

**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 MARCH 2004, COMMENCING AT 7.30 PM.**

TABLE OF CONTENTS

<u>ITEM</u>		<u>PAGE NO.</u>
1	APOLOGIES	1
2	CONFIRMATION OF MINUTES	1
3	URGENT BUSINESS	1
4	PRESENTATIONS	2
	A BIG CLEAN UP - WAY TO GO! CAMPAIGN	2
	B NEW LYNN LIBRARY	2
5	PUBLIC FORUM	2
6	CHAIRPERSON'S REPORT	3
7	COMMITTEE SECRETARY'S REPORT	4
8	NEW LYNN RESERVES DRAFT MANAGEMENT PLAN	7
9	BOB HILL PARK PRELIMINARY CONCEPT AND LAND SWAP	10
10	CRUM PARK LIGHTING	13
11	INSTALLATION OF A DANGEROUS GOODS SHED ON FRENCH BAY ESPLANADE	14
12	GOLF ROAD - NO STOPPING AT ALL TIMES CONTROL	16
13	HIGHLAND AVENUE GIVE WAY AND NO STOPPING AT ALL TIMES CONTROLS	18
14	CAPTAIN SCOTT ROAD/WILSON ROAD/OATES ROAD ROUNDBOUT - NO STOPPING AT ALL TIMES CONTROL	20
15	CASTLEFORD STREET GIVE WAY AND NO STOPPING AT ALL TIMES CONTROLS	22
16	GLENMALL PLACE - REMOVAL OF POLICE PARKING	24
17	BOARD MEMBERS' REPORTS	26

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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Ordinary - 2 February 2004

RECOMMENDATION

That the minutes of the Ordinary Meeting of the New Lynn Community Board held on Monday, 2 February 2004, 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 PRESENTATIONS

A BIG CLEAN UP - WAY TO GO! CAMPAIGN

Anna Percy from the Auckland Regional Council will make a presentation about the Big Clean Up - Way to Go! Campaign, which has been running in New Lynn, Kelston and Glen Eden for the last four months.

B NEW LYNN LIBRARY

A presentation will be made on the New Lynn Library as adopted by the City Development Committee at their 5 February 2004 meeting.



5 PUBLIC FORUM

For guidance of Community Board Members, the Council's Standing Orders have the following provisions in regard to Public Forum.

- (i) Members of the public wishing to address the Board in Public Forum shall furnish their names to the Chairperson at the beginning of the meeting; and
- (ii) The Chairperson shall determine the order of speakers, and allow five minutes for speaking time.
- (iii) Questions by members are to be confined to obtaining information or clarification on matters raised by the speaker.

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



6 **CHAIRPERSON'S REPORT**

GO ANYWHEN, ANYWHERE, WITH A BOOK

Sometime in her teens my daughter struggled past the impossible names in the first few pages of War and Peace, and got into the book.

A few more pages and she looked up, her face a study in amazement: "They're *exactly* like us!" she said.

And so they are, except that they lived through the Napoleonic war in Russia. And another spellbound reader lived it with them.

We are getting a very handsome and up-to-date new library with devices like coffee and socialising designed to attract the non-reader and infrequent reader. Let's hope they succeed. But I have long been puzzled by the slogan I see outside the Titirangi Library. It says: *helping you into the future*.

Is that what our new library is aiming to do? If so, what does it mean? I am writing this on my computer and will shortly email it to Council, where other electronic things will be done to it to turn it into the words you are reading now. So I suppose I live in the present. But the future? I want my library to help me into the past.

The future is an interesting but scary place, full of surprises, most of them unpleasant. The best defences against them are prepared by alert minds enriched by experience. And the experience of the human race lies in the whole literate past, stretching from now to Babylon. Libraries exist to contain it and make it available through the medium of books. There is no substitute for books - as book sales on the internet attest. I was troubled to hear one of the architects say that a visit to our library should be more than "just taking out a book". What more? What better? We'll have a fine new building; now let's hear it for books.

COMMUNITY BOARDS' CONFERENCE

The visit of an old friend not seen for many years make it impossible for me to join the welcome to colleagues from other Community Boards at our Council this weekend. Gayle Marshall and Pim van der Voort will tell you all about it.









RECOMMENDATION

That the Chairperson's Report be received.

Elizabeth Francke
CHAIRPERSON



7 **COMMITTEE SECRETARY'S REPORT**

Issue	Comments	Reporting Council Officer
1. Golf Road/Portage Road Roundabout 47/2003	Physical works for the installation of the roundabout as approved at the Board's meeting on 3 February 2003, will commence in the week starting on 23 February 2004.	Hussam Abdul-Rassol  836 8000 Ext 8961
2. Parking Situation in Claridge Street and Roick Parade, Glen Eden Public Forum on 5 May 2003 and 1 September 2003 849/2003 1783/2003	The No Stopping At All Times control at the corner of Claridge Street and Roick Parade, as approved by the Board on 2 February 2004, was installed on 11 February 2004. Regarding the proposed car parking spaces, a report is expected to be presented to the Board at its meeting to be held on 5 April 2004.	Upali Ileperuma  836 8000 Ext 8716 Warren Ogilvie  836 8000 Ext 8561
3. Golf Road - Parking and Traffic Problem and Speeding on Titirangi Road Public Forum on 3 November 2003 4025/2003	A report is on the agenda.	Upali Ileperuma  836 8000 Ext 8716
4. Konini Primary School Public Forum on 3 November 2003 4025/2003	A draft proposal including a concept plan for a "Kea" crossing has been sent to the Konini Primary School. Transport Assets Section is awaiting a response.	Upali Ileperuma  836 8000 Ext 8716
5. Fruitvale Primary School Public Forum on 3 November 2003 4025/2003	The safety improvements at the pedestrian crossing in Croydon Road have been completed.	Upali Ileperuma  836 8000 Ext 8716
6. Karaka Park - Sign and Track Improvement Public Forum on 3 November 2003 4025/2003	One of the two existing walkway signs has been relocated, to enable the sign to be more clearly seen from the Harrybrooke Road.	David Barker  836 8000 Ext 8306
7. Proposed Siting of an Air Quality Monitoring Shed At Ceramco Park 3 November 2003 4039/2003	Watercare Services Limited is in the process of organising public consultation regarding the choice of an appropriate location for the siting of the proposed air quality monitoring shed at Ceramco Park. The outcome of the consultation when available will be presented to the Board.	Warren Ogilvie  836 8000 Ext 8561

