMATION OF MINUTES**

Ordinary - 10 June 2002

Emergency - 6 May 2002

**RECOMMENDATION**

That the minutes of the Ordinary Meeting of the New Lynn Community Board held on Monday, 10 June 2002 and the Emergency Meeting of the New Lynn Community Board held on Monday, 6 May 2002, as circulated, be taken as read and now be confirmed.



**3 URGENT BUSINESS**

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

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

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

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



#### 4 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.



#### 5 CHAIRPERSON'S REPORT

##### **Thanks For A Wonderful Gift**

I think we are all deeply impressed by the gift of over \$30,000 from the Cantonese Opera Society to the maternity unit of our new Waitakere Hospital, all raised in one brilliant evening of scenes from classic Chinese opera. Most non-Chinese who attended the Mount Wellington venue understood neither the words nor the music, but we were awed by dazzling, costumes and makeup and unfaltering stagecraft and choreography, and fascinated by tales of love and tragedy not too dissimilar from the Western operatic tradition. We owe this gift and this experience to Audrey Chan, her husband Peter and their friends and allies in the Cantonese Opera Society and the Chinese community. I tremble to think of the work and organisation involved, an inspiration to us all.

##### **A Gain For Eco-City**

Eco-city has taken another step forward: three of our groups working for the Waitakere City environment are now joining forces to share projects, administration costs, and fundraising efforts. They are Keep Waitakere Beautiful, the Tag Out Trust and The Weedfree Waitakere Trust. Each will keep it's own identity and area of expertise, but share their skills under the umbrella of a new entity: The EcoMatters Environmental Trust – "EcoMatters" for short. We believe this will mean greater efficiency and bigger achievements. We owe the idea and the urging to Councillor Derek Battersby. Thank you, Councillor Battersby.

### Who Knows What?

I am still thinking of that “shopping mall democracy” experience in May when we went out to listen to people. It struck me that many people (not those reading this) have no idea what local government is all about. They do not realise that if what Council and Community Boards do, were not done, water would not flow from taps, toilets would not flush, drains would overflow, street lights would go out, roads and footpaths would break up, traffic lights would fail, parks would revert to wilderness, restaurants could spread disease, dogs would run wild, rubbish and litter would accumulate, vandalism and graffiti would spread unchecked and unremedied, shacks and hovels would be erected anywhere.

Within a year or less life in the dying city would become squalid, barbarous and dangerous. And the people would have no voice at all, unless they could make themselves heard in Wellington!

I would like to think that no one could leave school in Waitakere City without knowing this.

What do you think?




### RECOMMENDATION






That the Chairperson’s Report be received.

Elizabeth Francke  
**CHAIRPERSON**








## 6 COMMITTEE SECRETARY’S REPORT

Issue	Comments	Reporting Council Officer
1. Loading Zone and Taxi Stand, Totara Avenue, New Lynn	The parking restrictions in this area are being reviewed to address the problem of taxis blocking the drop off area. A further request has been received for the review to see if some of the bus stand area can be used for more drop off space. Information is still being sought on the present and planned future bus needs in this area. The report will follow the receipt of that information.	Alan Hopkinson  836 8000 Ext 8742
2. Captain Scott Road Redesign and Current Maintenance Issues	Resealing of the bend outside 85 Captain Scott Road has been carried out and new road markings installed. This will cover safety for the next three years. The site has been noted for investigation of a permanent solution.	Alan Hopkinson  836 8000 Ext 8742
3. Refuge Island near Harold Moody Park	The Refuge Island near Harold Moody Park is expected to have been installed by the end of June 2002.	Ross Hill  836 8000 Ext 8737

Issue	Comments	Reporting Council Officer
4. Proposed Erection of a Signage Pole on West Coast Road	The matter now awaits a formal application. No further action is meanwhile required of Council.	Alan Hopkinson  836 8000 Ext 8742
5. Old New Lynn Community Centre - Narrowness of Footpath	A small portion of the footpath will be widened and one tree relocated. This is expected to have been done by the end of June 2002.	Reg Cuthers  836 8000 Ext 8740
6. Community Board Projects	The development of Godley Green is underway and, weather dependant, should be completed in early July 2002. The New Lynn Township Street Planting has been completed.	Katharine Slack  836 8000 Ext 8779
7. Foreshore Erosion Report on Paturoa Road	The feasibility study will be undertaken in July 2002 and the outcome will be presented to the Board once available.	Grant Jennings  836 8000 Ext 8537
8. Olympic Park Reserve	<p>At its meeting held on 11 June 2002, the Environmental Management Committee passed the following resolution:</p> <p><i>“1. That the Environmental Management Committee approves the public notification of the intent to review the Olympic Park Management Plan.</i></p> <p><i>2. That Cr Presland be part of the Elected Members/Council Officers Advisory Group to overview the review of the Reserves Management Plan for Olympic Park.</i></p> <p><i>3. That this report be forwarded to the New Lynn Community Board for their information and nomination of a representative for the Advisory Group.</i></p> <p style="text-align: right;"><i>2048/2002</i></p> <p>A copy of the report is attached at pages A1 to A4.</p> <p>Members are requested to nominate a representative to the Advisory Group.</p>	Renee Lambert  836 8000 Ext 8118

A1-A4

<b>REPORTS PENDING</b>			
<b>Subject</b>	<b>Date Requested</b>	<b>Report Due</b>	<b>Reporting Officer</b>
1. Future of Bledisloe Reserve	4 February 2002	2 September 2002	Renee Lambert  836 8000 Ext 8118
2. Phillip Avenue - Aftermath of its Road Widening	6 May 2002	5 August 2002	Ross Hill  836 8000 Ext 8737
3. Woodglen Road - Concern on Road Fatalities and Missing Streetlights	6 May 2002	5 August 2002	Ross Hill  836 8000 Ext 8737
4. Report on Road Safety and Footpath Maintenance	4 February 2002	2 September 2002	Alan Hopkinson  836 8000 Ext 8742
5. Traffic and Parking Report for Titirangi	10 June 2002	2 September 2002	Ross Hill  836 8000 Ext 8737

### **RECOMMENDATIONS**

1. That the information be received.
2. That the Board nominate a representative on the Advisory Group to overview the review of the Reserves Management Plan for Olympic Park.

Report prepared by: Audrey Chan, Committee Secretary



## **7 PARKING CONTROL – CROWN LYNN PLACE**

### **PURPOSE OF THE REPORT**

This report seeks the approval of the New Lynn Community Board to impose parking restrictions in 10 Crown Lynn Place.

### **BACKGROUND**

Concerns were raised by the representative of the Body Corporate of 10 Crown Lynn Place (80 living units) that there is a need for on street parking restrictions in the vicinity. With the development of more new apartments in the location, different parking limits are needed for visitors of various types.

Currently there are 21 on street parking spaces near to the apartments of 10 Crown Lynn Place. 11 parking spaces are situated on the east kerbside and 10 parking spaces on the west kerbside.

