

**AGENDA FOR A MEETING OF THE NEW LYNN COMMUNITY BOARD TO BE HELD IN
THE WAITEMATA ROOM, AT WAITAKERE CENTRAL, 6 HENDERSON VALLEY
ROAD, HENDERSON, WAITAKERE, ON MONDAY, 31 AUGUST 2009,
COMMENCING AT 7.15 PM**

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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - 3 August 2009

RECOMMENDATION

It is recommended that the New Lynn Community Board resolve to:

Receive the minutes of the meeting of the New Lynn Community Board held on Monday, 3 August 2009, as circulated, and that they be taken as read and now be confirmed.



3 URGENT BUSINESS

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

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

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

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



4 CONFLICTS OF INTEREST

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



5 PRESENTATIONS

A UPDATE ON COMMUNITY DEVELOPMENT PROJECT IN GLENDENE, KELSTON AND SPAN FARM AREAS

The Sustainable Neighbourhood Broker for Glendene, Kelston and Span Farm areas will provide an update to the New Lynn Community Board on the Community Development Project.

B DRAFT WAITAKERE FREIGHT PLAN

The Strategic Advisor: Transport responsible for freight plans will make a presentation to the New Lynn Community Board on the Draft Waitakere Freight Plan (the Draft Plan). The Draft Plan was approved for public consultation at a meeting of the Policy and Strategy Committee on Thursday, 6 August 2009 and delegation was given to the Chairman to sign off the consultation version of the Draft Plan. This presentation will summarise the content of the Draft Plan, including the indicative freight routes through the New Lynn Town Centre. The Draft Plan, together with a copy of the agenda report presented to the Policy and Strategy Committee, has been circulated separately.



6 PUBLIC FORUM

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

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

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



7 **CHAIRMAN'S REPORT**

RECOMMENDATION

1. **Receive** the Chairman's Report dated 31 August 2009.
2. **Note** that Council officers are to carry out a survey regarding the usage of the walkway between 4097 and 4099 Great North Road to Cartwright Road and requested to report back the results of the survey to the New Lynn Community Board.

REPORT

1. This is the second meeting for the New Lynn Community Board in one month and as all are aware the content of agendas has reduced.

Closure of Walkway

2. An onsite meeting was organised with the owner of 4097 Great North (Waikumete Car Upholsterers) with Cr Battersby, Executive Liaison Manager, Team Leader: Transport Operations, Security Management Specialist and I with regard to the closure of the walkway between 4097 and 4099 Great North Road leading to Cartwright Road, Kelston. After discussions it was decided that Council officers will have to carry out a survey regarding the usage of the walkway and a sign will need be posted on the gates about the possibility of a permanent closure of the walkway. Based on the results of the survey a decision will be made whether or not to permanently close the walkway.

New Lynn Trench Tour

3. The weather was good and the tour great. The logistics of the trench are tremendous and one cannot but have respect and cheers all around for the crew who work on these types of developments. There is an open day of information on 29 August 2009 at the New Lynn Community Centre. We need to do the best we can to talk to our community regarding their concerns and where possible explain that the development happening in New Lynn is for the benefit of the community.

Leases

4. A Combined Community Boards workshop on Community Leases Policy Review was held on Monday, 10 August 2009 with 15 Community Board Members in attendance. There are quite a few questions yet to be followed up on with regards to application forms and the draft Policy. It appeared to us that this was an area where there could be more consultation with the Community Boards. The leases are extensive and cover both facilities and land.

Fruit trees

5. Street planting of fruit trees is about to begin in the New Lynn ward. Green Bay is the first recipient and the community is all fired up to look after the trees when needed. This will be the first of many plantings once it has been established that it is working well.

Yellow Lines

6. I have spent a considerable amount of time travelling to North Shore and looking for parking. Much to my surprise I have noticed that the streets there are not proliferated with broken yellow lines and the streets looked cleaner and wider due to the lack of them. As I have voiced before, Waitakere is overloaded with yellow lines and we as Community Board Members need to consider the issues with more thought and discussion. Please take note when moving around the New Lynn ward if there are areas from where yellow lines could be removed. Bit controversial but necessary.
7. Ponder on this - Everyone and everything around you is your teacher.

GPJ Marshall
CHAIRMAN



8 **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 and Far North Community Board Association Executive Committee	Gayle Marshall Tony Hartnett (alternate)
City Safety Action Group	Sandy Taylor Pim van der Voort (alternate)
Glen Eden Community House Management Committee	Tony Hartnett
Green Bay Community House Management Committee	Pim van der Voort
Keep Waitakere Beautiful Trust	Wayne Davis Tony Hartnett (alternate)
Waitakere Citizen Advice Bureau	Gayle Marshall
Waitakere Road Safety Steering Group	Pim van der Voort Sandy Taylor (alternate)
Waikumete Cemetery Advisory Group	Sandy Taylor Gayle Marshall (alternate)
COUNCIL COMMITTEES	
Creative Communities Scheme Allocation Subcommittee	Pim van der Voort Wayne Davis (alternate)
New Lynn Community Board Street Events Subcommittee	Sandy Taylor
Long Term Council Community Plan and Annual Plan Committee	Gayle Marshall Pim van der Voort (alternate)











9 COMMITTEE SECRETARY'S REPORT

RECOMMENDATION

It is recommended that the New Lynn Community Board resolve to:

Receive the Committee Secretary's Report for the New Lynn Community Board dated, 31 August 2009.