Issue	Comments	Reporting Council Officer
8. Opou Road Hall - Proposed Lease to Titirangi Orpheus Sea Scouts	At its meeting held on 9 February 2004 the Finance and Operational Performance Committee resolved that the Opou Road Hall be demolished and the site be reverted back to park space. The demolition work is planned to take place in April/May 2004. Council officers are currently preparing a feedback flyer on the final decision for the future of the hall, to be distributed to the 400 homes around Opou Hall who were included in the original survey on the future of the Hall last year. The flyer will include Council Landscape Development staff contact details for community members who are interested in contributing to or taking part in planting for the reserve area once demolition of the Hall is complete.	Polly O'Brien ☎ 836 8000 Ext 8559
9. Croydon Road-No Stopping At All Times Control 13/2004	The No Stopping At All Times control, as approved by the Board at its last meeting held on 2 February 2004, was installed on 11 February 2004.	Upali Ileperuma ☎ 836 8000 Ext 8716

REPORTS PENDING

Subject	Date Requested	Report Due	Reporting Officer
10. Paturua Foreshore Erosion - Results of Coastline Survey	2 December 2001 Public Forum. (343/2003 and 642/2003)	9 June 2004 (To report result of survey of coastline carried out in April 2003, October 2003, and again in April 2004.)	Peter Sewell ☎ 836 8000 Ext 8759
11. Crum Park Lighting Upgrade	31 March 2003 (331/2003 332/2003 1967/2003)	A report is on the agenda.	Roger Wilson ☎ 836 8000 Ext 8086
12. Bob Hill Park Concept Plan	3 November 2003 (4048/2003)	A report is on the agenda.	Lois Easton ☎ 836 8000 Ext 8474
13. Proposed Dangerous Goods Shed by French Bay Yacht Club	1 December 2003 Public Forum	A report is on the agenda.	Warren Ogilvie ☎ 836 8000 Ext 8561
14. Traffic Situation outside Titirangi Primary School	1 December 2003 Public Forum	5 April 2004 (Transport Assets Staff will meet the school staff to discuss the concerns.)	Upali Ileperuma ☎ 836 8000 Ext 8716

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
15. A Status Report on the Development Issues in Titirangi Village	January 2004 Elected Member	5 April 2004	Philip Brown ☎ 836 8000 Ext 8042
16. Gardner Avenue - Street Calming Measures	2 February 2004 Public Forum	5 April 2004	Adam Moller ☎ 836 8000 Ext 8750
17. Paturoa Road - Road Improvement	2 February 2004 Public Forum	5 April 2004	Upali Ileperuma ☎ 836 8000 Ext 8716
18. Parking Situation in Claridge Street and Roick Parade, Glen Eden - Proposed Parking Spaces	Public Forum on 5 May 2003 and 1 September 2003 (849/2003 1783/2003)	5 April 2004	Warren Ogilvie ☎ 836 8000 Ext 8561

RECOMMENDATION

That the Committee Secretary's Report be received.

Report prepared by: Audrey Chan, Committee Secretary.



8 NEW LYNN RESERVES DRAFT MANAGEMENT PLAN

PURPOSE OF THE REPORT

The purpose of this report is to request the New Lynn Community Board's approval for the removal of one reserve and the addition of another in this draft, and to notify the draft New Lynn Reserves Management Plan for submissions in accordance with the Reserves Act 1977.

BACKGROUND

In 2001, Council began preparing a Management Plan for the reserves within the New Lynn area. The reserves covered by the Management Plan all lie within the New Lynn Ward and include the following; Lynwood Esplanade Reserve, Queen Mary Reserve, Copley Reserve, Ken Maunder Park, Durrant Place Reserve, Manuka Park, Delta Esplanade, Drury Street Esplanade, Chettle Reserve, Poturi Reserve, Miro Esplanade, Reid Esplanade, Rewarewa Esplanade, Rata St Esplanade, Whau Bridge Reserve, Portage Road Esplanade, Delta Triangle, Todd Triangle, Totara Reserve, Rankin Avenue Reserve, Gardner Reserve, Mason Park, Ambrico Reserve, Ambrico Historical Reserve, Clark Street Common, Margan Green, Margan Reserve - 2, Manawa Wetland Reserve, Bessie Priston Reserve, Northall Park, Bob Hill Reserve, Seabrook Reserve, Willerton Ave Recreation Reserve, Trojan Crescent Reserve, Lawson Park, Maui Reserve, Hinau Reserve, Davern Reserve, Grandison Green, Cutler Reserve and Whau Esplanade.

The draft New Lynn Reserves Management Plan was originally scheduled to be notified in 2002; however, due to the requirement for additional information, the release was delayed. In November 2003, the bulk of the draft Reserves Management Plan had been written and was brought to the Community Board for approval. However, sections of the draft plan were still outstanding due to the timing of the following work being completed outside the plan;

1. Legal Work including searches of titles & classification;
2. Report to assess the heritage values of the New Lynn Reserves;
3. Manawa Wetland Reserve Extension and Bob Hill Reserve.