## STRATEGIC CONTEXT

Objective 3 - Access and Travel Choice, under the Urban Villages Strategy is that people can get easily and safely to where they need to go by walking, cycling, passenger transport, and businesses can efficiently move their goods and services. This is facilitated by implementing appropriate parking controls.

## ISSUES

It is important that time limits for parking are appropriate. If the limit is too short visitors to apartment buildings will be under pressure and are likely to receive parking tickets. If there is no limit, visitors and service vehicles will not be able to park in the vicinity of the property.

The parking time limits have been assessed, and it is proposed to designate three P15 spaces, six P120 spaces, ten P240 spaces, one P240 disabled space, and one motorbike space. The proposed parking restriction should create a convenient turnover of on road parking in the vicinity.

A5

The location and extent of the proposed parking restriction is indicated on the diagram attached at page A5.

## RESOURCES

The signs and markings for the proposed parking restrictions can be implemented under the maintenance contracts for markings and signs.

## CONCLUSION

The proposal to impose parking restrictions in the vicinity (of 10 Crown Lynn Place), is desirable for the public's convenience.

## RECOMMENDATIONS

1. That the information be received.
2. That in relation to Crown Lynn Place, New Lynn
  - (a) That all existing parking restrictions or limitations applicable to 10 Crown Lynn Place, New Lynn, imposed by any prior resolution (including resolution of any former authority) cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
  - (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, The Transport Act 1962 and the Waitakere City Council Bylaw No. 7, 1991 – Traffic, the following parking limitations and restrictions be now resolved to be specified and imposed namely:
    - On the east side of Crown Lynn Place, from a start point 20 metres north of the vehicle entrance of 10 Crown Lynn Place to an end point 15 metres further north (6 parking spaces) a “P120” 2 hour time limit parking control be put in place.

- On the east side of Crown Lynn Place, from a start point 35 metres north of the vehicle entrance of 10 Crown Lynn Place to an end point 8 metres further north (3 parking spaces) a “**P15**” fifteen minute time limit parking control be put in place.
  - On the east side of Crown Lynn Place, from a start point 42 metres north of the vehicle entrance of 10 Crown Lynn Place to an end point 3.5 metres further north (1.5 parking spaces) a **P240 Disabled Parking** control be put in place.
  - On the east side of Crown Lynn Place, from a start point 45.5 metres north of the vehicle entrance of 10 Crown Lynn Place to an end point 1.5 metres further north (0.5 parking spaces) a **Motorcycle Parking** control be put in place.
  - On the west side of Crown Lynn Place, from a start point 5 metres north of the vehicle entrance of 10 Crown Lynn Place to an end point 25 metres further north (10 parking spaces) a “**P240**” 4 hour time limit parking control be put in place.
3. That the appropriate signage and/or marking, in accordance with the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said parking limitation and restrictions.

Report prepared by: Honwin Shen, Transport Engineer



## **8 TITIRANGI COMMUNITY HOUSE – PARKING SPACES FOR THE DISABLED**

### **PURPOSE OF THE REPORT**

The purpose of this report is to seek the approval of the New Lynn Community Board to make alterations to the parking spaces for the disabled at 500 South Titirangi Road.

### **BACKGROUND**

There are two existing parking spaces for people with disabilities outside the Titirangi Library to provide service to the vicinity. With the new development of the Community House and Pottery Studio adjacent to the Memorial Hall, there is a need to review the distribution of the parking for disabled at this location.

### **STRATEGIC CONTEXT**

Providing parking space for disabled to public buildings are key community focal points, under the Objective 5 of Urban Villages – Community Buildings.

Council's powers to make changes to parking controls are delegated to the Community Board. The Community Board's approval of these changes is required to legalise the controls so that enforcement of the controls can be undertaken in future.

## ISSUES

Concerns were raised by the members of the New Lynn Community Board that the two existing parking bays for disabled outside the library are too far away from the Community House.

A disabled driver's parking space needs to be on level ground and of sufficient width to allow driver-unloading of and driver-access to a wheel chair, clear of adjacent traffic movement. It needs to have good access to the footpath and convenient passage to the building or buildings it serves.

The number of spaces for disabled required has been assessed in terms of the Parking and Driveway Guideline, and it is proposed to relocate one parking for disabled space from outside the Titirangi Library to the front entrance of the Community House (the left parking space by the access ramp to the Community House). The gradient of the proposed parking is measured as 7 in 100, marginally in excess of the desirable maximum of 6 in 100 in Council's Parking and Driveway Guideline. The slope is along the direction of the parking space and considered to be quite acceptable.

In addition, an extra parking for disabled is proposed in the rear car parking behind the Titirangi War Memorial Hall. Visitors to the Pottery Studio (Basement of the Community House) can use the disabled space to access via the accessible ramp.

A6

The location and extent of the proposed parking for disabled is indicated on the attached diagram at page A6.

## RESOURCES

The signs and markings for the proposed disability parking control can be implemented under the maintenance contracts for markings and signs.

## CONCLUSION

The proposal for the alteration of parking for disabled at the Titirangi Community House is desirable by providing for the needs of the public and will only have a minor effect on the parking in the vicinity.

## RECOMMENDATIONS

1. That the information be received.
2. That in relation to South Titirangi Road, New Lynn
  - (a) That all existing parking restrictions or limitations (affected, or superseded, or replaced by this resolution) applicable to 500 South Titirangi Road imposed by any prior resolution (including resolution of any former authority) cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
  - (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Transport Act 1962 and the Waitakere City Council Bylaw No 7, 1991 – Traffic, the following parking limitations and restrictions be now resolved to be specified and imposed namely:

- On the Northern parking of Titirangi War Memorial Hall at 500 South Titirangi Road:
    - 1 parking space for the disabled 9 metres north of Titirangi Library main entrance door to be designated as normal parking space;
    - 1 parking space outside Community House main entrance door on left side of access ramp to be designated as parking space for disabled.
  - On the Southern parking of Titirangi War Memorial Hall at 500 South Titirangi Road:
    - 1 parking space on the South East corner of Titirangi War Memorial Hall building to be designated as a parking space for disabled.
3. That the appropriate signage and/or marking, in accordance with the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said parking limitation and restrictions.

Report prepared by: Honwin Shen, Transport Engineer



## **9 RESEALING COUNCIL ROADS: SPECIAL ISSUES RELATED TO GOLF ROAD**

### **PURPOSE OF THE REPORT**

The purpose of this report is to update the New Lynn Community Board on the Council's current practice for resealing roads and discuss factors contributing into the selection of resurfacing material on Golf Road.

### **BACKGROUND**

The New Lynn Community Board on 6 May 2002 resolved:

- “2. That information be brought back to the Board on the issues raised on Golf Road, Philip Avenue, Woodglen Road and Glen Eden rubbish.
3. That a report on the wider issues of road seals be prepared for the Annual Plan Special Committee Hearings with a copy for the Board (including issues of cost, noise, durability and areas in which they are used and Transfund subsidies).”