	Issue	Comments	Reporting Council Officer
1.	<p>Ken Maunder Park Footbridge Replacement</p> <p>Resolution No. 3830/2007</p> <p>3 December 2007</p> <p>New Lynn Community Board</p> <p>Resolution No. 3867/2007</p> <p>4 December 2007</p> <p>Infrastructure and Works Committee</p>	<p>Redesign work commenced on the replacement footbridge in April 2009. To reduce costs the truss arch style bridge has been replaced by a more economical design. A full report along with the revised design is being presented at this meeting for the Board Members' information, and is to be presented to the Infrastructure and Works Committee meeting to be held on 2 September 2009 for approval. The updated consent applications were lodged with Auckland Regional Council and Waitakere City Council in August 2009. A new date for the consent hearing will be advised by Auckland Regional Council in September 2009. It is anticipated that physical works will commence in early 2010. A project update flyer is being prepared for distribution to the surrounding community in September 2009.</p>	<p>Andreas Lilley</p> <p> 836 8000</p> <p>Ext: 8553</p>
2.	<p>Shadbolt Park Sand Field Construction</p> <p>Officer's Report</p>	<p>The upgrade of the number one sand field at Shadbolt Park is still in progress. The sand field is unavailable for the winter 2009 season. User groups have been reallocated at alternative locations. The field will be available for use by December 2009.</p>	<p>Andreas Lilley</p> <p> 836 8000</p> <p>Ext: 8553</p>
3.	<p>Shadbolt Park Footbridge Replacement</p> <p>Resolution No. 1180/2009</p> <p>6 July 2009</p> <p>New Lynn Community Board</p>	<p>As part of Council's ongoing structures renewal programme a replacement footbridge is proposed for the previous footbridge removed by Watercare in 2008. A report was presented to the July 2009 meeting of the New Lynn Community Board on the concept design for the Board Members' information. The concept design was approved at the August 2009 meeting of the Infrastructure and Works Committee. Design work is complete and all consents have been obtained. Physical works are programmed for the 2010/2011 financial year.</p>	<p>Andreas Lilley</p> <p> 836 8000</p> <p>Ext: 8553</p>

	Issue	Comments	Reporting Council Officer
4.	Tirimoana Reserve Footbridge Replacement Resolution No. 644/2009 4 May 2009 New Lynn Community Board	As part of Council's ongoing structures renewal programme, the existing footbridge at Tirimoana Reserve is to be replaced in the 2009/2010 financial year. The New Lynn Community Board approved the concept design and proposed location of the bridge at its May 2009 meeting. All consents have been obtained for the project and construction is scheduled to commence in November 2009.	Andreas Lilley  836 8000 Ext: 8553
5.	Street Tree Planting Officer's Report	The street tree planting programme began in August 2009 and will continue throughout September 2009 at the following sites in the New Lynn Ward: <ul style="list-style-type: none"> • Glendale Road; • Pleasant Road; • West Coast Road; • Nikau Street; • Armstrong Place; • Avonleigh Road; • Kelkirk Street; • Delta Avenue; • Rankin Avenue; • Rosier Road; • Cleve Road; • Sarona Avenue; • Tahi Terrace; and • Inver Street. 	Helen Biffin  836 8000 Ext: 8758
6.	Parrs Park Car Park Reseal Officer's Report	As part of Council's ongoing car park renewal programme the car park opposite Hoani Waititi Marae at the West Coast Road entrance to Parrs Park is being designed for renewal this financial year. Physical works for the reseal of the car park surface will commence in January 2010 and be completed by February 2010.	Andreas Lilley  836 8000 Ext: 8553
7.	Kowhai Reserve Footbridge Officer's Report	As part of Council's ongoing structures renewal programme, the footbridge at Kowhai Reserve is to be upgraded in the 2009/2010 financial year. Works will involve upgrading the decking, handrail and barriers. Construction is scheduled to commence in early 2010.	Andreas Lilley  836 8000 Ext: 8553
8.	Parrs Park North East Development Officer's Report	Detailed design and consent work is being completed on the Parrs Park north-east development in the 2009/2010 financial year. Physical works are programmed to be undertaken in the 2010/2011 and 2011/2012 financial years.	Tracey Hamilton  836 8000 Ext: 8969