This information is now available and has been brought before the Community Board for approval to include in the Plan. In addition, information from the search of the legal titles has revealed the existence of an additional reserve, Whau Esplanade Reserve, which has been added, while Bledisloe Park has been removed from the Plan due to the fact that it is more accurately a Titirangi Reserve, maintaining the total number of reserves in the draft Plan at 42.

Therefore it is recommended that the Community Board approve the additional sections of the draft Plan for notification so that they can be included in the draft Plan, which is due to be publicly notified for submissions in March 2004.

An internal Advisory Group was established to oversee the consultation process and provide guidance on various aspects of the Management Plan preparation. The internal Advisory Group is made up of Council staff, Community Board members and representatives from Forest & Bird and Friends of the Whau. The additional sections of the Plan have been considered by the Advisory Group.

A copy of the New Lynn Reserves Draft Management Plan has been sent to Members separately.

STRATEGIC CONTEXT

The New Lynn Reserves Management Plan is being prepared in the context of the Parks Strategy, which provides guidelines on the management of parks within the City. The Parks Strategy, which was adopted in 1999, aims to improve the quality of parks and provide parks services in a fair and equitable way for Waitakere people within financial constraints.

The Plan also sits within the context of the Green Network, which is an approach to integrate native ecosystems on private and public land by recreating a vegetated link between the Waitakere Ranges and the city's harbours. The goals of the Green Network, promoted in the draft Plan are to: provide ecosystem protection, form ecological corridors, enhance the landscape, enhance public access to natural areas, mitigate hazards and protect water quality.

In addition, the plan encompasses part of Council's strategic focus on Waitakere town centres. The future design and development of New Lynn township is the subject of the New Lynn Town Centre Revitalisation Project - the objective of this project being to revitalise the town centre. The town centre includes several of the reserves included in the Management Plan; Totara, Todd Triangle, Delta Triangle, Memorial Square and Rewarewa Esplanade and also links to Ambrico and Manawa Wetland.

ISSUES

Information obtained from the search of legal titles has revealed the existence of two small pockets of esplanade reserve along the banks of the Whau, south of Clark Street Common. While there are two separate sites, both come under the single title of Whau Esplanade, and due to their location, need to be considered in this Plan.

At the same time it is proposed to remove Bledisloe Park from the Plan as it is a Titirangi reserve and needs to be considered in that context.

The vision statement of the draft New Lynn Reserves Management Plan is:

The New Lynn Reserves will be managed to provide opportunities for quality recreation, use, access, education and enjoyment for the New Lynn community while protecting their environmental and cultural values.

To achieve this, the Draft Reserve Management Plan sets out these objectives for the New Lynn Reserves:

2. To increase the use and enjoyment of the reserves and their recreation opportunities in a way that is consistent with the purposes and values of the reserves.
- 3.1. To recognise, protect and, as appropriate, promote the Maori cultural and historical values of the reserves and their wider catchment, and to work in partnership with Iwi on the management of issues of significance on the reserves.
- 3.2. To recognise, protect and, as appropriate, promote the non-Maori cultural and historical values of the reserves and to work in partnership with the New Lynn community on the management of issues of significance on the reserves.
4. To restore and enhance the ecosystems that support native flora and fauna in the reserves in particular those ecosystems that support threatened species.
5. To restore and enhance the life-supporting capacity of the water in the New Lynn streams and waterways running through the reserves.
6. To protect and enhance the natural character and landscape values of the New Lynn reserves and ensure that the potential adverse effect of structures and physical processes on the landscape are avoided, remedied or mitigated.

7. To minimize obstacles to free access, parking and circulation without compromising the natural or recreational values of the reserves.
8. To ensure that the existing electricity infrastructure in the reserves is recognised and protected and that the enhancement of reserve areas takes into account the unique requirements of this infrastructure base.
9. To ensure the reserves are managed in terms of their reserve classifications for the enjoyment and use of the local and regional community, now and in the future.

It is proposed that public submissions on the draft Plan will close on Friday, 21 May 2004, allowing the New Lynn Community Board to make decisions on the submissions at a special meeting in July 2004.

The proposed Draft Reserve Management Plan including the outstanding sections, will be sent independently of this report to all Community Board members.

RESOURCES

Work on the New Lynn Reserves Management Plan is being undertaken by the Parks Planning (formerly Landscape Development) Section of Waitakere City.

The 2003/2004 Annual Budget has allocated funding to undertake this and other management plans.

The work proposed in the Concept Plan for the Manawa Reserve extension, found in Part 4 of the Plan, has a significant component of stormwater remediation and is consequently being funded through Ecowater Solutions. The budget for this project is currently included in an application for Infrastructure Auckland funding.

The development of Concept Plans for Bob Hill and the New Lynn Township reserves is being carried out by the Strategic projects section of Council with input from Parks Planning.

CONCLUSION

It was anticipated that the draft Plan would be brought to the New Lynn Community Board for approval to notify for a second round of submissions in late 2003. However, the publication of the draft was delayed to include the outcomes of other concurrent projects and outstanding reports. This information has now been brought to the New Lynn Community Board for approval and to be included in the plan. Pending approval the full Plan will be notified for public submissions in March 2004.

RECOMMENDATIONS

1. That the New Lynn Reserves Draft Management Plan report be received.
2. That the New Lynn Community Board approve the removal of Bledisloe Reserve and the addition of Whau Esplanade in the New Lynn Reserves Management Plan.
3. That the New Lynn Community Board approve the additional material to be included in the Draft Reserve Management Plan for the New Lynn Reserves and further, that the draft Plan be notified for public submissions for a minimum two month period in accordance with the Reserves Act 1977.