814/2002

### **ISSUES**

This report discusses the general practice adopted by the Council for resealing roads, a comparison between application of slurry seals versus chip seals, and the issue of noise in general and issues related to resealing of Golf Road.

### **The Council Road Network and Resealing Practice**

Waitakere City Council's road network consists of 740.3 km sealed, 42.9 km unsealed and 4.1 km concrete roads totalling 787.3 kms.

Under the annual resealing programme, about 3 km of roads are sealed with asphalt concrete and around 35 kms of roads are sealed with chips. The candidate roads for asphalt concrete re-surfacing are listed based on the Road Assessment Maintenance Management condition rating report. The highest traffic volume road sections totalling around 2 km in length, are selected from this report for asphalt concrete overlay. In addition, a few high stress areas, such as intersections and small lengths of road in highly commercialised areas may also be included in this list. Auckland and North Shore City Council's selection criteria are similar to this.

### **Chip Seals, Slurry Seals and Asphalt Concrete Seals**

Slurry seals are brittle and have to be placed on a good sound road pavement, otherwise the brittleness causes surface cracking, which finally makes the road surface open to water penetration. These findings have prompted Transit New Zealand to recommend against using slurry seals.

Chip seals on the other hand, have proven resistant to cracks due to flexibility, and have low permeability. The other advantage of chip seal is that it can be applied to relatively weak pavements.

Asphalt concrete reduces road roughness, excellent in shear resistance, not flexible as chip seals and low in permeability. Hence asphalt concrete seals are highly recommended for high traffic roads high stress areas.

### **Noise**

Tyre-road noise is just one source of traffic noise. Other sources include exhaust, engine, aerodynamics and transmission noises. Factors contributing to tyre-road noise are type, roughness and shape of road surface, tyre pattern, vehicle speed and composition of heavy vehicles.

The AUSTROAD GUIDE to selection of road surfaces notes that engine and transmission noise is dominant below around 50 kph for cars and 70 kph for trucks and tyre/road noise dominates only above those speeds.

The TRANSIT NZ POLICY MANUAL notes an approximate 3 dB noise difference initially, when a road surface is changed to chip seal from asphalt on an 80 kph road. This difference is less than 3 dB for low speed roads. (10 dB increase corresponds to a perceived doubling of noise, 2 dB about 58% increase in perceived noise, a 1 dB increase is just perceptible.) It is important to note that the extra noise gradually reduces over a period of around three months after chip sealing.

### **Safety**

The AUSTRROADS GUIDE to selection of road surfacing states that chip seals are excellent in skid resistance, whilst Dense Graded Asphalt and slurry seals are good in only at low speeds.

The presence of water film on asphalt concrete or slurry surfaces causes isolation between tyre and road surface while chip sealed surfaces have some allowance for draining of surface water through it's particles and hence more safe against skidding. A high texture chip seal surface will provide better grip to tyre treads and skid resistance compared to a smooth asphalt concrete surface.

High grip and textured asphalt concrete surfaces can be laid, they are known as Stone Mastic Asphalt layer, the characteristic of this layer is that the mix contains aggregates with high stone polishing value and an open texture asphalt concrete surface. The price for this type of asphalt concrete mix is even more expensive than ordinary TNZ mix 10 asphaltic concrete. These Stone Mastic Asphalt layers are generally laid at sites of high accident incidents. No accident has been recorded on this section of Golf Road during the past five years. Consequently, laying a Stone Mastic Asphalt on Golf Road is not justified.

#### **Golf Road (Titirangi Road to Hilling Street)**

The residents of house Nos. 224 and 226, Golf Road appeared before the New Lynn Community Board Public Forum on 14 May 2002, to express concerns about traffic noise after the recent change of road surface from slurry seal to chip seal. These houses are situated between intersections of Titirangi Road and Hilling Street. Resealing of this section was triggered in the 2001-2002 annual resealing programme, based on Road Assessment Maintenance Management condition rating. Due to the existence of excessive surface cracking, the suggested treatment was two coats of Grade 3 and 5 chips.

According to traffic counts carried out in last year, the traffic volume in this section of Golf Road is about 7300 vehicles per day. The Council has some 72 km of roads carrying more than this daily traffic. As only around 2 km of road length is selected annually from highly trafficked roads for resealing with asphalt concrete, on long-term basis the Council can afford to maintain only about 24 km of asphalt concrete road network under high traffic category in one cycle of maintenance work.

The Council has 26.4 km of more than 17,500 vehicles per day roads. This clearly shows that unless the annual resealing budget is raised greatly, there is no possibility that Golf Road could be treated with asphalt concrete; an additional 4 km length per year of asphalt concrete resealing would be required.

#### **Economic Analysis: Asphalt Concrete versus Chip Seal**

The cost analysis below clearly demonstrates the economic advantages of chip seal against asphalt concrete seal.

The current market prices for chip seal and asphalt concrete seal are around \$ 5 per sqm and \$ 20 sqm respectively and the average seal lives are 6 years and 12 years respectively. The surface area of the subject section in Golf Road is about 5000 sqm.

The cost of chip sealing the area= \$ 5000 x 5 = \$ 25,000 and the cost of asphalt concrete sealing is \$ 5,000 x 20 = \$ 100,000.

In a 12 year maintenance period, there would be two cycles of chip seal against one cycle of asphalt concrete, and costs would be \$50,000 and \$100,000 for chip seal and asphalt concrete seal respectively.

## CONCLUSION

1. New chip seals are significantly noisier than asphalt concrete seals, but the noise difference considerably reduces after 2 - 3 months.
2. The cost of asphalt concrete sealing is 4 times the cost of chip sealing per application, and 2 times the cost from a long-term maintenance perspective.
3. Council cannot afford to use asphalt concrete sealing for roads with traffic below 17,500 vehicles per day.
4. Asphalt concrete sealing or slurry sealing of Golf Road (7300 vehicles per day) is not possible in terms of Council's budget for resealing.

## RECOMMENDATIONS

That the information be received.

Report prepared by: Upali Ileperuma, Transport Engineer



## 10 NEW FOOTPATH CONSTRUCTION: BUDGET ALLOCATION

The purpose of this report is to provide information to the Board regarding the budget allocation for new footpath construction, to seek their assistance to finalise the priority list for their Ward and to develop a two-year construction programme.

*A7 - A10*

A report submitted to the Finance and Operational Performance Committee in April 2002 regarding the budget allocation for the construction of new footpaths was approved. A copy of this report was included in the agenda for each Community Board. See supplement attached at pages A7 - A10.

## RECOMMENDATIONS

1. That the information be received.
2. That the Board nominate a member(s) to assist the Transport Assets section to prioritise the footpath listing for their Ward and that the re-prioritised list is brought back to the Board for their approval.