	Issue	Comments	Reporting Council Officer
9.	Gardner Reserve Toilet Development Officer's Report	As part of the New Lynn Transit Oriented Development, a new public toilet is to be installed on Gardner Reserve. Design work is scheduled to commence in September 2009. The concept design will be brought to the New Lynn Community Board for approval. Physical works are programmed to commence in early 2010.	Tracey Hamilton ☎ 836 8000 Ext: 8969
10.	Bob Hill Reserve Skate Facility Upgrade Officer's Report	As part of Council's ongoing playground renewal programme the skate facility at Bob Hill Reserve is to be upgraded in the 2009/2010 financial year. Works involve repairs to the existing concrete surface and minor improvements. Physical works are scheduled to commence in early 2010.	Tracey Hamilton ☎ 836 8000 Ext: 8969
11.	Parking Stakeholder Consultation Officer's Report	The outcome of the Parking Stakeholder Consultation will be reported to the Policy and Strategy Committee on Thursday, 3 September 2009. Copies of feedback received will be placed in the Community Board Lounge by 28 August 2009.	Charlie Inggs ☎ 836 8000 Ext: 8854
12.	Draft Freight Plan Consultation Officer's Report Resolution No. 1359/2009 6 August 2009 Policy and Strategy Committee	Public consultation on the draft Waitakere City Freight Plan will be undertaken in September and October 2009. Copies of the Draft Plan have been circulated to all Community Board Members. Workshops to discuss the Draft Plan can be arranged at the request of the Community Board Chairman.	Charlie Inggs ☎ 836 8000 Ext: 8854

REPORTS PENDING

Subject	Date Requested	Report Due	Reporting Officer
Project Twin Streams Four Monthly Progress Report	Resolution No. 1445/2005 1 August 2005 Last updated 2 February 2009	5 October 2009	Tony Miguel ☎ 836 8000 Ext: 8294
Glen Eden Township - Pedestrian Safety Issues and Lack of Disabled Parking Bays	Public Forum 3 September 2007	5 October 2009	Caisey Marter ☎ 836 8000 Ext: 8138

Report prepared by: Carmen Fernandes, Committee Secretary.



10 KEN MAUNDER PARK REPLACEMENT FOOTBRIDGE

GLOSSARY

Auckland Regional Council (ARC)

EXECUTIVE SUMMARY

The purpose of this report is to inform the New Lynn Community Board of the proposed concept design for the replacement footbridge at Ken Maunder Park.

RECOMMENDATION

It is recommended that the New Lynn Community Board resolve to:

Receive the Ken Maunder Park Replacement Footbridge report.

BACKGROUND

1. The footbridge connecting Queen Mary Avenue with Ken Maunder Park is programmed for replacement in the 2009/2010 financial year.

DECISION MAKING

Issues

2. A coastal permit application for construction works in the coastal marine area and for the historical illegal land reclamation on the Ken Maunder Park was lodged with Auckland Regional Council (ARC) in May 2008. The application was publicly notified in October 2008. One submitter opposed the footbridge development and requested to be heard at a full ARC Hearing. The ARC Hearing was scheduled to take place on 26 March 2009. Council subsequently requested the permit application be put on hold in February 2009, after a budget reduction in the draft Annual Plan 2009/2010 made a redesign of the footbridge necessary.
3. As Ken Maunder Park is a citywide sports park, delegation for approval of the concept design of the footbridge sits with the Infrastructure and Works Committee.
4. In its deliberation on the draft Annual Plan 2009/2010 in February 2009, the Long Term Council Community Plan and Annual Plan Committee requested a new assessment of options for the footbridge. The assessment evaluated a more cost effective design versus the approved design that had been lodged for all consent approvals. The budget proposed for the draft Annual Plan 2009/2010 was subsequently reduced to only provide for construction of the new design.
5. The implication of this change was that a full redesign of the footbridge from concept stage was required and all consent applications currently lodged with ARC and the Council had to be updated.
6. The substantial change in the footbridge design is a shift from the truss arch style bridge to a more cost effective universal beam option. The footbridge will be constructed from steel "I" beams supported on four piles in the estuary environment, with Parks Assets standard timber decking and steel handrail. The new footbridge structure will be constructed to provide a level entry on to the footbridge from the Queen Mary Avenue entrance above the 100 year flood level. Constructed at the Ken Maunder Park end of the footbridge will be a timber boardwalk with steel handrails that will slope down to meet Ken Maunder Park. A concept plan showing the change from the truss arch style footbridge to the universal steel beam option is shown at pages A1 to A3.

7. Developed design has been completed and amendments to the applications for a coastal permit from ARC and for the Council land use and building consents have been lodged.
8. The date for the ARC Hearing for the one objector was not available at the time of preparing this report. It is anticipated that the Hearing will take place in October 2009.
9. The timeframe for construction of the footbridge is for works to begin by January 2010 at the latest, and to be completed by June 2010, subject to resource consents being granted.
10. Minimal vegetation removal will be required to facilitate the construction of the footbridge. Part of the scope of this project is for the planting of a small number of specimen trees in Ken Maunder Park.

STRATEGIC CONTEXT

11. This project contributes to Council's Transport Strategy, which aims to develop a sustainable transport system through integrated land use and transport and providing attractive alternatives to motor vehicle transportation. Reinstating pedestrian access to Ken Maunder Park from Queen Mary Avenue via the replacement footbridge will improve the access to the New Lynn town centre, and encourages the safe use of the Ken Maunder Park recreation area by the community.