Report prepared by: Mandy McMullin, Reserve Management Planner.



9 BOB HILL PARK PRELIMINARY CONCEPT AND LAND SWAP

PURPOSE OF THE REPORT

This report details a Bob Hill Park preliminary development concept for consideration by the Board for public consultation as part of the New Lynn Reserve Management Plan.

BACKGROUND

Bob Hill Park is a neighbourhood park in New Lynn located adjacent to Hill Crescent. The park has a limited road frontage (approximately 11 metres) and has been assessed as one of the poorest quality parks in New Lynn. The park is surrounded by housing on three sides and a large industrial building on one side. It has very poor surveillance from houses and the street and has very poor amenity. There is an old, poorly functioning skate park currently located in the park.

Many of the houses that front on to Hill Crescent, and back on to Bob Hill Park, belong to Housing New Zealand. Housing New Zealand is considering redeveloping their existing housing stock, and further development of apartments in partnership with a developer, Redwood Group, who have purchased much of the surrounding industrial land (including the site which backs on to Bob Hill Park). Development of the adjacent industrial land, as well as the redevelopment of the existing Housing New Zealand residential properties, creates an exciting opportunity for Bob Hill Park to become a useful and safe part of the reserves network.

This report considers the opportunity for improvement of the park. If and when the housing development proposal land use consent is lodged, it will be dealt with through the standard regulatory procedures.

At the New Lynn Community Board meeting of 3 November 2003, the following resolution was adopted:

- “1. *That the information be received.*
2. *That the New Lynn Community Board supports the proposed land swap between Housing New Zealand and Bob Hill Park, subject to further details being brought back to the New Lynn Community Board before it seeks submissions on the proposal under the Reserves Act.*
3. *That it be recommended to Council that any reserve contribution from the Housing New Zealand/Redwood Properties development in the Hill Crescent/Astley Ave/Portage Road area be allocated in the first instance to the upgrading of the Bob Hill Reserve at the time of development.*
4. *That a detailed concept plan for the new Reserve area be brought back to the Board for comment, and that consultation be undertaken with the community on this.”*

4048/2003

A1

The preliminary concept is described in this report and a draft plan is attached at page A1.

STRATEGIC CONTEXT

Parks Strategy

The Parks Strategy identifies improving the quality of neighbourhood parks as high priority. It is recognised that the provision of green space alone is not sufficient to meet community needs, but that the space needs to be safe, accessible and provide for a range of uses. During the parks safety audit undertaken through the development of the Parks Strategy, Bob Hill Park was identified as having poor amenity, safety and accessibility. This was because it has very limited road frontage and poor passive surveillance, rolling topography and poor drainage, and is adjacent to industrial development - including a large warehouse abutting the reserve.

Other New Lynn Reserves

Also important contextually is the planned major development at Olympic Park, a significant reserve catering for citywide use, about five minutes walk from Bob Hill Reserve. When Olympic Park stage 1 is complete in late 2004, this development will include a substantial playground catering for children from toddlers to youths. It will also cater for environmental education and learning as well as extensive passive recreation. Stage 2, due for completion by the end of 2005, comprises stream rehabilitation and revegetation to increase amenity values. The focus of Bob Hill Park is clearly to provide a quality recreation experience for residents, workers and visitors to the Bob Hill Park/Hill Crescent neighbourhood.

Urban Strategy

Council's Urban Strategy sees 75% of population growth over the next 20 years in Waitakere City occurring in the existing urban area, much of this around town centres. Bob Hill Park is within a 10-minute walk of the New Lynn Town Centre and provides the largest area of green space in its locality. As such it will be a key reserve in the future intensification of New Lynn around the Town Centre. In areas where intensification is to occur, the Urban Strategy identifies the need for high quality and amenity in neighbourhood reserves in order to offset the reduced areas of private open space provided in intensive housing development.

ISSUES

The preliminary plan for the Bob Hill Park upgrade has been developed based on Council staff awareness of local recreation needs. If the redevelopment goes ahead, the standard parks development public consultation process would be adopted, and the final design would come to the New Lynn Community Board for consideration.

The preliminary concept plan includes the following features:

- New road - narrow laneway with adjacent swale, appropriate "slow" road treatment for safety;
- Amenity trees - New planting along road to help create "local lane" character;
- Existing gums trees - mature backdrop for park activities;
- Pathway - for walking, cycling, prams, wheelchairs;
- Open grass area - sufficient for picnics, toddler play, ball play etc;
- Skate park - options for removal or upgrading;
- Court - for casual uses: basketball, netball, four square etc;
- Children's play area - appropriate range for safe neighbourhood use.

Land swap

A2

Housing New Zealand have proposed to Waitakere City Council that a land swap of approximately 2500 m² of Bob Hill Reserve for approximately 2500m² of their land be undertaken with Waitakere City Council, as well as approximately 1275m² of land from Bob Hill Park be transferred to road reserve to enable a link between Bob Hill Park and the adjacent proposed apartment development. A plan of the land swap is attached at page A2. Future stages of the development would add approximately 900m² additional land to Bob Hill Park as well as providing other reserve areas within that part of the development.

The proposed land swap would significantly improve the frontage and safety of Bob Hill Reserve. Currently the road frontage onto Hill Crescent is very narrow - 11 metres wide, whereas the frontage onto Hill Crescent after the land swap would be 75 metres.

In addition the land swap would allow the upgrade of Bob Hill Park to provide a more extensive and accessible recreation facility in an area that is limited in high quality neighbourhood reserves. This upgrade is necessary to mitigate the impacts of the increased residential population and will benefit both the existing residents and the future residents of the proposed development.