Report prepared by: Reg Cuthers, Transportation Engineer



## 11 AMBRICO RESERVE PLAYGROUND RELOCATION

### PURPOSE OF THE REPORT

The purpose of this report is to establish whether relocating the playground at Ambrico Reserve is a viable option to address the concerns that have been raised by adjacent residents regarding the current location of the playground.

## BACKGROUND

As a result of the public concern the following resolution was passed at the Emergency Council February meeting;

*“That Council calls for a report to go to the New Lynn Community Board on the implications (including cost, safety, and any other implications) concerning the re-siting of the current playground to the south west corner of the proposed reserve.”*

204/2002

A11

Also at the May New Lynn Community Board meeting, concerns were raised regarding the playground at Ambrico Reserve due to the close proximity of the playground to the medium density housing development. Some local residents are concerned about the noise levels, vandalism and basically unruly behaviour occurring in the playground and surrounding area. It was asked if the playground could be relocated further away from the houses on to the newly acquired piece of additional land to the reserve. The map attached at page A11 outlines the current plan for the reserve and location of the existing playground area.

## STRATEGIC CONTEXT

Ambrico Reserve is a neighbourhood park in Waitakere City. The Parks Strategy identifies that a quality neighbourhood park is required within a 10-minute walking distance of surrounding residents which provides a playground area, landscape plantings, park furniture and path linkages.

This original reserve concept plan was developed following extensive consultation with the local community and the developer of the adjacent residential properties. The requirement for Council to provide a park area with playground facilities in the Ambrico development was instigated by the local community. At the time the concept was developed the buildings directly adjacent to the playground had not been completed. It should be noted also, that at the time, the corner section was not owned by Council and was proposed to be a café. The design of the park was therefore undertaken within these parameters.

Discussion with the residents has indicated that the developer did not tell potential purchasers of the details of the reserve development, despite having copies of the finalised concept. Although they did know that it was to be developed as a Council reserve (with gate access from their properties to the reserve area).

## ISSUES

The playground at Ambrico Reserve has met the expectations of the community who first championed the creation of a neighbourhood reserve in the area. It is an extremely well-used reserve with the playground in particular being extensively utilised by local children. It is a safe location, with extensive surveillance from neighbouring properties. These features all add to its appropriateness as a neighbourhood reserve. In terms of the parks strategy and guidelines for neighbourhood reserves, this development meets all the desired requirements and is considered appropriate for the area.

Unfortunately, the success of the playground and its associated high use has caused concern from neighbouring residents (particularly those directly adjacent to the reserve) about noise and lack of privacy. This is exacerbated by the fact that the houses were purchased before completion and just prior to the building of the playground facility (although the concept plan was available).

The Ambrico Reserve Development occurred in the 1999/2000 financial year and the cost to supply and install the original playground components of the reserve area with safety surfacing (Burgess Matting) was approximately \$60,000.

A preliminary estimate of the total cost to relocate and reinstate the playground on to the recently acquired piece of land adjacent to the existing reserve (approximately twenty metres away) would be in the order of \$45,000.00. This cost includes new safety surfacing (Burgess Matting) as the existing surface cannot be reused due to its installation methodology and site preparation. In particular, the area is a fill site, which will require engineering inspection for consent for the playground foundations and there are potential limitations due to the extent of hard fill beneath the surface. Fencing would also need to be installed for safety reasons, as the new site is closer to the main road accessing the entire Ambrico Place development.

Directly adjacent to the houses opposite the playgrounds are low mounds incorporating slide equipment. These facilities are the closest of the playground equipment to the house boundaries and provide an opportunity for children to be raised above ground level and look into the adjacent houses. An alternative to relocating the entire playground would be to relocate these two slides to the newly acquired area, with a link to the existing playground. This would allow for the remaining mounds to then be planted with appropriate species which would provide a five metre wide planted buffer (visual as well as psychological) between the adjacent houses and the playground structure. The anticipated costs for relocation of the slides (including new safety surfacing), preparation and fencing of the site and planting of the mounds is \$20,000.

The issue of inappropriate use of the playground late at night needs to be addressed through the Council call centre and noise control officers or if necessary the Police. It is not envisioned that moving the playground by twenty metres to the newly acquired piece of additional reserve land will reduce the level of noise experience by residents next to the reserve and also if the playground is moved it will also leave an open grass area for children to play on and make noise anyway.

## **RESOURCES**

Funding for the relocation of this playground is not allowed for in the annual plan and therefore this project is not identified in the current work programme for the 2002/2003 financial year. However through the Community Board discretionary fund the New Lynn Community Board has \$27,000 to allocate towards community projects. These projects are not yet identified and only a maximum of \$10,000 can be spent on any one project in each financial year unless Council specifically approves it.

## **CONCLUSION**

The costs of relocating the playground in totality to a new location and reinstating the existing playground site are significant considering the benefits incurred. It is not considered that this option would reduce the noise level or unruly behaviour significantly due to the minor change in distance from the existing houses. It would provide a wider buffer between the playground activity and the adjacent houses.

It is considered however that the provision of some form of planting buffer area between the existing playground and relocating the slide equipment will address some of the concerns raised by adjacent residents. In particular it will enable establishment of a visual barrier between the playground and the outdoor space of the houses. This will address issues of privacy in particular. This solution can be accommodated at cost of \$20,000.

**RECOMMENDATIONS**

1. That the information be received.
2. That the two slide components of the playground are relocated to the newly acquired reserve on the other side of the path (away from the adjacent neighbours) and the remaining earth mounds are planted with appropriate species in consultation with the adjacent residents.
3. This project be identified by the Community Board for inclusion in the 2002/2003 allocation of the Community Board Discretionary Fund.

Report prepared by: Katharine Slack, Parks Projects Manager and Renee Lambert, Service Manager Landscape Development



**12 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.



10 **OLYMPIC PARK RESERVE - COMMENCEMENT OF REVIEW OF RESERVE MANAGEMENT PLAN**

**PURPOSE OF THE REPORT**

This report seeks the notification of the review of the Olympic Park Reserve Management Plan, and the nomination of representatives of the Environmental Management Committee to take part in an Elected Member-Staff and interest group advisory group to overview the Management Plan Review.

**BACKGROUND**

Olympic park is a 7 hectare recreational reserve in New Lynn. The park was established in 1918 as the New Lynn Domain, and was 2.8ha in size at this time. Lots have been progressively added to the park during the last 70 years creating the large area of park which currently exists.

The park has a strong sporting history. It is the venue for a number of sports clubs, including athletics, gymnastics, indoor bowls and the Waitakere City Brass Band.

One of the main issues with Olympic park is the under-utilisation of the area due to a significant portion of the 7ha being undeveloped, particularly the newly acquired ex landfill site known as the Wolverton land. There are a number of opportunities for development and enhancement of the park to increase use and improve amenity and recreation values.