CONSULTATION

12. A mail out to all twelve submitters to the ARC coastal permit was completed in July 2009 to update all parties on the changes in design for the footbridge.
13. A project update flyer is being prepared for distribution to the surrounding community in September 2009.

RESOURCES

14. The available budget for the 2009/2010 financial year to complete the footbridge is \$1,183,456, and allows for all professional services, consents, physical works costs and contingencies. A detailed cost estimate of the developed design for the footbridge is within the available project budget.

IMPLEMENTATION ISSUES

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

AUCKLAND COUNCIL TRANSITION ISSUES

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

Report prepared by: Andreas Lilley, Team Leader: Parks Project Development.



11 GLENGARRY ROAD, GLEN EDEN – NEW P10 PARKING RESTRICTION

EXECUTIVE SUMMARY

The purpose of this report is to seek the New Lynn Community Board's approval for a new P10 parking restriction on Glengarry Road, Glen Eden.

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

Two options have been identified: to install the new P10 parking restriction or to have the area remain unrestricted.

RECOMMENDATIONS

It is recommended that the New Lynn Community Board resolve to:

1. **Receive** the Glengarry Road, Glen Eden – New P10 Parking Restriction report.
2. **Approve** that in relation to **GLENGARRY ROAD, GLEN EDEN:**
 - (a) and in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No. 7, 1991 – Traffic, the following restriction now be resolved to be specified and imposed, namely,
 - (i) on the south kerb line of **GLENGARRY ROAD**, from a point approximately eight metres east of the western boundary of number 104 Glengarry Road and extending east for a distance of approximately 20 metres the **P10** parking restriction be put in place.
3. **Agree** that the appropriate signage and/or road markings, in accordance with the provisions of the Land Transport Rule; Traffic Control Devices 2004 – Rule 54002 hereby be approved and be put in place to properly establish, delineate and record the said parking limitation and restriction.

BACKGROUND

1. A request was received from a resident of number 94 Glengarry Road for a No Stopping At All Times parking restriction to the east of their driveway, as vehicles parked there can obstruct visibility of west-bound traffic on Glengarry Road.

DECISION MAKING

Issues

2. Glengarry Road is a collector road and carries approximately 7,000 vehicles per day.
3. Currently, on-street vehicles parking outside the shops at number 104 Glengarry Road can obscure oncoming traffic for drivers exiting the driveway for the shops and number 94 Glengarry Road.
4. A P10 parking restriction will reduce the occurrence of on-street parked vehicles, and will be an improvement to the existing situation. Also, an existing bus stop that is currently not marked is proposed to be marked to ensure visibility for users.

A4

5. The location of the new parking restriction is indicated on the diagram attached at page A4.

Options Identified

6. Two options have been identified: to install a new P10 parking restriction or to have the area remain unrestricted.

Consideration of Community Views

7. Consultation for a No Stopping At All Times parking restriction was originally undertaken with affected residents during June 2009. Several shop owners objected to this on the basis that delivery trucks use this roadside area, and the loss of on-street parking. A P10 parking restriction was instead proposed and this has been agreed to by the shop owners.

Preferred Option

8. The preferred option is to install a new P10 parking restriction.

STRATEGIC CONTEXT

9. Council's Transport Strategy provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for safe City travel facilitated by integrated, environmentally-responsible and innovative design, with a focus on meeting the essential needs of all, for access, communication, and safety.
10. Short-term parking restrictions can be applied to increase parking turnover and reduce the occurrence of long-term on-street parking.

CONSULTATION

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

RESOURCES

12. The P10 parking restriction and bus stop marking can be implemented under the Annual Plan 2009/2010 maintenance budget.

IMPLEMENTATION ISSUES

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

AUCKLAND COUNCIL TRANSITION ISSUES

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

Report prepared by: Duncan Campbell, Senior Transport Engineer.



12 LINKS ROAD, NEW LYNN – NEW NO OVERTAKING RESTRICTION LINE

EXECUTIVE SUMMARY

The purpose of this report is to seek the New Lynn Community Board's approval for a new no overtaking restriction line on Links Road, New Lynn.

No consultation was carried out as surrounding properties will not be affected. A no overtaking restriction line does not affect on-street parking or driver sightline visibility.

Two options have been identified: to install the no overtaking restriction or to have the area remain unrestricted.

RECOMMENDATIONS

It is recommended that the New Lynn Community Board resolve to:

1. **Receive** the Links Road, New Lynn – New No Overtaking Restriction Line report.
2. **Approve** that in relation to **LINKS ROAD, NEW LYNN:**
 - (a) and in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No. 7, 1991 – Traffic, the following restriction now be resolved to be specified and imposed, namely,
 - (i) on the west-bound traffic lane of **LINKS ROAD**, starting at a point approximately four metres west of the eastern boundary of number 12B Links Road and extending north-west for a distance of approximately 62 metres the **NO OVERTAKING** restriction line be put in place.
3. **Agree** that the appropriate signage and/or road markings, in accordance with the provisions of the Land Transport Rule; Traffic Control Devices 2004 – Rule 54002 hereby be approved and be put in place to properly establish, delineate and record the said no overtaking restriction line.