The transfer of land to road reserve would also benefit the reserve in terms of safety and accessibility - resulting in a road frontage along one side of the reserve with an approximate length of 140 metres.

The original proposed land swap and transfer of land to road would have meant the existing skate facility on the park would have to be removed. This is no longer the case. However, the skate facility is run down and degraded. It is therefore recommended that as part of any land swap, replacement of the skate facility with one of a more appropriate design is included in any agreement.

There are some other detailed issues around the design and access to the proposed new reserve from residential areas, which will require further refinement through development of the concept, public consultation and developed design process.

The matter may proceed as an exchange under Section 15 of the Reserves Act 1977 or using Section 114 of the Public Works Act 1981 to have the necessary part of the park declared road. Pursuant to Section 25(6) of the Reserves Act 1977, the exchange may be approved by Council under delegated authority and there would be no need to involve the Department of Conservation. If, however, the matter was processed under the Public Works Act 1981, Department of Conservation consent would be needed. There would be advantages in each approach, and the optimal process would depend on the exact form of desired development.

The detailed land swap proposal, together with exact land area, comparative land values and proposed process will be brought for the Board's consideration when agreement is reached on these aspects with Housing New Zealand.

RESOURCES

Initial funding for the notification of the proposed land swap will be paid for out of the New Lynn Planning and Coordination budget. Public consultation will be conducted as part of the New Lynn Reserves Management Plan consultation process. While the proposed land swap would result in a larger area of land vested as reserve than was previously the case, reserve contribution for the associated Housing New Zealand development should offset the cost differential, as well as allowing some additional reserve land to be vested and park development to be undertaken by Housing New Zealand during the development of future stages.

CONCLUSION

The preliminary plan for Bob Hill Park addresses the current needs for safety, access and range of uses in an attractive style that reflects the local character. This is based on the proposed land swap with Housing New Zealand, which would achieve an improved landholding for a quality neighbourhood park development.

It is recommended the Board supports inclusion of the preliminary plan in the draft New Lynn Reserves Management Plan for subsequent public comment through the management plan process.

RECOMMENDATIONS

1. That the information be received.
2. That the preliminary plan for the new Bob Hill Park area be included for public consultation as part of the New Lynn Reserve Management Plan.

Report prepared by: Janet Cole, Project Manager: Revitalisation and Mandy McMullin, Reserve Management Planner.



10 CRUM PARK LIGHTING

PURPOSE OF THE REPORT

To update the New Lynn Community Board on progress achieved toward a resolution of the issues relating to the proposal to upgrade the lighting of Crum Park by Bay Olympic Soccer and Sports Club.

BACKGROUND

Bay Olympic Soccer and Sports Club has been granted Resource Consent to erect new lighting on Crum Park, subject to the agreement of the New Lynn Community Board as representatives of the landowner, Council. The Friends of Crum Park and Bay Olympic have both appealed the granting of the Consent, though for different reasons. At the request of the New Lynn Community Board, a mediation process was set up to seek to resolve these differences, and to come up with an agreed resolution which could be put to the Environment Court for its agreement, thereby allowing the withdrawal of the appeals by both parties. A mediation process was initiated in May 2003, though initially it proved difficult to come to an agreement. An update was given to the New Lynn Community Board at its meeting in September 2003. More recently, however, the parties have moved closer together, and there is a real possibility that agreement will be forthcoming.

ISSUES

The Parties are currently considering a specific proposal that may form the basis of a resolution of this issue. Council lawyers have drafted up a new draft Consent document and memorandum for the Environment Court, and revised drawings of the current proposal have been circulated to the Parties. While at the time of writing there are still issues on which agreement is outstanding, the extent of the differences is significantly less than previously was the case.

CONCLUSION

If the Parties can agree on a proposal to put to the Environment Court, the New Lynn Community Board will still have to make a decision, as landowner's representative, to support or reject it. If it proves possible to reach this point prior to the meeting, advice on this will be given verbally.

RECOMMENDATION

That the Crum Park Lighting report be received.

Report prepared by: Roger Wilson, Issue Resolution Manager.



11 INSTALLATION OF A DANGEROUS GOODS SHED ON FRENCH BAY ESPLANADE

PURPOSE OF THE REPORT

The purpose of this report is to seek the approval of the New Lynn Community Board for the French Bay Yacht Club to install a dangerous goods shed on the French Bay Esplanade Reserve behind the current boat storage sheds.

BACKGROUND

A3-A5

The French Bay Yacht Club currently stores fuel for their patrol boats in the storage shed that is currently located on the esplanade reserve. In order to adhere to insurance conditions and Council dangerous goods requirements, they wish to establish a safer storage facility for the fuel, by installing a standard pre cast dangerous goods cabinet, at the rear of the existing storage sheds. Refer to pages A3 to A5 for details.

STRATEGIC CONTEXT

The Manukau Harbour Foreshore Reserves Management Plan, adopted August 2001, states the following:

- To ensure that any new structure or additions to existing structures are designed to complement the open space character of Reserves and improve their identity while not compromising the natural character of the coastal environment (Policy 7.3).

Any proposal for addition of or extension to a building or structure within a reserve must meet the following criteria:

- The need for the structure to be within the reserve;
- The need for the structure to be sited in the location identified;
- The protection of archaeological or heritage areas from disturbance;
- The protection of public views;
- The maintenance of the reserve's character;
- The contribution of the structure to the quality and experience of the reserve;
- The public benefit obtained from the structure;
- A minor impact on the immediate neighbourhood;
- An ability to meet relevant District Plan requirements;
- An ability to meet the objectives and policies of this plan;
- Effects on landscape when viewed from the harbour;
- Meet relevant regional plan, coastal requirements.