A management plan for Olympic Park was developed in the late nineties and adopted by Council in June 1997.

The development plan produced at the time of the management plan has now become out-dated and does not adequately reflect the improvements which have and are intended to occur at the park.

In addition to the above, a group of interested community members is establishing an Olympic Park Trust to facilitate the gaining of funding to instigate the development and completion of this city-wide park. It is likely that this funding will be significant and will allow extensive improvements to the entire park, creating a high-quality active and passive city-wide facility. It is appropriate that guidance for this development come from a concept plan approved through a review of the current management plan for the park.

**STRATEGIC CONTEXT**

Olympic Park has been classified as a City Wide Park due to its quality of sports field, number of sports and recreation activities utilising the park and its large size, offering opportunity for passive recreation for residents of Waitakere City. The park is also dissected by the Whau stream which is an important element of the green network within the City. City-wide parks are spacious and they attract a large number of people of all ages and types and from many destinations. These places offer areas for active recreation as well as quiet spots for watching the activity, resting or enjoying the landscape.

As a city-wide park, the Environmental Management Committee has the delegated authority to hear submissions and make decisions on the management plan.

## ISSUES

Auckland City Council own a small piece of the land within Olympic Park and have indicated to Council staff that they are keen to form a partnership with Waitakere City on the development of the park and to progress the tidying up of outstanding ownership issues. They see this as particularly important given its strategic location between the two Cities. Aftercare issues associated with the ex land-fill need to be addressed through Auckland City Council also. Auckland City Council planning staff have indicated they would be willing to put staff time into this project.

Under the Reserves Act 1977, an adopted management plan must be kept under continuous review, to ensure that the plan be adapted to changing circumstances or increased knowledge. Under Section 41(9), any change which is considered significant must go through a public consultation process. It is proposed that the re-evaluation of a concept plan for the development of Olympic park is more than a minor change and therefore, a public consultation process for re-visiting and up-dating the management plan is recommended.

In accordance with Council's process for City-wide management plans and in addition to the public notification associated with a review of the plan, an advisory group of elected members, Council staff and other interest groups is recommended to be formed. This group will oversee the review of the management plan. It is recommended that this advisory group include the following representation:

Council Staff expertise as and when required from different areas of Council

Parks Project Manager

New Lynn Community Board 1 representative

Environmental Management Committee 1 representative

Auckland City Council Parks Planner 1 representative

Olympic Park Trust 1 representative

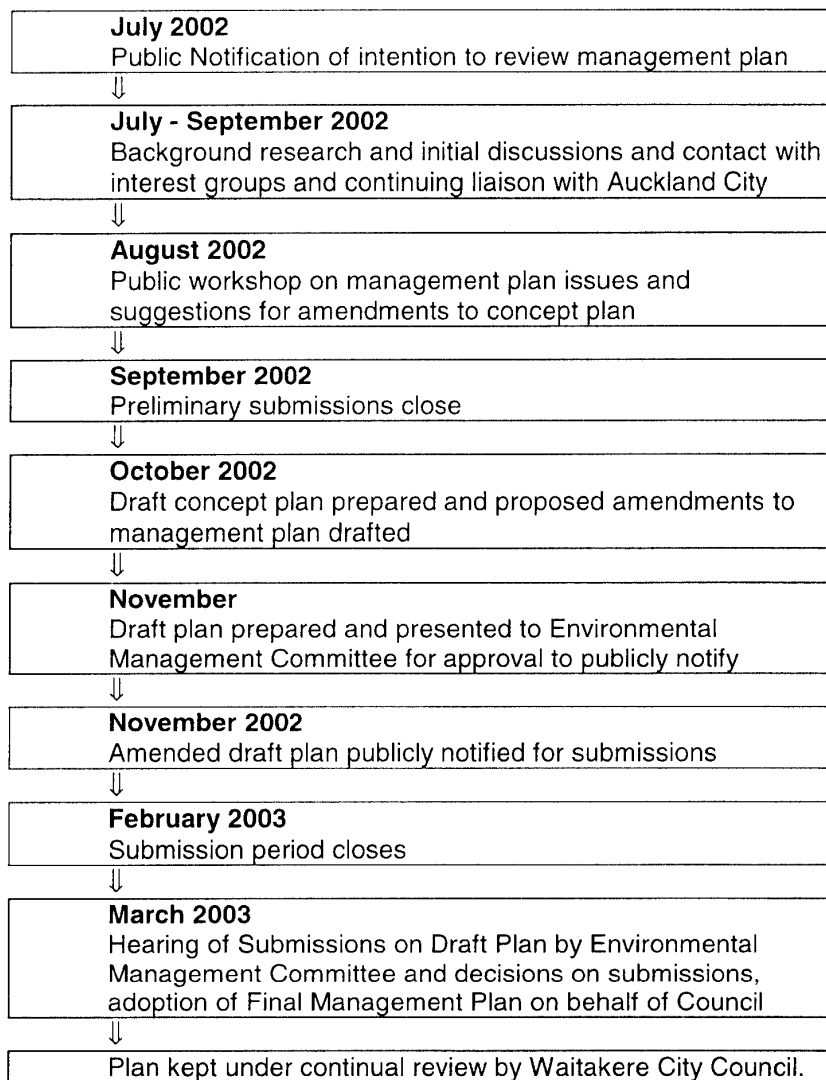
Friends of the Whau 1 representative

Olympic Park lease-holders 1 representative from each existing group

(total of 6 groups)

## PROCESS AND TIMELINE FROM HERE

The preliminary programme for the review of the management plan is outlined in the following chart:



## RESOURCES

As the review and update of the Olympic Park management plan is additional to the current programme of Reserve Management plans, \$45,000 has been allocated in the draft 2002/2003 Annual Plan for staff resources within the Parks and Green Assets Section, to undertake the planning associated with the management plan review and project manage the implementation of physical works to complete the Olympic Park improvements.

