



**AGENDA FOR A 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, 4 JULY 2005,  
COMMENCING AT 7.30 PM**

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**1 APOLOGIES**



**2 CONFIRMATION OF MINUTES**

Meeting Minutes - 30 May 2005

**RECOMMENDATION**

That the minutes of the Meeting of the New Lynn Community Board held on Monday, 30 May 2005, as circulated, be taken as read and now be confirmed.



**3 URGENT BUSINESS**

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

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

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

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



#### 4 **PUBLIC FORUM**

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

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

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



#### 5 **CHAIRPERSON'S REPORT**

Firstly, I wish to pay homage to the late Sir Tom Clark, founder of the Crown Lynn Potteries later known as the Ceramco Industries. Only a few months ago the City Council and his previous staff met in this building to hand him the Key to the City and to reminisce past experiences. We were fortunate to have had the opportunity to do this. May I suggest that the Board and Council commemorate Sir Tom Clark in New Lynn with an appropriate statue or other work of art. The Manawa Wetland could be a possible site or a more prominent place near the library.

The Manawa wetland extension official opening proved the function as a wetland. The heavy rain prior to the opening time has filled the lake and waterways. The ducks and pukekos enjoyed their new environment. Despite the atrocious wet day, but with a bit of a break at the time of the opening, there was a generous turnout of public and staff. I wish to thank all who came to the opening and as I mentioned in my address to the people, a special thank you goes to the following organizations, staff and others; Eco-water, Graham Leonard and in particular Tony Miguel for his pursuing of the purchase of the land for the extension, Parks management Renee Lambert in winning the environmental award for this project and Mandy McMullin for her work and final design. Not to forget the Manawa Advisory group and others. A gazebo or small rotunda is still to be completed at the park as soon as funds are available.

This month we have been finalizing the City's Annual Plan and I will report on this next month.

#### **Waitakere City Wardens- New Lynn.**

During the past two months, there has been some uncertainty about the future of the Waitakere City Wardens based in New Lynn. Some of this has arisen through the retirement of their Chief Executive Officer, Mrs Lorraine Morunga.

Local community people including New Lynn Community Board members, MP David Cunliffe, and the ex Mayor of New Lynn Bruce MacNaughton have been offering support for the Wardens.

Community meetings have been held to source assistance and offer some direction for the Wardens. This seems to be appreciated and processes are now in progress to hopefully manage this initial matter to enable the Wardens to continue and offer assistance to the New Lynn community and particularly to local businesses.

Advice has been sought from Council officers regarding the existing premises they have been using. This seems to be the priority and the issue requires a clear signal by New Lynn Community Board to request Council's property people to look at the current situation.

There is also an apparent need for training in administration support and other areas. The Community Advisor of Internal Affairs is being approached to offer some assistance with training, planning and funding avenues. The Portage Licensing Trust may be another avenue for the Wardens to consider.

### **RECOMMENDATION**



1. That the Chairperson's Report be received.
2. That a vote of thanks be extended to all Council officers that participated with the Manawa Wetland Project.
3. That New Lynn Community Board support the Waitakere City Wardens based in New Lynn in their work.
4. That the New Lynn Community Board ask Council staff to assist the New Lynn Wardens with the current premises issues such as tidying the building and lease arrangements.
5. That it be recommended to Council that Sir Tom Clark be commemorated in New Lynn with an appropriate statue or other work of art.

Pim van der Voort, JP  
**CHAIRPERSON**







**6 COMMITTEE SECRETARY'S REPORT**

Issue	Comments	Reporting Council Officer
<p>Parking Situation in Claridge Street and Roick Parade, Glen Eden - Proposed Parking Spaces</p> <p>5 May 2003 and 1 September 2003</p> <p>Public Forum (Resolution 849/2003 and 1783/2003)</p>	<p>All the works at Claridge Street Common Reserve have been completed, other than one sub-soil drain, top soiling and grass re-sowing.</p>	<p>Warren Ogilvie ☎ 836 8000 Ext 8561</p>
<p>Glen Eden Street Signage Project</p> <p>7 March 2005 (Resolution 305/2005)</p>	<p>Contract for the implementation of the Glen Eden Street signs has been finalised and signed. Most materials for the signs have been purchased. Fabrication and assembly of components has commenced.</p>	<p>Peter Joyce ☎ 836 8000 Ext 8140</p>
<p>Traffic Issues at Oates Road/Glendale Road Intersection</p> <p>7 February 2005 (Resolution 84/2005)</p>	<p>Accident records and traffic counts undertaken last month indicate that changes to this intersection would be beneficial from a safety perspective. A design showing a possible reconfiguration of the intersection is being prepared for the Board's consideration at the August 2005 meeting.</p>	<p>Paul Schischka ☎ 836 8000 Ext 8742</p>
<p>Titirangi Walkway</p> <p>7 March 2005 (Resolution 293/2005)</p>	<p>The walkway through Soldiers Memorial Reserve was closed due to considerable drop in excess of 3 metres, over much of the walkway from the summit down to Titirangi Road. Evidence is present of children creating tracks off the main track to vantage lookout areas. Suitable fencing will be erected in the 2005/2006 financial year.</p>	<p>Tony Grogan ☎ 836 8000 Ext 8969</p>

Issue	Comments	Reporting Council Officer
Totara Avenue Pedestrian Crossing Outside The New Lynn Bus Transfer Station 30 May 2005 Public Forum (No resolution)	Preliminary investigation of this location shows that kerb projections would provide safety benefits at this crossing, without adversely affecting the operation of the buses. The kerb projections can be installed through the minor safety projects 2005/2006.	Paul Schischka  836 8000 Ext 8742
Rankin Avenue Pedestrian Crossing 30 May 2005 Public Forum (No resolution)	A survey of pedestrian movements at this crossing is being undertaken to determine a suitable solution for safety concerns in this location. The Board will be advised in due course of the outcome of the survey.	Paul Schischka  836 8000 Ext 8742

#### Reports Pending

Subject	Date Requested	Report Due	Reporting Officer
Paturoa Foreshore Erosion - Results of Coastline Survey	2 December 2001 Public Forum (Resolution 343/2003 and 642/2003) 5 July 2004 (Resolution 1182/2004)	4 September 2005 (due to delay in survey results)	Harish Singh  836 8000 Ext 8953
Friends of Whau Steering Group	January 2005	1 August 2005	Tony Miguel  836 8000 Ext 8294
Appointment to Steering Group on Shopping Trolleys in Streams	7 February 2005	1 August 2005	Tony Miguel  836 8000 Ext 8294
Glen Eden Revitalisation Update	2 May 2005 Public Forum (Resolution 710/2005)	1 August 2005	Peter Joyce  836 8000 Ext 8140

#### **RECOMMENDATION**

That the Committee Secretary's Report for 4 July 2005 be received.

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



## 7 **GOLF ROAD - PARKING ISSUES**

### **PURPOSE OF THE REPORT**

The purpose of this report is to provide the New Lynn Community Board with information regarding traffic safety issues caused by parking in Golf Road between numbers 201 and 243.

### **BACKGROUND**

After being addressed by a resident of Golf Road during the Public Forum portion of the 7 March 2005 meeting of the New Lynn Community Board it was resolved:

*“That a report be brought back to the New Lynn Community Board on the traffic safety issues caused by parked cars on Golf Road approximately from No. 243 to No. 201.”*

(291/2005)

Golf Road is a collector road connecting Titirangi Road with Portage Road. The section of Golf Road between numbers 201 and 243 carries an estimated 8150 vehicles per day.

### **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.

### **ISSUES**

#### **On-Street and Off-Street Parking Demand**

Council officers have visited the section of Golf Road in question on 10 occasions to check parking demand, including once at night and in the weekend. On the 10 occasions the road was checked, no more than 3 cars were observed parked on the road at any one time. On a number of occasions vehicles were observed parked partially on the footpath or the berm.