BACKGROUND

1. Council received a complaint from the General Manager of the Titirangi Golf Course that west-bound drivers on Links Road some times cut across the corner outside the golf course entrance, and near misses with east-bound drivers using the existing right-turn pocket have occurred.

DECISION MAKING

Issues

2. Links Road is a district arterial road and carries approximately 5,000 vehicles per day.
3. A no overtaking restriction line in the west-bound direction outside the entrance to the Titirangi Golf Course will deter drivers from cutting across the existing right-turn pocket.
4. A search of the New Zealand Transport Agency database shows that for the past five years, there have been no reported accidents in the vicinity of this bend on Links Road. The database does not contain a complete list of all accidents, especially minor or non-injury accidents that have occurred. It is entirely possible one or more unreported accidents have occurred.

A5

5. The location of the new no overtaking restriction line is indicated on the diagram attached at page A5.

Options Identified

6. Two options have been identified: to install the no overtaking restriction line or to have the area remain unrestricted.

Consideration of Community Views

7. No consultation was carried out as surrounding properties will not be affected. A no overtaking restriction line does not affect on-street parking or driver sightline visibility.

Preferred Option

8. The preferred option is to put in the no overtaking restriction line to improve traffic safety.

STRATEGIC CONTEXT

9. Council's Transport Strategy provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for safe City travel facilitated by integrated, environmentally-responsible and innovative design, with a focus on meeting the essential needs of all, for access, communication, and safety.
10. No overtaking restriction lines can increase safety by discouraging passing manoeuvres at locations with limited sight distance of approaching traffic.

CONSULTATION

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

RESOURCES

12. The new no overtaking restriction line can be implemented under the Annual Plan 2009/2010 maintenance budget.

IMPLEMENTATION ISSUES

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

AUCKLAND COUNCIL TRANSITION ISSUES

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

Report prepared by: Duncan Campbell, Senior Transport Engineer.



13 **COMMUNITY WELLBEING LOCAL FUND ALLOCATION - SEPTEMBER 2009**

GLOSSARY

Community Wellbeing Local Fund	(CWLF)
Community Assistance Fund Policy and Guidelines	(Policy and Guidelines)

EXECUTIVE SUMMARY

The purpose of this report is to provide the New Lynn Community Board (NLCB) with information on the New Lynn Ward applications to the Community Wellbeing Local Fund (CWLF).

Nine New Lynn Ward applications were received for the September 2009 round of the CWLF and are deemed eligible by the submitting Council officer.

RECOMMENDATIONS

It is recommended that New Lynn Community Board resolve to:

1. **Receive** the Community Wellbeing Local Fund Allocation - September 2009 report.
2. **Agree** to consider the New Lynn Ward applications to the Community Wellbeing Local Fund Allocation - September 2009 and allocate funding as per the Community Assistance Fund Policy and Guidelines.

BACKGROUND

1. The CWLF provides small sums of monetary assistance, in the way of grants to a wide range of groups in the community, which provide local services and activities on a voluntary or 'not-for-profit' basis.
2. The Council allocates an amount of \$113,000, of which \$56,500 is allocated to Citywide projects by the Finance and Operational Performance Committee. The balance is allocated to each community board on a ward population basis.
3. The CWLF is open throughout the year. If applications are received two weeks prior to the Community Board report being due, they are processed and reported to the respective community boards. Applications received after this date are processed and reported on the following month.
4. In April 2008, the Finance and Operational Performance Committee agreed to the criteria of the Community Wellbeing grants as part of the Community Assistance Funds restructure and policy development:

The Finance and Operational Performance Committee resolved to:

- “2. **Approve** the recommended option for the Community Assistance Funds restructure and policy development.”

580/2008

5. In May 2008, a final workshop was held with representatives of the four Community Boards to outline the policies and procedures. At the workshop the Community Boards agreed:
 - The criteria be expanded to include applications from individuals;
 - That every eligible applicant be given the opportunity to present their application to the respective Community Board;
 - To enable organisations to apply for cultural activities;

- That catering costs may only be accepted as part of a larger programme or activity to a maximum sum of \$250; and
- In general, support will not be provided to organisations that request assistance for activities that promote religious and or political beliefs unless they are proven to have community benefit.

DECISION MAKING

Issues

Promotion

6. In 2008/2009 it was a concern that although significant advertising of the CWLF had been undertaken, there were a low number of applications submitted, therefore it is proposed that regular reviews take place to address the promotion of the CWLF and any other issues.