## **CONCLUSION**

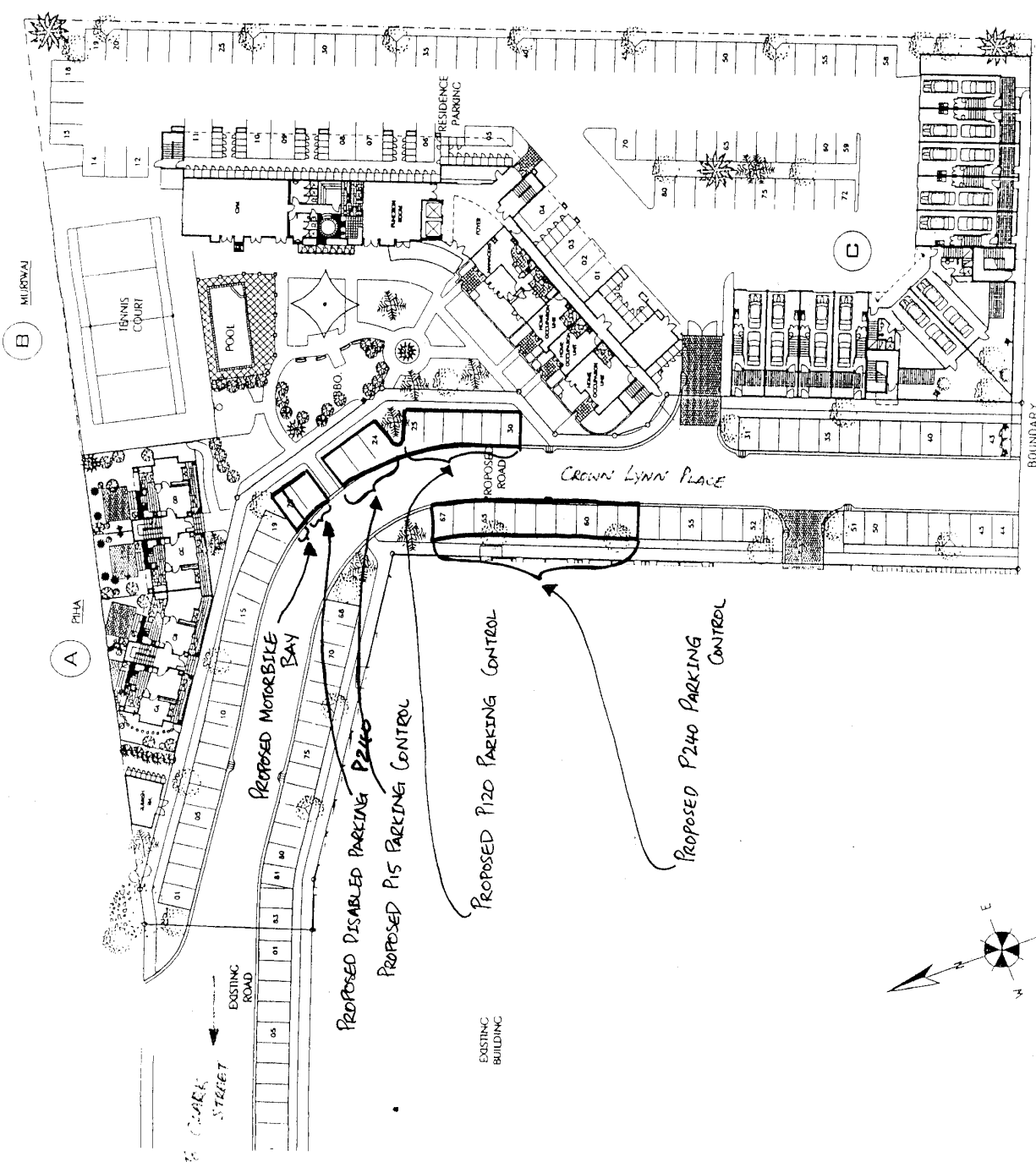
In anticipation of funding being sought for the extensive development of Olympic Park, the current reserve management plan and associated concept plan needs reviewing and updating. This process will require a public consultation phase to ensure adherence to the requirements under the Reserves Act 1977.

The process for review of the existing Reserve Management Plan for a City Wide Park such as Olympic Park allows for the creation of an elected member and interested parties advisory group. In order to consider the ideas and suggestions which have been raised for development of the parks and the wide range of issues around these reserves and to guide development of the draft Reserve Management Plan, such an advisory group is recommended to be formed.

## **RECOMMENDATIONS**

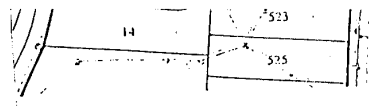
1. That the information be received.
2. That the Environmental Management Committee approve the public notification of the intent to review the Olympic Park Management plan.
3. That one representative of the Environmental Management Committee be nominated to form part of the Elected Member-Staff advisory group to overview the review of the Reserves Management Plan for Olympic Park.
4. That this report be forwarded to the New Lynn Community Board for their information and nomination of a representative for the advisory group.

Report prepared by: Renée Lambert, Service Manager: Landscape Development



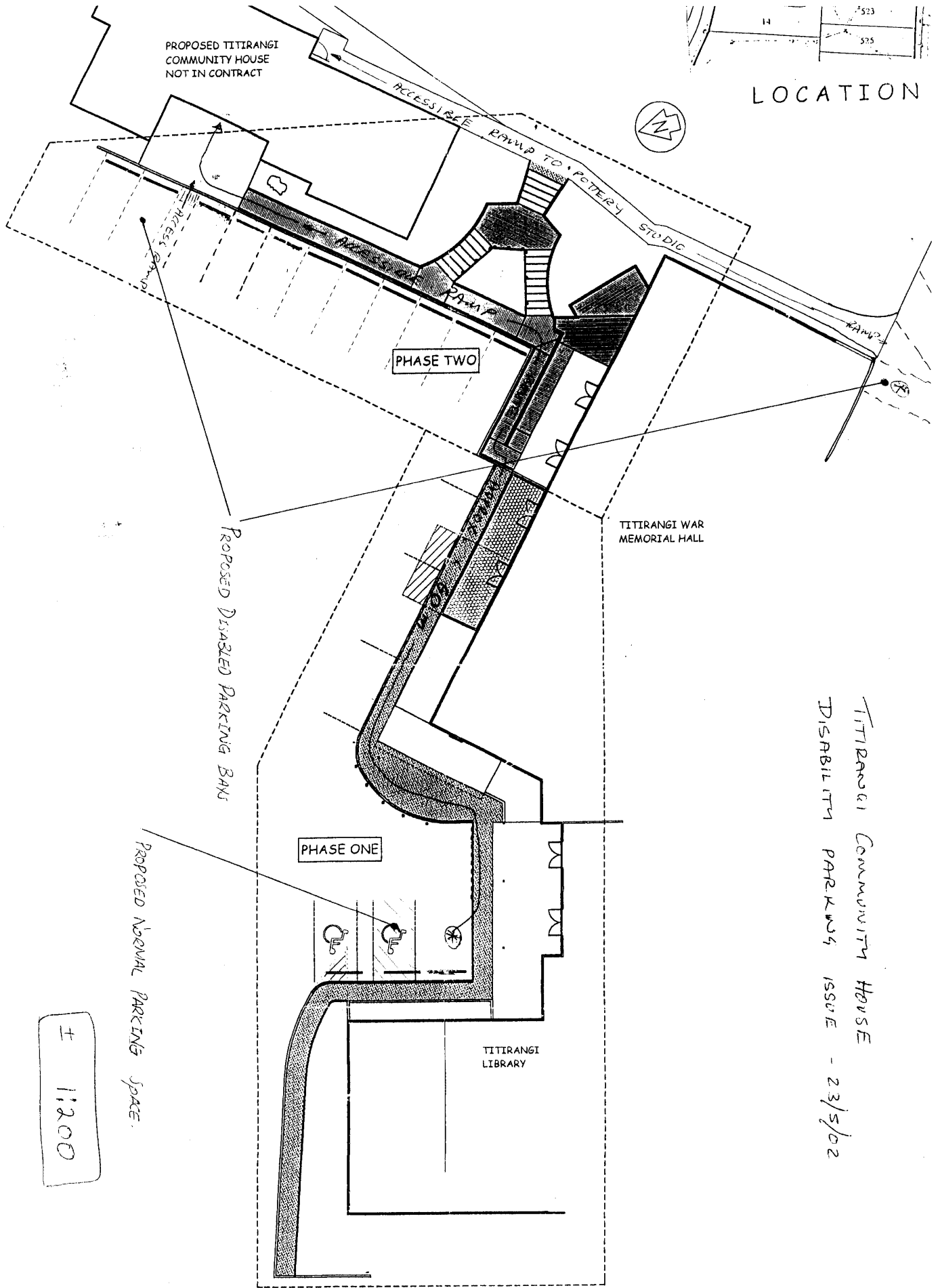
site plan  
1:250 (A1)