Many of the properties adjacent to Golf Road in the west end of the road are on a significant gradient. This limits the ability of residents to provide extra off-street parking within their properties, although most properties have at least some off-street parking and the area is not a high parking demand location.

It appears that the majority of residents have sufficient off-road parking for themselves and that most on-street parking that occurs in this part of Golf Road is sporadic, most likely involving residents' guests rather than the residents themselves.

#### **Known Accident History**

A check was made on Land Transport New Zealand's road accident database in the section of Golf Road between the intersection with Titirangi Road and Hilling Street (excluding accidents at the intersection with Titirangi Road and Hilling Street) for the past five years. Seven accidents were recorded in the database, four of which were minor injury accidents, as follows:

- Three of the accidents involved drivers losing control on bends.

- Two accidents involved moving vehicles colliding with parked cars, one of which occurred after the driver had lost control on a bend. One of these accidents was an injury accident.
- One accident involved a vehicle turning right into a private property being struck from behind by another vehicle.
- One accident involved a driver losing control on a straight.
- One accident involved a driver performing a 'U' turn into the path of truck heading in the opposite direction.

The accident database contains only those accidents that have been reported to Land Transport New Zealand by the Police. Other unreported accidents may have occurred in this location.

### **Traffic Flow Issues**

When passing parked vehicles in Golf Road between numbers 201 and 241, moving vehicles normally move over the centre line to achieve a comfortable lateral clearance. Cars tend to move approximately a metre over the centre line when passing while heavy vehicles move over the centerline somewhat more. Whenever vehicles cross a centerline into the traffic lane of oncoming vehicles a possible traffic hazard is created.

One accident recorded in the accident database was the result of a vehicle turning right into a private property being struck from behind by another vehicle. Traffic lane widths in Golf Road and forward sight distances are limited and there is potential for additional accidents of this type to occur.

### **Parking Bays**

The resident who addressed the New Lynn Community Board at the Public Forum on 7 March 2005 regarding this matter, has suggested that Council could construct parking bays in Golf Road, and the area between the vehicle crossings of numbers 210 and 212 should be considered in particular. There is a clearance of 24 metres between the vehicle crossings of numbers 210 and 212 Golf Road.

There is a narrow strip of flat land to the south of the carriageway of Golf Road. South of this strip the land slopes away steeply and the strip of flat land is particularly narrow close to the vehicle crossing of number 212 Golf Road. Due to this gradient issue the construction of a parking bay in this location would be prohibitively expensive due to the need to construct a retaining wall.

Should a footpath also be constructed in this area in addition to a parking bay the height and length of the required retaining wall would be greatly increased. The clearance between the front fence of number 210 Golf Road and the carriageway is insufficient to construct a full width parking bay and a standard 1.4 metre wide footpath.

### **Prior Reports to the New Lynn Community Board**

A1-A7

Parking restrictions in Golf Road from number 201 to 243 have been the subject of three previous reports to the New Lynn Community Board in the past three years. Copies of these reports are attached at pages A1 to A7.

The 1 March 2004 report to the New Lynn Community Board noted that there had been strong opposition from residents of properties on the north side of Golf Road, between numbers 201 and 243, when consulted about a possible parking restriction outside their properties. This report recommended that a parking restriction not be installed in this part of Golf Road.

## RESOURCES

As this report recommends no action be taken, no resources are needed.

## CONCLUSION

Vehicle parking in Golf Road in the vicinity of numbers 201 to 243 does not present a significant safety hazard, and for this reason new parking restrictions in this area are not recommended.

On-street parking demand in this area is low. There are only two reported accidents involving parked cars and there is strong opposition from local residents to a parking restriction. This part of Golf Road is a possible location for installation of a flush median in either the 2005/2006 financial year or future years but at the time this report was prepared, work to prioritise flush median location based on accident records has not yet been completed.

## RECOMMENDATION

That the Golf Road – Parking Issues report be received.

Report prepared by: Paul Schischka, Transport Engineer



## 8 GODLEY ROAD, GREEN BAY – NEW NO STOPPING CONTROL

### PURPOSE OF THE REPORT

The purpose of this report is to seek the New Lynn Community Board's approval for a new 'No Stopping' control between the two vehicle crossings of the Shell Service Station located at the intersection of Godley Road and Lex Avenue, Green Bay.

### BACKGROUND

The operator of the Shell Service Station located at the intersection of Godley Road and Lex Avenue has contacted Council requesting that a 'No Stopping' line be installed between the two vehicle crossings of their facility. The operator believes that vehicles parked in this location obstruct the sight lines of drivers leaving the service station and present a safety hazard. The operator has stated that the majority of vehicles parked outside the service station are displaying 'for sale' signs and are not owned by local residents or businesses or their guests.

### STRATEGIC CONTEXT

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

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

## ISSUES

The eastern-most of the two vehicle crossings to the service station is predominately used as an entrance by motorists, while the western-most of the two crossings is predominantly used as an exit. Installing a 'No Stopping at All Times' restriction between the two vehicle crossings will ensure that driver sight lines are clear of parked vehicles for drivers exiting the western vehicle crossing for a distance of approximately 100 metres.

"Land Transport New Zealand's Road and Traffic Standard 6: Guidelines for Visibility at Driveways" recommends that 90 metres of clear sight distance be provided to oncoming traffic for drivers exiting a vehicle crossing on to an arterial road. Godley Road is classified as a regional arterial road. The volume of traffic leaving the service station's western vehicle crossing is significantly greater than is usual for a residential property and for this reason sightlines for drivers exiting the service station are of particular concern.

There are three recorded accidents involving vehicles leaving the service station in Land Transport New Zealand's accident database. One of these accidents was a minor injury accident.

The occupants of properties adjacent to the proposed parking restriction were consulted regarding the proposed changes by letter. No replies were received.

A8

The location of the proposed new parking control is as shown on the aerial photograph attached at page A8.

## RESOURCES

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

## CONCLUSION

The new 'No Stopping' line in Godley Road is recommended to improve road user safety.

## RECOMMENDATIONS

1. That the Godley Road, Green Bay - New No Stopping Control report be received.
2. That in relation to **GODLEY ROAD, GREEN BAY:**
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) on the south kerb line of **GODLEY ROAD** starting from a point 25 metres east of the point where the kerb line meets the west kerb line of **LEX AVENUE** and extending to a point a further 24 metres west along the kerb line, a new **NO STOPPING AT ALL TIMES** control be put in place.

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

Report prepared by: Paul Schischka, Transport Engineer.



## **9 ARAOE ROAD, NEW LYNN – EXTENSION OF NO STOPPING CONTROL**

### **PURPOSE OF THE REPORT**

The purpose of this report is to seek the New Lynn Community Board's approval for extension of an existing 'No Stopping' control in Arahoe Road, New Lynn.

### **BACKGROUND**

A resident of Arahoe Road has recently contacted Council requesting that the 'No Stopping' line that currently terminates at the south edge of the vehicle crossing of number 24 Arahoe Road be extended northward a short distance so that it terminates to the north of the vehicle crossing of number 22 Arahoe Road.

### **STRATEGIC CONTEXT**

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

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

### **ISSUES**

The length of kerb line between the vehicle crossings of numbers 22 and 24 Arahoe Road is approximately 4 metres. This length of kerb line is insufficient to park a car without obstructing access to one or both of the associated properties. The resident who requested that Council extend the 'No Stopping' line has observed that vehicles delivering children to and from the nearby Arahoe Primary School have parked illegally between the vehicle crossings on a number of occasions. Installing a 'No Stopping' line in this location would discourage drivers from parking over these vehicle crossings.

The occupants of nearby properties were consulted regarding the proposed changes by letter. No replies were received.

A9

The location of the proposed new parking control is shown on the aerial photograph attached at page A9.