Assessment of Options

7. The New Lynn Community Board has nine eligible applications to be considered for financial assistance with the total amount requested being \$15,111.35.
8. Council officers have assessed the applications against the Community Assistance Funds Policy and Guidelines (Policy and Guidelines) and deems the applications to be eligible for consideration by the NLCB. Below is a summary of the applications and the amounts requested:

Applicant	Funds Requested	Funds Recommended
FRUITVALE SCHOOL	\$1,200.00	\$1,020.00
GLEN EDEN COMMUNITY HOUSE	\$1,470.00	\$1,249.50
GLEN EDEN BAPTIST CHURCH	\$3,000.00	\$1,275.00
KELSTON COMMUNITY TRUST	\$1,500.00	\$1,275.00
NEW LYNN SEA SCOUT GROUP	\$2,951.72	\$1,275.00
NZ GUANGZHOU CHINESE ASSOCIATION INC	\$750.00	\$637.50
TITIRANGI AIR SCOUT GROUP	\$1,177.00	\$1,000.45
GLEN EDEN COMMUNITY HOUSE	\$1,500.00	\$1,275.00
NEW LYNN KINDERGARTEN	\$1,562.63	\$1,275.00
TOTAL:	\$15,111.35	\$10,282.45

9. The Council officer seeks to ensure there are sufficient funds throughout the year available for disbursement in multiple CWLF funding rounds. In order to achieve this outcome, officer recommendations for funding amounts are based on 85 percent of the amount requested by the applicant.
10. The total amount available for the 2009/2010 financial year is \$17,078. After the September 2009 funding round the unallocated balance will be \$6,795.55.
11. The assessment on the applications has been based on the information provided in the applications and alignment to the eligibility criteria outlined in the Policy and Guidelines.

A6-A14

12. Once the decision has been reached at the meeting, confirmation of payment to the applicant is forwarded to Council officers to distribute to the successful applicants. All other conditions are set out by the individual Community Boards. The summary of applications is attached at pages A6 to A14.

STRATEGIC CONTEXT

13. The Policy and Guidelines state that the funds must go to projects and activities that provide assistance in line with Council's Strategic Priorities and the Community Outcomes. The Council recognises that the activities undertaken by community groups, not-for-profit organisations and individuals make a valuable contribution to the Community Outcomes and the strategic outcomes pursued by the Council.
14. In 2005, Waitakere identified a set of Community Outcomes for the community as required by the Local Government Act 2002. The Council must take these into account in the formulation of its long term strategic direction. The Community Outcomes that CWLF funds are seen to contribute to achieving are Mauri Ora, Strong Communities, Toiora, Urban and Rural Villages, Vibrant Arts and Culture and Working Together.
15. Waitakere has recently adopted its new strategic framework of six strategies. Whilst the CWLF can be seen to deliver on all the strategies, and in particular are the Social and Cultural Wellbeing strategic directions. In particular the funds deliver on the "building strong resilient communities" and "informed, resourceful and skilled people" outcome areas. The grants also contribute to achieving the strategic priorities of the Treaty of Waitangi, Sustainability, First Call for Children, Safe City and Lifelong learning.

CONSULTATION

16. Consultation on the CWLF occurred between the Leisure Section and Community Boards.

RESOURCES

17. The New Lynn Community Board has a total of \$17,078 to allocate during the 2009/2010 financial year. After the September 2009 funding round the balance of unallocated funding will be \$6,795.55.

IMPLEMENTATION ISSUES

18. There are no implementation issues.

AUCKLAND COUNCIL TRANSITION ISSUES

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

Report prepared by: Kim Hammond, Community Grants Officer.



14 **MARGAN AVENUE, NEW LYNN – BUS STOP RELOCATION AND NEW NO STOPPING AT ALL TIMES PARKING RESTRICTIONS**

EXECUTIVE SUMMARY

The purpose of this report is to seek the New Lynn Community Board's approval for a new No Stopping At All Times parking restriction and to relocate a bus stop in Margan Avenue, New Lynn.

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

Three options have been identified:

- (i) to install the No Stopping At All Times parking restriction and relocate the bus stop;
- (ii) to install the No Stopping At All Times parking restriction without relocating the bus stop; or
- (iii) to have the area remain unrestricted.

RECOMMENDATIONS

It is recommended that the New Lynn Community Board resolve to:

1. **Receive** the Margan Avenue, New Lynn - Bus Stop Relocation and New No Stopping At All Times Parking Restrictions report.
2. **Approve** that in relation to the **MARGAN AVENUE, NEW LYNN:**
 - (a) all existing parking restrictions or limitations currently applicable to outside number 8 **MARGAN AVENUE**, imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner, and
 - (b) in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following restrictions now be resolved to be specified and imposed, namely,
 - (i) on the north kerb line of **MARGAN AVENUE** starting from a point 20 metres from the vehicle entrance of number 8 Margan Avenue and extending west for a distance of approximately 15 metres, a new **BUS STOP** parking restriction be put in place.
3. **Approve** that in relation to the **MARGAN AVENUE, NEW LYNN:**
 - (a) in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following restrictions now be resolved to be specified and imposed, namely,

- (i) on the north kerb line of **MARGAN AVENUE** outside property number 8, for a distance of approximately 20 metres, a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
4. **Agree** that the appropriate signage and/or road markings, in accordance with the provisions of the Land Transport Rule: Traffic Control Devices 2004 – Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said parking restrictions.