AS



LOCATION

PROPOSED TITIRANGI  
COMMUNITY HOUSE  
NOT IN CONTRACT



TITIRANGI COMMUNITY HOUSE  
DISABILITY PARKING ISSUE - 23/5/02

± 1:200

SOUTH TITIRANGI ROAD

A6

**SUPPLEMENT TO AGENDA FOR AN ORDINARY MEETING OF THE FINANCE AND  
OPERATIONAL PERFORMANCE COMMITTEE TO BE HELD IN THE CIVIC  
CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN, WAITAKERE CITY,  
ON THURSDAY, 11 APRIL 2002  
COMMENCING AT 9.00 AM.**

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**PART VI - GENERAL**

**26 NEW FOOTPATH CONSTRUCTION: BUDGET ALLOCATION**

**PURPOSE OF THE REPORT**

This report seeks approval for a new procedure to allocate the annual footpath extension budget.

**BACKGROUND**

There has been dissatisfaction among the Community Boards over their relative budgets for the construction of new footpath work. At the September 2001 Waitakere Community Board Meeting the Board resolved the following:

- “1. That the Waitakere Community Board again expresses its concern about methods used to allocate funding to new footpath construction on a Ward basis, as this disadvantages the Waitakere Ward where there is the greatest need for footpaths.
2. That the report requested at the Annual Budget on the issues of the methodology in respect of Ward allocations on footpaths in Waitakere City, be brought back to Council at its earliest possibility.”

2079/2001

**STRATEGIC CONTEXT**

Safety for pedestrians is a key objective of the Urban Villages pathway to a sustainable city, “that people can get easily and safely to where they need to go by walking, cycling, passenger transport, or private vehicle”.

In this context it is important that the backlog of footpath construction is addressed equitably with regard to the whole city. This means taking into account the overall distribution of the backlog and the overall distribution of pedestrian activity.

**ISSUES**

**1) Overall Budget**

Council decides the citywide budget for footpath extension through the Annual Plan process. The proposed 2002/2003 budget is \$450,000.

**2) Priority List**

Council receives requests for new footpaths from the public from time to time. In each case the proposed footpath is added to the ‘priority list’.

Priority is assigned by giving points for critical factors. Safety factors include road and berm widths, visibility distances, traffic volume, etc. Usage factors include numbers of houses, schools, shops, and bus stops etc.

The priority list accounts for about 55 km of missing footpath, value about \$6.5 million, but this does not include road sections for which footpath requests have not been made. In total the footpath backlog is estimated as some 530 km.

3) **Allocation of Citywide Budget: Existing Procedure**

A citywide priority list is drawn up, to the value of the citywide footpath budget, and those footpaths at the top of the list are recommended to the relevant Community Board. The list of lower priority sites within the Wards is also considered and the Board may change priorities depending on its experience and perception of conditions within the Ward.

Under this procedure the size of the individual Ward budgets is can vary considerably from year to year, and it is possible that a Ward may receive no budget. No account is taken of the existence of roads without footpaths, for which requests have not been made.

4) **Allocation of Citywide Budget: Proposed New Procedure**

The Citywide budget would be allocated equitably to the Boards and each Board would allocate its assigned budget to particular roads based on the priority list and a supplementary report from Transport Assets.

**Stage 1**

The proposed formula to allocate the citywide budget makes use of the following 'measures':

$$X = (\text{kilometre of road with no footpath} * 3 + \text{kilometre of road with 1 footpath} * 1) / 4$$

where X is the total practical backlog of new footpath within each Ward (which excludes road sections where provision of a footpath would not be sensible, for example most of Piha Road).

Y = the total dollars of residential rate collected for that Ward.

The proposed formula is:

$B = B_1 + B_2 + B_3 + B_4$  where B is the citywide budget, and B1 the budget for Ward 1 etc.

$$B_1 = \frac{X_1 * Y_1}{\sum XY} \times B$$

This formula is to be referred to as the NFBA (New Footpath Budget Allocation) formula.

The rationale is that the Ward budgets should reflect the total practical backlog and the total rates, becoming larger or smaller as each of these measures become larger or smaller.

**Stage 2**

The budget allocation is distributed to specific sites by the Community Board, based on the Ward priority list (drawn from the resident's requests prioritised by quantified safety and usage demand factors), and a supplementary report from the Transport Assets Section which focuses on additional roads not on the priority list. The Board at its discretion can alter the Ward priority list based on its own priorities or local knowledge.

5) **Application to the Proposed 2002/2003 Budget**

The proposed City Wide footpath extension budget for 2002/2003 is \$450,000. The table below compares the allocation of this to Wards using the proposed and the existing procedures:

WARD	Road with No Footpath (km)	Road with One Footpath (km)	Total Missing Footpath (km)	X (km)	Y (\$M)	BUDGET 02/03 (proposed method) (\$)	BUDGET 02/03 (existing method) (\$)
Henderson	6.10	19.78	31.98	9.52	22.825	26,785	0
Massey	58.90	35.44	153.24	53.04	25.516	166,815	50,859
New Lynn	25.90	43.60	95.40	30.33	29.983	112,080	264,466
Waitakere	105.54	33.48	244.56	87.53	13.376	144,319	134,675
<b>TOTAL</b>	<b>196.44</b>	<b>132.30</b>	<b>525.18</b>	<b>180.41</b>	<b>91.701</b>	<b>450,000</b>	<b>450,000</b>

The proposed method clearly allocates the footpath extension budget to wards in an equitable manner.

Although, Waitakere Ward's share increases by only a small amount, the inequity perceived by Waitakere in relation to New Lynn has been greatly reduced, and Waitakere's allocation is comparable with the allocation for Massey, despite the fact that Massey contributes almost twice the amount of rates to the City.

**RESOURCES**

The proposed method is simple to apply and uses information already available in the RAMMS and GEMS databases. No further staff resources of funding would be required.