ISSUES

The French Bay Yacht Club wishes to legalise the process of storing fuel by installing a separate dangerous goods shed. For safety reasons it must be stored outside. The proposed site is behind the current storage shed, adjacent to the cliff face. It has minimal impact on the reserve, and would not inhibit any views.

The French Bay Yacht Club would need to apply to Council for a dangerous goods licence and adhere to the relevant compliance standards of that licence. One of those conditions would be that the site for the shed should be bunded to contain any spillage of the fuel.

The cabinet is 1500mm x 1500mm in size, and 2200mm in height. The intended cabinet is a commercially built fireproof structure constructed of 100mm reinforced concrete with a self-closing fireproof door. The interior of the cabinet is vented to atmosphere by way of a piped vent, which would be mounted on the back of the boat shed.

Council will require that the proposed shed is painted dark brown, as per the colour of existing structures on the reserve. The security and on going maintenance of the shed would be the responsibility of the French Bay Yacht Club.

The lease agreement between the French Bay Yacht Club and Council is running on a month-by-month basis. The renewal of the lease was deferred pending discussions between the French Bay Yacht Club and the Manukau Coastguard on a shared facility. These discussions are progressing favourably.

In 2003, there were reported problems at the beach car park and boat ramp access lane due to the late night congregation of youths in motor vehicles and their associated undesirable behaviour, which included alcohol and drug use, graffiti and vandalism. These issues have been largely resolved due to the effective intervention of the French Bay Neighbourhood Support Group and the practical assistance of Council staff. These matters are the subject of a separate Agenda item.

This report has been reviewed by the Crime Prevention Projects Leader, who continues to monitor the situation in French Bay.

RESOURCES

The dangerous goods shed would be the full responsibility of the French Bay Yacht Club, especially the removal of graffiti.

The French Bay Yacht Club would need to enquire with Council and the Auckland Regional Council on consent requirements.

The Parks Assets section should be kept informed on the building programme.

CONCLUSION

The installation of a dangerous goods shed is a safety requirement, which can be accommodated discreetly on the Reserve, with little affect on public views and no significant change to the character of the reserve.

RECOMMENDATIONS

1. That the Installation of a Dangerous Goods Sheet on French Bay esplanade report be received.
2. That the New Lynn Community Board approve the installation of a dangerous goods shed behind the existing boat storage shed, located on the French Bay Esplanade Reserve.
3. That the French Bay Yacht Club monitor graffiti on the dangerous goods shed on a weekly basis and remove all graffiti from it, weekly or sooner if possible.

Report prepared by: Warren Ogilvie, Senior Planner, Parks.



12 GOLF ROAD - NO STOPPING AT ALL TIMES CONTROL

PURPOSE OF THE REPORT

The purpose of this report is to report to the New Lynn Community Board, the outcome of investigations on reported difficulties that drivers are facing in manoeuvring in and out of properties whilst vehicles are parked on the north kerb line of Golf Road.

BACKGROUND

At the public forum of the New Lynn Community Board Meeting held on 5 November 2003 a resident of Golf Road raised the issue of obstruction and safety problems caused by vehicles parked along the north kerb line of Golf Road.

The Community Board considered this matter and resolved as follows:

“That the information be received and the issues raised referred to appropriate officers for investigation and that the outcome be reported back to the New Lynn Community Board.”

4025/2003

STRATEGIC CONTEXT

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

“No Stopping At All Times” controls can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

ISSUES

Transport Assets Staff met the resident at the site to understand the concerns. The suggestions from the resident were:

- Widening of the road or;
- Installing no stopping lines along the north kerb line.

The resident was advised that the Council has no immediate plans to widen this road and however they are welcome to go through the Annual Plan Submission Procedure if they wish to do so.

A6

Transport Assets Staff circulated a letter to the residents from 227 to 241, containing a proposal to install a "No Stopping At All Times" control along the north kerb line of Golf Road in front of their properties. Refer to page A6 for details. Six out of the eleven residents responded and only one was supportive to the proposal. The residents on either side of the original complainant's property have sent their objections in writing.

Transport Assets Staff agree with the view of the residents who opposed the proposal because there is a very little on street parking in the vicinity. Also, there is no history of recorded accidents in the vicinity. The road is wide enough (10 metres) for parking on one side and parking on the other side is already prohibited.

RESOURCES

As this report recommends that no action be taken, there are no resources required.

CONCLUSION

Current conditions do not warrant imposing parking restrictions in Golf Road.

RECOMMENDATIONS

That the Golf Road - No Stopping At All Times Control report be received.

Report prepared by: Upali Ileperuma, Transport Engineer: Transport Assets.



13 **HIGHLAND AVENUE GIVE WAY AND NO STOPPING AT ALL TIMES CONTROLS**

PURPOSE OF THE REPORT

The purpose of this report is to seek the approval of the New Lynn Community Board to establish a "Give Way" control and a "No Stopping At All Times Control" on Highland Avenue at its intersection with Derwent Crescent.

BACKGROUND

Council has received several complaints from residents about motorists being confused at the uncontrolled intersection of Highland Avenue and Derwent Crescent. Council staff have assessed the issues relating to the complaint, and consider that introduction of Give Way signs and No Stopping Lines is warranted.

STRATEGIC CONTEXT

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

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

ISSUES

A7

In the past Highland Avenue was connected to the end of Derwent Crescent and the motorists had no difficulties of manoeuvring at the junction. But as a result of recent sub divisions, Derwent Crescent has been extended under the name of Chamari Close creating a T-intersection with Highland Avenue, refer to the sketch attached at page A7.