BACKGROUND

1. Following traffic safety concerns raised by a local resident in Margan Avenue, and a presentation to the New Lynn Community Board at the July 2009 meeting, Council has investigated options for improvements at this location. A suitable option for this location is to install a new No Stopping At All Times parking restriction and relocate the existing bus stop.
2. Council has been advised that when vehicles exit the block of apartments to turn right into Margan Avenue, parked vehicles on Margan Avenue block drivers visibility and it is difficult to see oncoming vehicles.

DECISION MAKING

Issues

3. With the double tracking rail work currently underway in New Lynn, parking has been pushed further away from the New Lynn Town Centre and into surrounding streets. This section of Margan Avenue is opposite the Seabrook Avenue intersection and next to the block of shops set back from the road. This makes this area particularly busy with a lot of traffic manoeuvres around the intersection and the block of shops exit and entry. Moving the bus stop forward will allow the bus better manoeuvrability to pull safely out of the bus stop as the new No Stopping At All Times parking restriction will not allow vehicles to park at the exit end of the bus stop.
4. The location of the new No Stopping At All Times parking restrictions are attached at page A15.

A15

Options Identified

5. Three options have been identified:
 - (i) to install the No Stopping At All Times parking restriction and relocate the bus stop;
 - (ii) to install the No Stopping At All Times parking restriction without relocating the bus stop; or
 - (iii) to have the area remain unrestricted.

Assessment of Options

6. The request from the local resident was for the installation of new No Stopping At All Times parking restrictions. Council officers have assessed the site and considered that installing new No Stopping At All Times parking restrictions without relocating the existing bus stop could potentially impair the manoeuvrability of buses, as the exit end of the bus stop could be bordered by parked cars which may negatively impact egress from the bus stop. The better option was considered to relocate the bus stop further down the road to ensure buses could safely pull out of the bus stop area.

Consideration of Community Views

7. Consultation was undertaken with the affected resident during July 2009. No objections were received.

Preferred Option

8. The preferred option is to put in the new No Stopping At All Times parking restriction and relocate the bus stop to improve traffic safety.

STRATEGIC CONTEXT

9. Council's Transport Strategy provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for safe city travel facilitated by integrated, environmentally responsible and innovative design, with a focus on meeting the essential needs of all, for access, communication, and safety.
10. No Stopping At All Times and bus stop parking restrictions can be applied to ensure efficient, safe movement on all roads by keeping traffic lanes and visibility lines clear.

CONSULTATION

11. Consultation with internal staff has been undertaken. Consultation with external agencies and Maori was not required for this report.

RESOURCES

12. The new No Stopping At All Times and bus stop parking restrictions can be implemented under the Annual Plan 2009/2010 maintenance budget.

IMPLEMENTATION ISSUES

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

AUCKLAND COUNCIL TRANSITION ISSUES

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

Report prepared by: Jane Harris, Transport Technician.



15 **VODAFONE NEW ZEALAND LIMITED - LEASE OF CELL SITE ON CERAMCO PARK**

GLOSSARY

Vodafone New Zealand Limited	(Vodafone)
Ceramco Park and Kaurilands Domain Reserve Management Plan	(CPKDRMP)
BellSouth New Zealand Limited	(BellSouth)
Resource Management Act 1991	(RMA)

EXECUTIVE SUMMARY

The purpose of this report is to seek New Lynn Community Board approval to grant Vodafone New Zealand Limited (Vodafone) a new licence to commence on 1 April 2010, for its existing cell phone site at Ceramco Park.

RECOMMENDATIONS

It is recommended that New Lynn Community Board resolve to:

1. **Receive** the Vodafone New Zealand Limited – Lease of Cell Site On Ceramco Park report.
2. **Agree** that subject to resolution 3 below, the Chief Executive Officer be authorised to negotiate and conclude with Vodafone New Zealand Limited a new licence for Vodafone New Zealand Limited's existing cell phone site at Ceramco Park pursuant to Section 48A (1) of the Reserves Act 1977.
3. **Agree** that resolution 2 above is subject to confirmation by the Auckland Transition Agency.

BACKGROUND

1. On 7 February 1995, the New Lynn Community Board granted a five year licence to BellSouth New Zealand Limited (BellSouth) to establish a base transceiver site on Ceramco Park (168/95). The licence permitted BellSouth to install two omnidirectional antennae and one microwave dish antenna together with a master switch controller and associated cables and equipment. This equipment was attached to the outside of the first floor of the Recreation and Community Centre located on Ceramco Park. The two dipole antennae were rods 3.5 metres in length.
2. The annual rental agreed in the 1995 Licence was \$3,500 plus GST with two yearly rent reviews. This was reviewed upwards in 1997 to \$7,000 plus GST. The granting of the licence was on the basis that the Minister of Conservation gave consent and that BellSouth be responsible for obtaining any necessary consents.
3. In 1998 BellSouth was purchased by Vodafone.
4. On 4 September 2000, the New Lynn Community Board approved the granting of a new licence to Vodafone, subject to the consent of the Minister of Conservation. The licence which was negotiated and agreed was for a term of five years from 1 April 2000 with a right of renewal for a further five years (subject to any change in policy by Council). The licence fee at the start of the new licence was \$8,000 per annum plus GST. The licence was renewed at the end of the five year term and is currently due to expire on 31 March 2010. The current licence fee is \$9,584.82. Vodafone is seeking a new 10 year term with a right to renew for a further five year term at an initial licence fee of \$10,000 per annum plus GST with rent reviews every three years based on the Consumer Price Index and a review based on a valuation at the end of the 10 year term. Terms of the new licence

have not yet been agreed and are subject to obtaining the authority to grant a new licence which is the purpose of this report.