## RESOURCES

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

## CONCLUSION

The proposed extension of an existing 'No Stopping' line in Arahoe Road is recommended to improve road user safety.

## RECOMMENDATIONS

1. That the Arahoe Road, New Lynn – Extension of No Stopping Control report be received.
2. That in relation to **ARAOE ROAD, NEW LYNN:**
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls now be resolved to be specified and imposed, namely,
    - (i) on the east kerb line of **ARAOE ROAD** starting from a point 3 metres south along the kerb line of a point adjacent to the property boundary between number **22 and 24 ARAHOE ROAD** and extending to a point 10 metres north along the kerb line, a new **NO STOPPING AT ALL TIMES** control be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 – Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Paul Schischka, Transport Engineer.



## 10 BARRONS GREEN CARPARK

### PURPOSE OF THE REPORT

The purpose of this report is to seek approval from the Community Board for the preferred location of the proposed carpark at Barrons Green.

### BACKGROUND

The Green Bay Community Centre is located on Barrons Green in Barrons Drive, Green Bay. According to the Community Centre Coordinator, the house gets approximately 12,000 visitors per year. This averages out to around 1,000 visits per month. People of all ages use the centre, from the elderly to young mothers with pre-schoolers.

Currently there are no off-street parking facilities immediately adjacent to the community house. The users of the Green Bay Community Centre have been parking either on the road or in the privately owned New World Supermarket carpark situated next to the community house.

Council has had numerous submissions over the years requesting parking facilities and a drop-off zone to be provided for this community house.

Council approved funding in the 2004/2005 Annual Plan for the construction of a carpark at Barrons Green. Consultation with the local community has been ongoing since December 2004 and to date two public meetings have been held at the community house to discuss the project.

### **STRATEGIC CONTEXT**

In February 1998, Council adopted the recommendations of the Community Houses Review and resolved to continue to support Community Houses given the community benefits that they provide.

Community Houses are central to local neighbourhoods and play a vital role in promoting a sense of well being and belonging. They contribute to Council's Strong Communities and Urban and Rural Villages strategic platforms through the provision of networks of appropriate and accessible public buildings as key community focal points and through a wide range of low cost, low impact community activities.

Council's strategic objective for leisure is that a comprehensive range of leisure, recreation and sports services and facilities are provided. Through adoption of First Call for Children, Council has also stated its commitment to proactively supporting children, young people and their families in Waitakere City.

### **ISSUES**

#### **Initial Proposal**

A10

In September 2004 a meeting was held between Council officers, several New Lynn Community Board Members and the Community House Coordinator to discuss the location of the proposed carpark. It was agreed that the best location would be to construct the carpark in the open green area adjacent to the community house (as shown as option 1 attached at page A10).

Construction of a carpark on this site, however, was classified as a non-permitted activity, and hence a resource consent was required under the Resource Management Act before any such construction could be undertaken. Part of the resource consent requirements was to get written approval from the immediate neighbours (6 residents in total). Council therefore approached these six residents for approval. Only one written approval was received. The remaining five residents objected.

Council then called a meeting inviting all the immediate neighbours (14 residents in total) to discuss the proposal. This meeting was held at the Green Bay Community House on 21 December 2004.

#### **Public Meeting One (21 December 2004)**

Most of the invited residents and the users of the community house attended this meeting. The initial proposal was presented and a number of issues were raised. Some of the concerns were that the proposed carpark would take away the green space hence reducing the amenity value of the park. Residents were also concerned that the introduction of the carpark would cause an increase in vandalism and loitering in and around the park.

Whilst the community house users were clearly in support of the proposal, it was clear that the neighbours were strongly in opposition to this. The residents were also concerned that not enough consultation had been undertaken on this proposal and it was suggested that a few more options be investigated before any decision was made.

It was concluded at the end of the meeting that Council officers should investigate several other options and present them at a further public meeting in early 2005.

### **Proposals**

*A11-A12*

Council officers looked at several other feasible options as outlined below, and shown attached at pages A11 to A12.

#### **Option 1**

This was the initial proposal which was presented to the December 2004 meeting. It was to be located in the Barrons Green itself adjacent to the community house. The proposal would provide a total of sixteen parking spaces including two mobility parking spaces. This would be a public carpark and would be monitored and locked overnight. Parking time restrictions could be imposed to discourage the New World Supermarket employees parking here all day. A resource consent could be required for this proposal to proceed.

#### **Option 2**

This proposal was to locate the carpark in the Green itself. It is similar to option 1 but with the size reduced to allow for more green area to remain in the park. It would provide eleven parking spaces including two mobility parking spaces. This again would be a public carpark and will be monitored and locked overnight, with a time restriction imposed. This proposal could also require a resource consent.

#### **Option 3**

This proposal was suggested by the residents at the December 2004 meeting. It was to provide angle parking on Barrons Drive adjacent to Barrons Green. This proposal would provide fifteen parking spaces including two mobility parking spaces, but would remove the nine parallel roadside parking spaces that currently exist. Thus the total number of parking spaces gained would only be six. This proposal would also require a traffic study and a safety audit to be undertaken prior to construction.

### **Public Meeting Two (7 April 2005)**

A second public meeting was held on 7 April 2005 at the Green Bay Community House. Approximately 150 neighbouring residents were invited to this meeting and the three proposals were presented.

A total of 33 people attended the meeting on 7 April 2005. Of these, 10 were the immediate neighbours and the rest were the frequent users of the community house. It was quite clear from the meeting that the community users wanted a carpark and the neighbours did not.

The community users clearly voted for option 1. They wanted the carpark to be located as close to the building as possible. Their reasons were as follows:

- Easy access for the disabled.
- Safer and easier to use for parents with children particularly at night.
- Currently the older users find it very difficult to park out on the road and walk all the way down to the house particularly on wet days. Option 3 will not improve the situation in any way.
- Getting a park on the road is often difficult as the roadside parking is always full. This means that the users currently have to park up the road, which means that they have to frequently walk even further.
- There is no drop-off area.

The neighbours objected to options 1 and 2 and supported option 3. The reasons for their objections were as follows:

- There will be vandalism and loitering.
- Taking away the green space will reduce the amenity value of the park.
- There will be a lot of graffiti.
- Residents do not want to look at cars.
- Trees will be killed.
- Excessive noise.

A summary of the options is provided in the table 1 below

Proposal	Location	Extra no. of parking spaces gained	Estimated Cost	Green Space Removed	Comments
Option 1	Barrons Green	16	\$85,000	Most (585m <sup>2</sup> )	<ul style="list-style-type: none"> <li>• Most preferred by users.</li> <li>• Strongly opposed by neighbours.</li> <li>• Will require resource consent which will most likely be opposed.</li> </ul>
Option 2	Barrons Green	11	\$68,000	Moderate (470m <sup>2</sup> )	<ul style="list-style-type: none"> <li>• Moderately preferred by users.</li> <li>• Opposed by neighbours.</li> <li>• Will require resource consent which will most likely be opposed.</li> </ul>
Option 3	Barrons Drive - roadside	6	\$60,000	Least (415m <sup>2</sup> )	<ul style="list-style-type: none"> <li>• Opposed by users.</li> <li>• Supported by neighbours.</li> <li>• High traffic safety risk will require a traffic study and a safety audit to be undertaken.</li> </ul>

**Table 1 - Barrons Green Summary of Carparking Options**

Options 1 and 2 would provide a safer and easier access to the community house than option 3.

Option 1 would provide the maximum number of carparks (16) compared to the other proposals. The disadvantage with this proposal is that the park would lose a fair amount of the green space which the neighbours strongly object to. It is however strongly supported by the community house users.

Option 2 would take away less green space but will only provide 11 parking spaces in total. The proposal is opposed by the neighbours but supported by the community house users. This is the preferred option as it provides for a balanced approach that takes into account the views of the various parties, the environmental effects and costs.