**CONCLUSION**

A new 2-stage procedure to allocate the annual footpath extension budget to sites is presented.

In stage 1, the citywide budget is allocated to Wards using an equitable formula, the NFBA formula, based on the total practical footpath backlog and the total residential rates collected for each Ward. This ensures that each Ward will have work done in proportion to its footpath backlog and residential activity.

In stage 2, each Ward budget is distributed to specific sites by the Community Board, based on the Ward priority list, and a professional report from the Transport Assets Section of the City Services Unit. The priority list refer to specific requests from residents prioritised by quantified safety and usage demand factors. The Unit's report may deal with additional roads, not appearing in the priority list.

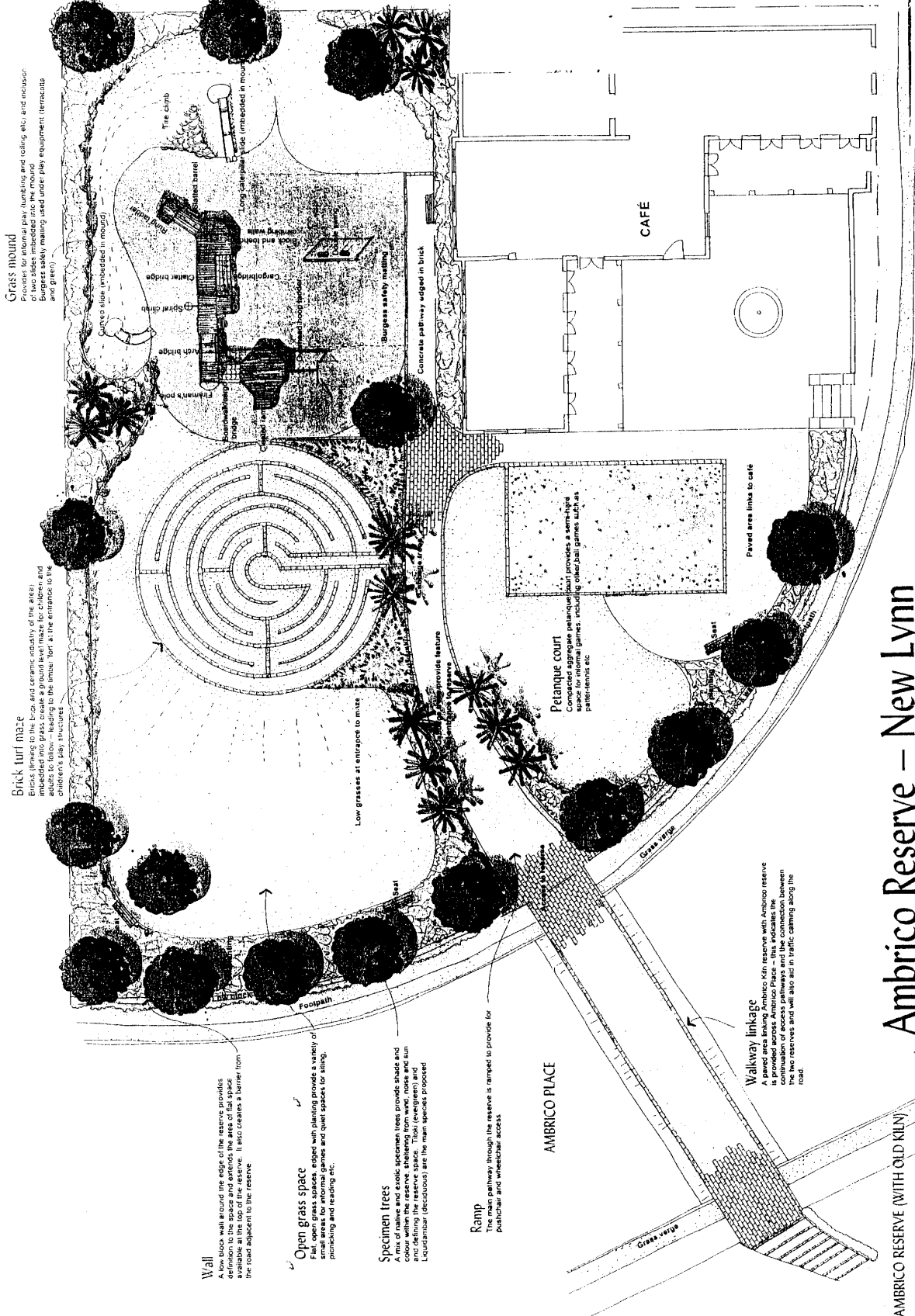
Alternative formulae could be presented, each giving somewhat different allocations; however, the simplicity or and sensible results from the proposed formula supports its adoption. Once accepted it would provide a fixed method, where the outcome is not susceptible to argument.

**RECOMMENDATIONS**

1. That the information be received.
2. That the annual citywide budget for the construction of new footpaths is allocated to each Ward using the NFBA (New Footpath Budget Allocation) formula.
3. That for each Ward the budget for the construction of new footpaths is allocated to sites by the Community Board based on the priority list and the annual report from the Service Manager: Transport Assets or his delegated staff.
4. That this report and the Finance and Operational Performance Committee's resolutions thereon be reported to each Community Board for its information and action, by the Committee Secretary.

Report prepared by: Reg Cuthers, Transportation Engineer Asset Development.





**Grass mound**  
 Proposed for intense play (climbing and rolling, etc.) and mounding of two slides imbedded into the mound. Burgess safety matting used under play equipment (terraces and grid).

**Brick turf maze**  
 Bricks, linking to the bricks and ceramic industry of the area, imbedded into grass create a ground level maze for children and adults. The maze is built in the entrance to the children's play structures.

**Open grass space**  
 Fall, open grass space, edged with planting provide a variety of play, picnic, and quiet spaces for sitting, picnicking and reading, etc.

**Specimen trees**  
 A row of iconic specimen trees provide shade and colour within the reserve, sheltering from wind, noise and sun and defining the reserve space. Tiki (evergreen) and Liquidambar (deciduous) are the main species proposed.

**Ramp**  
 The main pathway through the reserve is ramped to provide for pedestrian and wheelchair access.

**Petanque court**  
 Connected aggregate petanque court provides a semi-tyra space for informal games, including other ball games such as paterrennis, etc.

**Walkway linkage**  
 A paved area linking Ambrico Reserve with Ambrico Reserve is provided across Ambrico Place - this indicates the linkage between the two reserves and will also aid in traffic calming along the road.

**CAFE**

**AMBRICO PLACE**

**AMBRICO RESERVE (WITH OLD KIWI)**

# Ambrico Reserve – New Lynn

## Children's play area & community park

Scale: 1:100 (at A1)  
 Date: November 1999  
 Drawn by: RBL  
 Revision No:

Prepared for  
 Waitakere City Council  
 by Boffa Miskell Ltd