The numbers of motor vehicles travelling straight into Chamari Close and Frence Drive (another road turning off from Chamari Close) has increased rapidly due to recent housing construction in the area. Non-existence of a priority traffic control at the intersection can confuse drivers especially when turning out to Derwent Crescent from Highland Avenue. The topography around the intersection contributes to the aggravation of this problem.

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

The residents whose frontages are affected by the proposed "No Stopping At All Times" control were consulted and no objection received.

RESOURCES

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

CONCLUSION

The proposal to establish "Give Way" and "No Stopping At All Times" controls on Highland Avenue at its intersection with Derwent Crescent is an effective way to improve traffic safety at this intersection.

RECOMMENDATIONS

1. That the Highland Avenue Give Way and No Stopping At All Times Controls report be received.
2. That in relation to **HIGHLAND AVENUE AND DERWENT CRESCENT:**
 - (a) That all existing parking restrictions or limitations (affected, or superseded, or replaced by this resolution) applicable to Highland Avenue and Derwent Crescent, imposed by any prior resolution (including resolutions 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 2002, The Transport Act 1962, and the Waitakere City Council Bylaw No. 7, 1991 - Traffic, the following controls be now resolved to be specified and imposed namely:
 - A “Give Way” control be established on Highland Avenue at its intersection with Derwent Crescent.
 - On the east kerb line of Highland Avenue starting from a point 20 metres south of the northern boundary of 35 Highland Avenue and ending at a point 6 metres west of the eastern boundary of the same property, a new “**No Stopping At All Times**” control be put in place.
 - On the west kerb line of Highland Avenue starting from a point 20 metres south of the northern boundary of 44 Highland Avenue and ending at a point 8 metres east of the western boundary of the same property, a new “**No Stopping At All Times**” control be put in place.
3. That the appropriate signage and markings, in accordance with the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said “Give Way” and “No Stopping At All Times” controls.

Report prepared by: Upali Ileperuma, Transport Engineer.



14 **CAPTAIN SCOTT ROAD/WILSON ROAD/OATES ROAD ROUNDABOUT - NO STOPPING AT ALL TIMES CONTROL**

PURPOSE OF THE REPORT

The purpose of this report is to seek the approval to install “No Stopping At All Times” controls in the vicinity of the roundabout at Captain Scott Road, Wilson Road and Oates Road Intersection in Glen Eden.

BACKGROUND

Waitakere City Council has received complaints about the issue of obstruction and safety problems caused by vehicles parked too close to the Captain Scott Road/Wilson Road/Oates Road Roundabout.

STRATEGIC CONTEXT

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

“No Stopping At All Times” controls can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

ISSUES

On street parking close to this busy intersection restricts sight distances for drivers and blocks the free movement of vehicles. Being a commercial area there is a high percentage of vehicles passing through this roundabout and the pedestrian movement is also high. Drivers double-park on the road in front of the properties from 6 to 14A Captain Scott Road, causing traffic hazards, while the adjacent purpose-built recessed parking spaces are empty.

A8

It is proposed to install “No Stopping At All Times” controls along all the four legs of the intersection to a distance that the drivers can clearly see the approaching and manoeuvring of the vehicles around the roundabout, refer to the plan attached at page A8. Already a “No Stopping At All Times” control exists along the south kerb line of Wilson Road, which continues around the corner of the roundabout along the east kerb line of Captain Scott Road.

Installing “No Stopping At All Times” controls would result in a loss of 10 possible on-street parking spaces. However, it will improve the safety for users of the off-street parking. All the properties affected have adequate off-street parking and on-street parking is available in the vicinity in safer situations.

There would be no real loss of parking, since parking must not occur in any case, so close to the roundabout and the pedestrian crossings.

The proposal has been discussed with members of the New Lynn Community Board and a consensus has been reached that this is an effective solution. Businesses and the residents in the vicinity were consulted and no objections received.

RESOURCES

As the work involves a minimal cost, it can be accommodated within the road marking maintenance budget.

CONCLUSION

The proposal for the "No Stopping At All Times" control at the Captain Scott Road/Wilson Road/Oates Road Roundabout is desirable from a safety perspective and will have only a minor affect on the parking in the vicinity. The work can be accommodated in the 2003/2004 budget.

RECOMMENDATIONS

1. That the Captain Scott Road/Wilson Road/Oates Road Roundabout - No Stopping At All Times Control report be received.
2. That in relation to **CAPTAIN SCOTT ROAD, WILSON ROAD AND OATES ROAD, GLEN EDEN:**
 - (a) That all existing parking restrictions or limitations (affected, or superseded, or replaced by this resolution) applicable to Captain Scott Road, Wilson Road and Oates 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 2002, 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 north kerb line of Oates Road starting from a point 6 metres west to the western tip of the pedestrian refuge and continuing for a length of 43 metres around the corner of Captain Scott Road along the west kerb line, a new "**No Stopping At All Times**" control be put in place;
 - On the north kerb line of Wilson Road starting from a point 6 metres east to the eastern tip of the pedestrian refuge and continuing for a length of 43 metres around the corner of Captain Scott Road along the west kerb line, a new "**No Stopping At All Times**" control be put in place;
 - On the south kerb line of Oates Road starting from a point 6 metres west to the western tip of the pedestrian refuge and continuing for a length of 41 metres around the corner of Captain Scott Road along the west kerb line, a new "**No Stopping At All Times**" control be put in place;
 - And that the appropriate signage and/or markings, in accordance with the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Upali Ileperuma, Transport Engineer: Transport Assets.