Whilst option 3 would use up the least amount of green space, it will only provide an additional 6 parking spaces which will not alleviate the existing problem. The neighbours, however, are in favour of this option and have indicated to give consent should this proposal proceed. However, this option could create significant traffic hazards and is not supported.

Options 1 and 2 are non-permitted activities and hence under the Resource Management Act, a resource consent would be required. As the neighbours have objected to these proposals, the consents would have to be publicly notified and heard. This process could take over a year and potentially escalate the project costs.

## RESOURCES

The funding required to carry out the physical works was included in the 2004/2005 Annual Plan under Barrons Green Carpark (\$70,000), and it is proposed to carry over the funding into the 2005/2006 financial year.

The estimated budget for the 3 options is as follows:

	Option 1	Option 2	Option 3
Physical Works	\$70,000	\$55,000	\$50,000
Engineering & Supervision	\$10,000	\$8,000	\$8,000
Consents	\$5,000	\$5,000	\$2,000
<b>Total Project Costs</b>	<b>\$85,000</b>	<b>\$68,000</b>	<b>\$60,000</b>

**Table 2 – Summary of Project Costs**

## CONCLUSIONS

There has now been extensive consultation on the options to provide carparking at Barrons Green and it has not been possible to develop an option that is supported by all parties.

Option 2 provides a balance between the different views of the community, the environmental effects and costs. It is therefore recommended.

## **RECOMMENDATIONS**

1. That the Barrons Green Carpark report be received.
2. That Option 2 be adopted as the preferred location of the carpark, as outlined in the report, and that applications for resource consents be lodged.

Report prepared by: Harish Singh, Principal Engineer



## 11 **SLOW STREETS PROGRAMME – NEW LYNN WARD**

### **PURPOSE OF THE REPORT**

The purpose of this report is to update the New Lynn Community Board on Council's Slow Streets Programme, seek the Board's approval to proceed with projects within the New Lynn Ward, and to provide feedback on recent requests for consideration of slow street treatments.

### **BACKGROUND**

Council receives frequent requests from residents for measures to slow traffic in residential streets. Slow Streets treatments are funded through the Annual Plan as a City-wide programme. The selections of sites are prioritised based on a number of factors including traffic speed, traffic volume, crash records and the function of the road within the road network.

### **STRATEGIC CONTEXT**

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

The implementation of slow streets treatments focuses on addressing speed related safety problems and providing a more pedestrian friendly environment. However, implementing slow streets can have some negative consequences including impeding response times for emergency vehicles and reducing ride comfort for vehicle occupants including public transport.

### **ISSUES**

#### **Prioritisation Process**

The top nine sites on the existing City-wide priority list, plus eight additional City-wide sites where concerns have been raised during the last year, were assessed to reprioritise the current slow streets programme. The assessment included traffic counts to measure traffic speeds and traffic volumes, a review of crash records from the Land Transport New Zealand crash database, and an engineering review to consider feasibility of treating the roads, and possible adverse impacts.

Based on this assessment, City-wide priorities have been established as shown in Table.

Road	Ward	85% speed	Crashes <sup>4</sup>			Volume	Designation	Cost Est.	Treatment Proposed	Priority Rating
			Serious	Minor	No Injuring					
		kph				Vehicle/day	\$			
<b>Gardner Ave</b>	<b>N</b>	<b>63</b>		<b>6</b>	<b>14</b>	<b>1057</b>	<b>Local</b>	<b>35,000</b>	<b>Humps</b>	<b>A1</b>
Zita Maria Drv	M	63		2	13	4047	Local	22,000	Humps	A1
Flanshaw Rd	H	60	1	6	13	3360	Collector	7,000 <sup>1</sup>	Markings	A2
Beach Rd	H	59	1	3	10	3093	Collector	7,000 <sup>1</sup>	Markings	A2
Solar Rd	W	61		2	10	1324	Collector	37,000	Humps	A2
Neil Ave	H	60		1	1	1580	Local	28,000	Humps	B1
Sunvue Rd	W	53.5		1	6	1008	Local	26,000	Humps	B1
Waitaki St	H	56		1	2	1285	Local	24,000	Humps	B2
North Piha Rd	W	50	2	2		483	Local	<sup>3</sup>	Humps	C <sup>2</sup>
<b>Kelwyn St</b>	<b>N</b>	<b>49.5</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>6468</b>	<b>Collector</b>	<sup>3</sup>	<b>Minor Safety</b>	<b>C<sup>2</sup></b>
<b>Vardon Rd</b>	<b>N</b>	<b>54.5</b>			<b>2</b>	<b>1314</b>	<b>Local</b>	<sup>3</sup>	<b>Minor Safety</b>	<b>C<sup>2</sup></b>
<b>Evans Rd</b>	<b>N</b>	<b>61.5</b>				<b>1029</b>	<b>Local</b>			<b>C<sup>2</sup></b>
Covil Rd	H	55.5			5	900	Local			C <sup>2</sup>
Addison Ave	H	55.5	1		1	760	Local	<sup>3</sup>	Minor Safety	C <sup>2</sup>
<b>Cliff View Drv</b>	<b>N</b>	<b>57.5</b>			<b>3</b>	<b>684</b>	<b>Local</b>			<b>C<sup>2</sup></b>
Waari Ave	H	57.5				964	Local			C <sup>2</sup>
<b>Daffodil St</b>	<b>N</b>	<b>52</b>			<b>4</b>	<b>1204</b>	<b>Local</b>			<b>C<sup>2</sup></b>

**Table 1 – Revised Slow Streets Programme**

**Notes:**

1. Cost based on road marking treatment only
2. Sites with a rating of C will need to be assessed against other sites on the waiting list with a C rating when determining programme beyond 2007.
3. Details of proposed minor safety works to be determined. These will not use Slow Streets funding.
4. There were no fatal crashes recorded in any of the streets reviewed.

**Recommended Treatments**

The proposed treatments for specific sites are shown in table 1. In most cases speed humps are recommended as the most affordable and effective method of controlling speeds. An alternative proposal of road marking and monitoring has been recommended for two sites on collector level roads where the high traffic volumes and potential adverse impact of diverting vehicles onto other routes are a concern. These two sites are both long straight roads with relatively wide carriageways and only a centre line marked. It is proposed to mark edge lines along these roads to narrow the effective lane widths and encourage on street parking which is expected to result in some reduction in speed and crashes. At other sites which have been rated as low priority for slow streets works (due to relatively low speeds) but where there are still significant crash trends or safety problems, it is proposed to carry out works under the minor safety programme targeted at addressing the particular problem sites.

## New Lynn Ward Sites

Gardner Avenue is a local road running between Titirangi Road and Astley Avenue. The traffic volumes on this road are not unusual for a local road, however both the vehicle speeds and number of crashes are high making this site the highest priority on the revised slow streets programme.

Kelwyn Street is a collector road extending from the end of Rimu Street. The traffic volumes are high, reflecting the use of this road by peak hour traffic to avoid congestion as it forms part of the route running parallel to Great North Road through Kelston. The 85<sup>th</sup> percentile speed on this road is the lowest of the seventeen roads reviewed. The moderate crash rate is a reflection of the high traffic volume on this route, and while Kelwyn Street is considered a low priority for traffic calming the crash pattern concentrated on a pair of bends in the road suggest that benefits could be achieved through improving the signs and markings at those bends. This is proposed for inclusion in the minor safety projects programme.

Vardon Road is a local road running between Cliff View Drive and Godley Road. The traffic volume, 85<sup>th</sup> percentile speed and crash history are all relatively low. A safety issue has been identified with the junction of Vardon Road and Cliff View Drive. The geometry of the intersection currently allows vehicles left turning from Cliff View Drive to enter Vardon road without slowing sufficiently for the restricted sight line at the intersection. It is proposed to address this through a minor safety project to modify the intersection geometry and slow down the left turn movement.