15 **CASTLEFORD STREET GIVE WAY AND NO STOPPING AT ALL TIMES CONTROLS**

PURPOSE OF THE REPORT

The purpose of this report is to seek the approval of the New Lynn Community Board to establish a "Give Way" control and a "No Stopping At All Times Control" on Castleford Street at its intersection with Avonleigh Road.

BACKGROUND

Council has received a complaint from a resident about motorists being confused at the uncontrolled intersection of Castleford Street and Avonleigh Road. Council staff have assessed the issues relating to the complaint, and consider that introduction of Give Way signs and No Stopping Lines is warranted.

STRATEGIC CONTEXT

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

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

ISSUES

Drivers are expected to follow the normal driving rules at uncontrolled intersections, but mainly because this section of Avonleigh Road is wide and straight, the rule of giving way to the traffic from right doesn't appear to have the desired effect at this intersection. This causes a great inconvenience to the traffic turning out from Castleford Street including buses.

The number of motor vehicles using this intersection has increased rapidly due to recent housing construction in the area.

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

The residents whose frontages are affected by the proposed "No Stopping At All Times" control were consulted and no objection received.

A9 The plan is attached at page A9.

RESOURCES

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

CONCLUSION

The proposal to establish “Give Way” and “No stopping At All Times” controls on Castleford Street at its intersection with Avonleigh Road is an effective way to improve traffic safety at this intersection.

RECOMMENDATIONS

1. That the Castleford Street Give Way and No Stopping At All Times Controls be received.
2. That in relation to **CASTLEFORD STREET AND AVONLEIGH ROAD:**
 - (a) That all existing parking restrictions or limitations (affected, or superseded, or replaced by this resolution) applicable to Castleford Street and Avonleigh Road, imposed by any prior resolution (including resolutions 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 2002, The Transport Act 1962, and the Waitakere City Council Bylaw No. 7, 1991 - Traffic, the following controls be now resolved to be specified and imposed namely:
 - A “Give Way” control be established on Castleford Street at its intersection with Avonleigh Road.
 - On the east kerb line of Castleford Street starting from a point 31metres west of the eastern boundary of 81 Avonleigh Road and ending at a point 7 metres south of the northern boundary of the same property, a new “**No Stopping At All Times**” control be put in place.
 - On the west kerb line of Castleford Street starting from a point 32 metres east of the western boundary of 2 Castleford Street and ending at a point 6 metres south of the northern boundary of the same property, a new “**No Stopping At All Times**” control be put in place.
3. That the appropriate signage and markings, in accordance with the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said ‘Give Way’ and ‘No Stopping At All Times’ controls.

Report prepared by: Upali Ileperuma, Transport Engineer.



16 **GLENMALL PLACE - REMOVAL OF POLICE PARKING**

PURPOSE OF THE REPORT

This report seeks the approval of the New Lynn Community Board for the removal of a "Police Only" parking restriction in Glenmall Place, Glen Eden.

BACKGROUND

Some years ago the NZ Police established a community policing presence in a shop in Glenmall Place, Glen Eden and it has since been relocated to the Glen Eden Fire Station. The Business Association have requested the removal of "Police Only" parking space and the reinstatement of "P45" public parking.

STRATEGIC CONTEXT

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

It is an important to optimise the use of public parking to maximise the benefit for local business and their customers.

ISSUES

The New Zealand Police no longer require a restricted "Police Only" parking space in Glenmall Place shopping precinct and the surrounding "P45" public parking area would benefit by the return of this parking space.

A10

The location and extent of the proposed change to the parking restriction as attached at page A10.

RESOURCES

The road marking for the proposed change can be implemented under the maintenance contracts for markings and signs.

CONCLUSION

The reserved police parking in Glenmall Place are no longer required and the public would be better served by replacing it with a 45-minute time limit parking space.

RECOMMENDATIONS

1. That the Glenmall Place - Removal of Police Parking be received.
2. That in relation to **GLENMALL PLACE, GLEN EDEN:**
 - (a) That all existing parking restrictions or limitations (affected, or superseded, or replaced by this resolution) applicable to Glenmall Place, Glen Eden 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:
 - That a “**P45**” 45 minute time limit parking restriction be imposed, on the angle parking space located on the south kerb line of Glenmall Place, 77 metres east from the east kerb line of Glendale Road,
 - (c) And that the appropriate signage and/or markings, in accordance with the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Adam Moller, Principal Transport Engineer: Development, Transport Assets.



17 **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.

NEW LYNN COMMUNITY BOARD APPOINTMENTS

OUTSIDE ORGANISATIONS	APPOINTMENT
Auckland Region Community Boards' Association Executive Committee	Gayle Marshall
Keep Waitakere Beautiful Committee	Elizabeth Francke
Glen Eden Citizens Advice Bureau	Ray Kernaghan
Glen Eden Community House Management Committee	Gayle Marshall
Green Bay Community House Management Committee	Pim van der Voort (Alternate: Brent Peters)
COUNCIL COMMITTEES	
Hearings Committee	Elizabeth Francke (Alternate: Ray Kernaghan)
Community Sports Fund Allocation Subcommittee	Brent Peters
WORKING GROUPS	
Harbourview "People's Park" Working Party Voluntary Membership	Pim van der Voort
Wai Care Programme	Gayle Marshall Ray Kernaghan Elizabeth Francke
Project Whau Steering Group	Ray Kernaghan
Herbicide Reduction Working Party	Elizabeth Francke
New Footpath Construction: Budget Allocation	Pim van der Voort
New Lynn Reserves Management Plan - Internal Advisory Group	Pim van der Voort Brent Peters
Olympic Park Reserves Management Plan Advisory Group	Brent Peters
Project Twin Streams Steering Group	Ray Kernaghan