Evans Road is a local road running between Pleasant Road and Captain Scott Road. The traffic volumes are low, the 85<sup>th</sup> percentile speeds are high and there is no recorded crash history. The road geometry consists of long straight sections of road with very tight 90 degree bends. While the speeds are higher than desirable, the straights have very good sight distance and the bends are sufficiently sharp and well delineated to ensure that vehicles slow down for them. In the absence of a recorded crash history this is a low priority site.

Cliff View Drive is a local road running parallel to Godley Road. The traffic volumes are low, the 85<sup>th</sup> percentile speeds are moderate, and the crash history shows a low number of recorded crashes. The road is a low priority site.

Daffodil Street is a local road running between Konini Road and Atkinson Road. The traffic volume and 85<sup>th</sup> percentile speed are both low. There are a small number of crashes recorded along this road. The road is a low priority site.

Based on this analysis, the slow street priorities in the New Lynn Ward are as follows:

- Installation of speed humps in Gardner Avenue;
- Intersection improvements at Vardon Road/Cliff View Drive; and
- Improved safety signs and markings in Kelwyn Road.

The detailed implementation of this programme is subject to community consultation and will be reported back to the New Lynn Community Board for specific approval.

## RESOURCES

The 2005/2006 draft Annual Plan allocates \$100,000 for implementation of slow streets treatments. The sites allocated A and B rankings can be funded over the next two years if funding at the same level as in the 2005/2006 Annual Plan is maintained in 2006/2007.

## CONCLUSION

The revised slow streets programme proposed by this report optimises Council's slow streets programme over the next two years to provide improvements to the sites with the worst vehicle speed and crash issues.

## RECOMMENDATIONS

1. That the Slow Streets Programme – New Lynn Ward report be received.
2. That the New Lynn Community Board support in principle the installation of speed humps in Gardner Avenue in the 2005/2006 slow streets programme subject to a consultation process being carried out with the residents of the street and the outcome reported back to the New Lynn Community Board.
3. That the New Lynn Community Board support the proposed intersection improvements to slow the left turn into Vardon Road from Cliff View Drive, to be implemented in the 2005/2006 minor safety projects programme.
4. That the New Lynn Community Board support the proposed signs and markings improvements for bends in Kelwyn Road, to be implemented in the 2005/2006 minor safety projects programme.

Report prepared by: Adam Moller, Principal Transport Engineer: Design



## 12 LEASE TO TITIRANGI TENNIS AND SQUASH RACKETS CLUB

### PURPOSE OF THE REPORT

The purpose of this report is to consider leasing Golf Road Domain to the Titirangi Tennis and Squash Rackets Club Incorporated.

### BACKGROUND

Golf Road Domain is a reserve of 5918m<sup>2</sup> located between Titirangi and Golf Roads and Ava Avenue in Titirangi. The Titirangi Tennis and Squash Rackets Club Incorporated takes up the entire reserve. The domain includes its clubhouse and bar together with 5 squash and 4 tennis courts and 60 carparking spaces. This area was first leased to the club in 1970 and the facilities were established in 1974 and 1975. The club is a registered incorporated society and currently has 500 members - 300 seniors and 200 juniors.

The reserve is legally defined as part Allotment 464 Parish of Waikomiti and is a recreation reserve under the Reserves Act 1977.

Titirangi Tennis and Squash Rackets Club Incorporated has been in discussion with Vodafone NZ Ltd (Vodafone) to establish an antenna and equipment cabinet for cellular phone transmission services on the reserve. At the Community Board meeting on 2 May 2005 it was resolved:

*“That the location of Vodafone NZ Limited antennas and cabinets on Archibald Park, Lawson Park and Golf Road Domain be approved, subject to Vodafone NZ Limited negotiating licences acceptable to Council and the leasing sports clubs, all necessary approvals from the Department of Conservation being granted and all necessary resource consents and other regulatory approvals being obtained by Vodafone NZ Limited at their cost.”*

(751/2005)

A13

A map attached at page A13 shows the location of Golf Road Domain which is also the area it is proposed to lease to the club.

### **STRATEGIC CONTEXT**

The Community Leases Policy provides that priority will be given to lease applicants who improve access to health, leisure and other services essential to mental and physical wellbeing. The policy also provides for a standard five year term and it is proposed that a lease of this term should be granted with a right of renewal at Council's option for a further five years. The rent the group should pay has been assessed at the standard rate charged to sports clubs.

### **ISSUES**

Titirangi Tennis and Squash Rackets Club Incorporated's lease does not expire until 2007 but the granting of a new lease at this time will allow it to enter into discussions with Vodafone over siting a cellphone antenna on its facilities and also permit it to apply to the Portage Licensing Trust for funding of \$100,000 to fix building leaks onto the squash courts.

Section 54(1)(c) of the Reserves Act 1977 provides that Council may “lease to any voluntary organisation the whole or part of the reserve for the playing of any outdoor sport, games or other recreational activity where the preparation and maintenance of the area for such sports, games, or other recreational activity requires the voluntary organisation to spend a sum of money that in the opinion of the administering body...is substantial”. Titirangi Tennis and Squash Rackets Club Incorporated continues to own the clubrooms which were established on the reserve in the 1970's. Council currently grants a standard five-year term and it is proposed that a lease of this term should be granted with a right of renewal at Council's discretion.

The club's current lease provides that the club may not play tennis after 11pm or squash after 1am. It is proposed that these conditions will be carried over into the new lease.

### **CONCLUSION**

Titirangi Tennis and Squash Rackets Club Incorporated has been operating from Golf Road Domain for thirty years. Titirangi Tennis and Squash Rackets Club Incorporated's facilities are well patronised and it is recommended that a new lease be granted to it at this time in order that it may have security of tenure on this reserve.

**RECOMMENDATIONS:**

1. That the Lease to Titirangi Tennis and Squash Rackets Club report be received.
2. That the Chief Executive Officer be authorised to negotiate and arrange execution of a lease with the Titirangi Tennis and Squash Rackets Club Incorporated for Golf Road Domain under section 54(1)(c) of the Reserves Act 1977.

Report prepared by: Alastair Dougal, Solicitor, Legal Services.



**13 CLASSIFICATION OF NEW LYNN RESERVES**

**PURPOSE OF THE REPORT**

The purpose of this report is to bring the proposed new classifications for the New Lynn Reserves as included in the New Lynn Reserves Management Plan under the Reserves Act 1977, to the New Lynn Community Board for consideration and recommendation to Council.

**BACKGROUND**

The administration and management of reserves is governed by the Reserves Act 1977, (hereafter referred to as the Reserves Act). This Act requires that an administering body prepare a Management Plan for all reserves (other than esplanade reserves) under its authority. The Reserves Act also requires that all reserves are to be classified into one of a number of categories according to their primary purpose. There are seven classifications. These are: Nature, Scientific, Government Purpose, Historic, Scenic, Recreation and Local Purpose. The classification is important as it indicates the values of a reserve and guides its appropriate use and development.

<b>Reserve Classification</b>	<b>Principal Purpose</b>
Recreation Reserve	Provision of Outdoor Recreation
Scenic Reserve	Protection of Scenic Landscapes
Nature Reserve	Protection of Flora and Fauna
Historic Reserve	Protection of Historic Places
Scientific Reserve	Special Areas for Research
Government Purpose Reserve	Set Aside for Defence or Civil Works
Local Purpose Reserve	Any other purpose not included above

A Local Purpose classification is always followed by a sub-classification, which specifies the primary purpose of the reserve, for example Local Purpose (*esplanade*). Local Purpose is the most flexible of the classifications and the only one that allows the administering body to develop and manage the reserve as it sees fit without referring to the Minister of Conservation for approval.

Classification must be completed before a Reserves Management Plan can become operative. The process of classifying the New Lynn reserves ran concurrent to the preparation of the New Lynn Reserves Management Plan which was adopted by the New Lynn Community Board in 2004 following two rounds of public submissions, public meetings and ongoing consultation with

local iwi and community interest groups. The Draft Plan included a table of existing and proposed classifications.

There are a total of 42 New Lynn reserves, made up of 83 parcels of land, which are dealt with by this report. Some of these parcels have already been classified, either as an automatic process under Section 16(11) of the Reserves Act, or by a previous Council resolution or Gazette notice. Memorial Square was included in the New Lynn Reserves Management Plan and is freehold land. However, due to boundary changes around the new library and the need to re-survey the site, it has not been included for reserves classification.

This report makes recommendations in regard to the 57 parcels that still require classification and with two parcels that require a change of classification. A table showing the proposed classification category for each reserve is set out below.

This report recommends the appropriate resolution for each parcel as proposed in the Management Plan. The resolutions differ according to the detailed requirements of the Reserves Act. Some of the classifications will require public notification, 4 require the consent of the Department of Conservation and several require publication in the New Zealand Gazette before they become effective.

Some of the resolutions recommended in this report are decisions delegated to local authorities by the Minister of Conservation. These decisions are not able to be sub-delegated to a Committee but must be made by the Council. Accordingly, this report is prepared in order for appropriate recommendations to be made to Council. Consultation with Maori is required for actions taken under the Reserves Act that are delegated from the Minister of Conservation. Local iwi are being invited to comment in respect to the proposed classifications and have already been consulted on the proposed classifications through the management plan process.

## STRATEGIC CONTEXT

The New Lynn Reserves Management Plan was prepared in the context of the Waitakere City Council Parks Strategy, which provides guidelines on the management of parks within the City. The Parks Strategy includes its own internal classification system, under which all parks are either City-wide, Local or Neighbourhood, depending on their size, facilities and the catchment of users. The Reserves included in this report are all Local reserves except for Ken Maunder which is a City-wide reserve.

## ISSUES

The predominant classification in New Lynn is that of *Recreation Reserve*, as the majority of the parks are neighbourhood parks providing recreational areas for local residents. There are also a number of *Local Purpose (Esplanade) Reserves*, these being those reserves that are alongside the mean high water mark of the sea. In the case of New Lynn, these reserves front on to areas of estuary. The Ambrico Kiln and Delta Triangle reserves have been identified as *Historic* reserves. The remaining classifications are sites of community buildings (*Local Purpose (Community Purpose)*), and *Drainage* areas.

There are 42 reserves in the New Lynn Reserves Management Plan. The proposed classification category for each is listed below.

<b>Reserve name</b>	<b>Classification category proposed</b>
Ambrico	Local Purpose (Community Purpose)
Ambrico Kiln	Historic Reserve
Bessie Priston	Recreation Reserve
Bob Hill	Recreation
Chettle	Recreation and Local Purpose (Drainage)
Clark St Common	Local Purpose (Esplanade)
Copley	Recreation
Cutler	Recreation
Davern	Recreation
Delta Esplanade	Local Purpose (Esplanade)
Delta Triangle	Historic
Drury St Esplanade	Local Purpose (Esplanade)
Durrant Esplanade	Local Purpose (Esplanade)
Gardner Reserve	Recreation
Grandison Green	Recreation
Hinau	Recreation
Ken Maunder	Recreation
Lawson Park	Recreation
Lynwood	Local Purpose (Esplanade)
Manawa Wetland Reserve	Recreation
Manuka	Recreation & Access way
Margan Green	Recreation
Margan Reserve 2	Recreation
Mason Park	Recreation
Maui	Recreation
Memorial Square	Leave as Council freehold
Miro Esplanade	Local Purpose (Esplanade)
Northall	Recreation
Portage Esplanade	Local Purpose (Esplanade)
Poturi	Recreation
Queen Mary	Recreation
Rankin Ave	Recreation
Rata St Esplanade	Local Purpose (Esplanade)
Reid Esplanade	Local Purpose (Esplanade)
Rewarewa Esplanade	Local Purpose (Esplanade)
Seabrook Reserve	Recreation
Todd Triangle	Recreation
Totara Triangle	Local Purpose (Community Purpose)
Trojan Crescent	Recreation
Whau Bridge Reserve	Local Purpose (Esplanade)
Whau Esplanade	Local Purpose (Esplanade)
Willerton Ave Recreation Reserve	Recreation

Several of the above reserves contain parcels that have already been classified and no further action is required for those particular parcels. However, 57 parcels that form part of the New Lynn Reserves have never been classified and will require formal declaration or classification under the Reserves Act.

A number of actions are required to complete the classification of each legal parcel. Firstly, a Council resolution is required to either declare the land to be reserve, classify the reserve into a category or to request the Department of Conservation take the appropriate action (in those instances where Council does not hold delegated authority). The Council resolution may be either an autonomous decision or be a decision delegated to the Council, under the Reserves Act, by the Minister of Conservation. Public notice may be required if the parcel is not zoned for reserve purposes under the Operative District Plan. Any objections will need to be considered. Finally, some classifications require a notice to be published in the New Zealand Gazette before they become operative. Registration of classifications against the respective Computer Registers is also required, (Computer Registers are held at LINZ and have replaced the old Certificate of Title or C/T system).

There are 2 legal parcels contained within the Rewarewa Esplanade that require a change of classification. Changes of classification must be consented to by the Department of Conservation pursuant to Section 24 of the Reserves Act. The whole of the rest of the reserve known as Rewarewa Esplanade is to be classified as Local Purpose (Esplanade). However the 2 parcels in question were declared Recreation Reserve by Gazette in 1987, and thereby became automatically classified as Recreation Reserve. It is appropriate to make a request to the Department of Conservation to change these classifications to better accord with the rest of the reserve and to reflect the actual use and characteristics of the parcels.

*A14-A17*

A detailed legal history of each parcel of land to be classified by this report is attached at pages A14 to A17. This sets out the legal description and acquisition history of the parcel, the current status of the parcel and the intended classification category, and the Council resolution required pursuant to the Reserves Act and a cross-reference to the applicable recommendation in this report.

## **CONCLUSION**

All reserves are governed by the provisions of the Reserves Act. This Act requires that all reserves have a Management Plan and that all reserves included in a Plan are properly classified under the Act in order for the Management Plan to be operative.

During the preparation of the New Lynn Reserves Management Plan, a search of the legal titles has revealed that many of the reserves included in the Plan are either inappropriately classified, or not classified under the Reserves Act.

It is proposed that the classification process required under the Reserves Act be carried out in order that the above-mentioned reserves are properly classified according to their purpose under the Act.

## **RECOMMENDATIONS**

1. That the Classification of New Lynn Reserves report be received.
2. That, subject in each instance to the completion of the required statutory processes, including public notification and consultation with local iwi, it be recommended to Council that the following parcels be declared to be reserve or classified as follows, pursuant to the Reserves Act 1977:

- (a) The following parcels to be Declared Local Purpose (Community Purposes) Reserve pursuant to a delegation from the Minister of Conservation and Section 14 of the Reserves Act 1977:
  - (i) 323m<sup>2</sup> more or less being Lot 4 DP 124443 contained in CFR NA72C/727 (Ambrico)
- (b) The following parcels to be Declared Local Purpose (Esplanade) Reserve pursuant to a delegation from the Minister of Conservation and Section 14 of the Reserves Act 1977:
  - (i) 3120m<sup>2</sup> more or less being Lot 4 DP 201113 contained in CFR NA129B/371 (Clark St Common)
  - (ii) 2255m<sup>2</sup> more or less being Lot 6 DP 201113 contained in CFR NA129B/373 (Clark St Common)
  - (iii) 126m<sup>2</sup> more or less shown as Section 3 on SO 63156 contained in CFR NA71D/681 (Delta Esplanade)
- (c) The following parcels to be Declared Local Purpose (Drainage) Reserve pursuant to a delegation from the Minister of Conservation and Section 14 of the Reserves Act 1977:
  - (i) 2078m<sup>2</sup> more or less shown as "B" on SO 68411 being all of the land described in Gazette Notice D.306688.1 (NZ Gazette 1998, p 3042). (Chettle)
- (d) The following parcels to be Declared Local Purpose (Accessway) Reserve pursuant to a delegation from the Minister of Conservation and Section 14 of the Reserves Act 1977:
  - (i) 72m<sup>2</sup> more or less being Lot 12 DP 115152 contained in Balance CFR NA53C/1074 (Durrant Esplanade)
  - (ii) 167m<sup>2</sup> more or less being Pt Lot 8 DP 17922 contained in CFR NA1536/35 (Manuka)
- (e) The following parcels to be Declared Recreation Reserve pursuant to a delegation from the Minister of Conservation and Section 14 of the Reserves Act 1977:
  - (i) 723m<sup>2</sup> more or less being Part Lot 3 DP 22619 contained in CFR NA603/1 (Bessie Priston)
  - (ii) 1776m<sup>2</sup> more or less being Lot 17 DP 73202 contained in CFR NA29B/275 (Copley)
  - (iii) 1116m<sup>2</sup> more or less being Lot 18 DP 73202 contained in CFR NA29B/276 (Copley)
  - (iv) 3872m<sup>2</sup> more or less being Part Lot 1 DP 105100 contained in Balance CFR NA57D/1431 (Ken Maunder)
  - (v) 2942m<sup>2</sup> more or less being Lot 4 and Part Lot 3 DP 9999 contained in CFR NA300/149 (Lawson Park)
  - (vi) 1012m<sup>2</sup> more or less being Lot 13 DP 21157 contained in CFR NA708/394 (Queen Mary)

- (f) The following parcels to be Classified as Historic Reserve pursuant to Section 16(2A) of the Reserves Act 1977:
  - (i) 864m<sup>2</sup> more or less being Lot 3 DP 124443 contained in Part CFR NA11D/1118 (Ambrico Kiln)
- (g) The following parcels to be Classified as Local Purpose (Esplanade) Reserve pursuant to Section 16(2A) of the Reserves Act 1977:
  - (i) 310m<sup>2</sup> more or less being Lot 2 DP 107088 contained in Part CFR NA599/185 (Delta Esplanade)
  - (ii) 796m<sup>2</sup> more or less being Lot 3 DP 131573 contained in CFR NA77A/412 (Delta Esplanade)
  - (iii) 404m<sup>2</sup> more or less being Lot 4 DP 97157 contained in Balance CFR NA45C/337 (Drury Esplanade)
  - (iv) 713m<sup>2</sup> more or less being Lot 3 DP 98482 contained in Balance CFR NA9A/469 and Balance CFR NA23A/1365 (Durrant Esplanade)
  - (v) 175m<sup>2</sup> more or less being Lot 2 DP 117897 contained in Balance CFR NA890/171 (Durrant Esplanade)
  - (vi) 956m<sup>2</sup> more or less being Lot 2 DP 110124 contained in Balance CFR NA24C/350 (Portage Esplanade)
  - (vii) 520m<sup>2</sup> more or less being Lot 4 DP 99634 contained in Balance CFR NA21D/600 and Balance CFR 4D/103 (Portage Esplanade)
  - (viii) 4165m<sup>2</sup> more or less being Lot 9 DP 93302 contained in CFR NA93D/214 (Rata Street)
  - (ix) 3239m<sup>2</sup> more or less being Lot 4 DP 93302 contained in Balance CFR NA45B/258, Balance CFR NA1022/271, Balance CFR NA1022/265 and Balance CFR NA 45A/821 (Rata Street)
  - (x) 1394m<sup>2</sup> more or less being Lot 2 DP 158083 contained in CFR NA94D/612 (Rata Street)
  - (xi) 265m<sup>2</sup> more or less being Lot 2 DP 105910 contained in Balance CFR NA705/159 (Reid Esplanade)
  - (xii) 330m<sup>2</sup> more or less being Lot 2 DP 108591 contained in Balance CFR NA617/227 (Reid Esplanade)
  - (xiii) 233m<sup>2</sup> more or less being Lot 2 DP 123209 contained in Balance CFR NA855/161 (Reid Esplanade)
  - (xiv) 233m<sup>2</sup> more or less being Lot 3 DP 106332 contained in Balance CFR 1156/28 (Rewarewa Esplanade)
  - (xv) 128m<sup>2</sup> more or less being Lot 4 DP 120495 contained in Balance CFR 62A/915 (Rewarewa Esplanade)

- (xvi) 187m<sup>2</sup> more or less being Lot 3 DP 120495 contained in Balance CFR 42D/1123 (Rewarewa Esplanade)
- (xvii) 427m<sup>2</sup> more or less being Lot 2 DP 137894 contained in Balance CFR NA 54C/25 and Balance Composite CFR NA59A/59 (Rewarewa Esplanade)
- (xviii) 1002m<sup>2</sup> more or less being Lot 4 DP 160114 contained in CFR NA96B/225 (Rewarewa Esplanade)
- (xix) 333m<sup>2</sup> more or less shown as "G" on SO 50753 being Part Lot 2 DP 77251 and being part of the land described in Gazette Notice C.058331.1 (NZ Gazette 1989, p.4592) (Rewarewa Esplanade)
- (xx) 158m<sup>2</sup> more or less shown as "K" on SO 50753 being Part Lot 2 DP 49151 and being part of the land described in Gazette Notice C.058331.1 (NZ Gazette 1989, p.4592); (Rewarewa Esplanade)
- (xxi) 50m<sup>2</sup> more or less shown as "Q" on SO 50753 being Part Lot 1 DP 63874 and being part of the land described in Gazette Notice C.058331.1 (NZ Gazette 1989, p.4592); (Rewarewa Esplanade)
- (xxii) 370m<sup>2</sup> more or less being Lot 4 DP 179654 contained in CFR NA110D/298 (Rewarewa Esplanade)
- (xxiii) 200m<sup>2</sup> more or less being Lot 3 DP 181118 contained in CFR NA112B/615 (Whau Esplanade)
- (xxiv) 220m<sup>2</sup> more or less being Lot 24 DP 205256 contained in CFR NA132C/305 (Whau Esplanade)
- (h) The following parcels to be Classified as Local Purpose (Drainage) Reserve pursuant to Section 16(2A) of the Reserves Act 1977:
  - (i) 6010m<sup>2</sup> more or less being Lot 61 DP188490 contained in CFR NA118C/300 (Chettle)
  - (ii) 332m<sup>2</sup> more or less being Lot 59 DP 188488 contained in CFR NA118C/276 (Chettle)
- (i) The following parcels to be Classified as Local Purpose (Community Purpose) Reserve pursuant to Section 16(2A) of the Reserves Act 1977:
  - (i) 935m<sup>2</sup> more or less being Lot 2 DP 142028 contained in Part Proclamation 500 (Totara Triangle)
- (j) The following parcels to be Classified as Recreation Reserve pursuant to Section 16(2A) of the Reserves Act 1977:
  - (i) 97m<sup>2</sup> more or less shown as Section 1 SO 59986 contained in CFR NA121C/879 (Bob Hill)
  - (ii) 434m<sup>2</sup> more or less being Lot 58 DP 188489 contained in CFR NA118C/298 (Chettle)
  - (iii) 300m<sup>2</sup> more or less being Lot 13 DP 160552 CFR NA96C/140 (Davern)

- (iv) 3013m<sup>2</sup> more or less being Lot 1 DP 115005 Part CFR NA11D/1118 (Gardner)
- (v) 843m<sup>2</sup> more or less shown as "J" on SO 64720 and being part of the land described in Gazette Notice D615866.2 (NZ Gazette 2000, p.4268) (Ken Maunder)
- (vi) 428m<sup>2</sup> more or less shown as "K" on SO 64720 and being part of the land described in Gazette Notice D615866.2 (NZ Gazette 2000, p.4268) (Ken Maunder)
- (vii) 169m<sup>2</sup> more or less shown as "L" on SO 64720 and being part of the land described in Gazette Notice D615866.2 (NZ Gazette 2000, p.4268) (Ken Maunder)
- (viii) 2.0648ha more or less being Lot 3 DP 114670 contained in Part CFR NA11D/1118 (Manawa Wetland)
- (ix) 3089m<sup>2</sup> more or less being Lot 4 DP 115058 contained in Part CFR NA11D/1118 (Margan Green)
- (x) 3662m<sup>2</sup> more or less being Lot 1 DP 122011 contained in Part CFR NA1186/91 (Margan Reserve 2)
- (xi) 100m<sup>2</sup> more or less being Lot 3 DP 122011 contained in Part CFR NA1186/91 (Margan Reserve 2)
- (xii) 695m<sup>2</sup> more or less being Lot 1 DP 93206 contained in Balance CFR NA28B/369 (Seabrook)
- (xiii) 300m<sup>2</sup> more or less being Lot 6 DP 119411 contained in Balance CFR NA58D/486 (Trojan Crescent)
- (xiv) 475m<sup>2</sup> more or less being Lot 19 DP 202535 contained in CFR NA131B/511 (Poturi)
- (xv) 207m<sup>2</sup> more or less being Lot 1 DP 116274 contained in Balance CFR NA2061/76 (Rankin Avenue)
- (k) The following parcel to be the subject of a request to the Minister of Conservation to classify as Historic Reserve pursuant to Section 16(1) of the Reserves Act 1977:
  - (i) 225m<sup>2</sup> more or less being Lot 10 DP 39979 contained in Balance CFR NA1509/98. (Delta Triangle)
- (l) The following parcels to be the subject of a request to the Minister of Conservation to change the classification from Recreation Reserve to Local Purpose (Esplanade) Reserve pursuant to Section 24 of the Reserves Act 1977 in order to align with the actual use of the reserve:
  - (i) 306m<sup>2</sup> and 1m<sup>2</sup> respectively more or less being Lots 2 and 3 DP 112446 contained in Part CFR 64A/390. (Rewarewa Esplanade)

Report prepared by: Mandy McMullin, Reserves Management Planner



14 **GLEN EDEN TOILETS ART WORK**

**PURPOSE OF THE REPORT**

The purpose of this report is to update the Board on the status of the artwork for the Glen Eden toilets and to request a decision as to whether this work should be installed.

**BACKGROUND**

The new toilets in the Glen Eden Mall were completed in July 2004. They are in an accessible but somewhat prominent position. At the time of installation community input indicated that there was some concern about both the rather public entryway and proximity to a busy road – especially for children. The brief which responded to those concerns was passed to the Arts Team in Public Affairs with an expectation that a suitable artwork providing both a ‘veiling’ effect and some protection from the road would be forthcoming. The community input to this brief was interpreted by staff to mean that the local business and wider community were happy with the proposal.

With this understanding a local artist of considerable standing, Jason Hall, was commissioned to produce an artwork to fulfil the above brief.

At the May 2005 Community Board meeting a staff member and the artist presented the artwork as an information item and to request formal acceptance of the work. At the meeting it was resolved:

*“That the local community groups be consulted with regard to the Artwork on the Glen Eden Public toilets and that the Glen Eden Public Toilets Artwork concept be brought back to the June 2005 meeting of the Board.”*

723/2005

Further discussion was held with the Glen Eden Business Association who rejected the proposal on the grounds that they had wanted the opportunity to have input into the design prior to final approval being granted. They also felt that other local issues such as security, lighting, rubbish collection and street appeal in the wider business area were of greater importance. Suggestions that further discussion be held with the Glen Eden Protection Society and other community groups were considered but not implemented. The Glen Eden Protection Society did not wish to pursue consultation unless there was the possibility of a complete redesign.

Unfortunately, because the staff from both the Arts and Parks Teams had understood the project to have community approval, the contract for design and fabrication had been signed and was therefore binding.

The current situation is that the artwork has been completed and is in storage. An alternative site can be found for it outside the Glen Eden area but further budget for an alternative artwork for the toilet site is not available.

**STRATEGIC CONTEXT**

This project sits within a practice of integrated arts/design work which fulfils the Council’s commitment to ‘vibrant town centres.’ The Arts and Cultural Strategy refers to this practice as contributing to a sense of identity and ownership.

## ISSUES

The following issues summarise the history and current situation in regard to this project. It is clear that there has been an unintentional disconnect between Council and the community over this project. It is the intention of this report that this situation is resolved in a positive way.

- The artwork has been produced on the mistaken understanding that there was community acceptance of the proposal to create a simple artwork which would provide both screening and added safety to the site. This appears not to have been the case.
- Further consultation with community groups is not likely to clarify the situation as each individual group has a different response to the work.
- The options appear to be either, installation of the work in the hope that it will meet with general acceptance, or relocation to another site outside Glen Eden.
- The budget for this project has been substantially expended and there is no budget for alternative artwork at this location should this project not proceed.

Council's approval to arts has been to identify suitable locations for artwork in conjunction with the elected Council, and where appropriate Community Boards, to seek input into the project brief and then to let the artistic design process proceed. Council has been at pains to avoid a "design by Committee" approach which experience has shown leads to difficult to manage and costly design processes as well as inferior design outcomes.

While previous artworks have sometimes led to a period of community controversy with some people "loving" particular works and other "hating" them (e.g. the Titirangi bush markers), this is an integral part of art and public arts projects and should not be seen as negative.

However, if the Community feels that community feeling is so consistent and strong against the installation of the project in its current location, it may wish to advise the Council on an alternative location.

## RESOURCES

The current budget of \$8,000, which was a designated sum from the total project budget, is sufficient to install the fabricated artwork.

## CONCLUSION

This project has been completed according to an understood brief. However, it has met with some community resistance and direction from the Community Board is sought.

## RECOMMENDATIONS

1. That the Glen Eden Toilets Artwork report be received.
2. That the New Lynn Community Board provide advice to Council through the Arts and Events Special Committee on the location of the artwork designed and fabricated for the Glen Eden toilets.

Report prepared by: Naomi McCleary, Manager:Arts



15 **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**

<b>OUTSIDE ORGANISATIONS</b>	<b>APPOINTMENT</b>
Auckland Region and Far North Community Board Association Executive Committee	Gayle Marshall (Alternate: Pim van der Voort)
Keep Waitakere Beautiful Committee	Elizabeth Francke
Glen Eden Citizens Advice Bureau	Gayle Marshall
Glen Eden Community House Management Committee	Gayle Marshall
Green Bay Community House Management Committee	Pim van der Voort (Alternate: SL Taylor)
Council/Police Liaison Group	Elizabeth Francke SL Taylor
New Lynn Citizens Advice Bureau	Elizabeth Francke
Glen Eden Community House Management Committee	Gayle Marshall
Youth Advocacy Advisory Group	Gayle Marshall (Alternate: WD Buchanan)
Waitakere Road Safety Steering Group	WD Buchanan (Alternate: EG Francke)
<b>COUNCIL COMMITTEES</b>	
Hearings Committee	Elizabeth Francke (Alternate: SL Taylor)
Community Sports Fund Allocation Subcommittee	WD Buchanan (Alternate: Gayle Marshall)
Long Term Council Community Plan and Annual Plan Special Committee	Pim van der Voort (Alternate: Gayle Marshall)
<b>COMMUNITY BOARD SUBCOMMITTEE</b>	
New Lynn Community Board Street Events Subcommittee	WD Buchanan