5. Vodafone is seeking allowance for the same telecommunications facility as currently exists in the 2000 licence agreement, namely: "Up to 9 sectored antennas or omni-directional antennas in a configuration specific to the needs of the site together with sufficient microwave dish antennas to provide links back to a master switch controller, and associated cables and radio communication equipment."
6. In October 2007, Vodafone obtained a resource consent for an upgrade of their installation whereby two omni-directional antennas were swapped for three shrouded panel antennas. The resource consent was approved as a discretionary activity under the Resource Management Act 1991 (RMA). The proposal which was approved in 2007 was as follows:

"The new facility comprises 3 panel antennas enclosed within a shroud and 3 equipment cabinets. The shroud containing the antennas would be fixed to the southern wing of the building and would replace one of the existing antennas. The overall height of the new structure housing the antennas would be 12 metres above ground level. 3 new equipment cabinets would be located within the existing security fence compound adjacent to the building and would replace the existing cabinet. The equipment cabinets would measure 2.3 metres in length, by 0.8 metres in width, by 2 metres in height."

7. Any further upgrades will require RMA consent but must be within the bounds of the facility permitted in the licence agreement.

DECISION MAKING

8. It is proposed that a new licence agreement with Vodafone be negotiated and concluded for a further term of up to 10 years. It is not proposed to negotiate a licence that grants anything more than the current licence agreement in respect of the telecommunications facility.

Issues

9. The Ceramco Park & Kaurilands Domain Reserve Management Plan (CPKDRMP) was adopted in July 2000 and describes Ceramco Park as classified as recreation reserve and managed as a Local (Multi-Use) Reserve. Objective Nine of CPKDRMP is to "Improve the Management and Administration of Ceramco Park and Kauriland Domain", and its policies and implementation include ensuring that leases, particularly those for commercial operations, be provided only where they add value to the reserves. The CPKDRMP does not refer to any cell phone site licence agreement. However, the consent of the Minister of Conservation was obtained for the initial cell phone site licence to BellSouth in 1995 pursuant to section 48A of the Reserves Act 1977. In the original report seeking approval for the licence it was submitted to the Community Board that the licence would "provide a modest source of income which would otherwise not be available to Council without inhibiting the use of the existing community, sporting and recreation facilities."

10. In the agenda report submitted to the New Lynn Community Board in September 2000, reference was made to the engineer's report which accompanied the application for the resource consent. It pointed out that height is critical for the location of antennae in order to achieve effective service to the mobile phones operating in the area. The report noted that the Ceramco Park site offers a location where an existing building could be utilised in order to achieve the height required to make the facility technically viable, while minimising any impact on the surrounding environment. The agenda report went on to say that the facility operates within the guidelines set by the New Zealand Standards Association. In addition, a condition of the October 2007 resource consent required the network site to be at all times operated in accordance with the New Zealand Standard on Exposure to Radiofrequency Fields.
11. The consent of the Minister of Conservation is not required under section 48A (1) of the Reserves Act 1977 because the Minister's authority is delegated to Council as the proposed activity is an existing use.
12. Public notice is not necessary because Ceramco Park is not likely to be materially altered or permanently damaged and the rights of the public in respect of Ceramco Park are not likely to be permanently affected. Section 48A (4) of the Reserves Act 1977 would otherwise require public notice of the proposal to grant the licence to be given in accordance with section 119 of the Reserves Act 1977.
13. There has now been a cell phone site in operation at Ceramco Park since 1995 with limited environmental impact and no detrimental effects on the public's use of the reserve.

Options Identified

14. The options identified are as follows:
 - a) To maintain the status quo and negotiate and conclude a new licence:
As no extension to the telecommunications facility currently provided for in the licence is sought there will be no change to the potential impact on the look or use of Ceramco Park from that originally contemplated. There will be continued income.
 - b) Not to grant a new licence:
There would be a loss of income to Council and Vodafone would need to find an alternative site and be required to move in short time and at additional expense. There would be the potential for some impact on Vodafone customers in the area.

Assessment of Options

15. Option A offers no disadvantages being the status quo, and offers the advantage of continued income which will increase in accordance with the terms of any negotiated licence agreement. There will also be the continued benefit to the community in having a cell phone site providing much demanded coverage on a preferred location away from houses. Ceramco Park is a recreation reserve and the continued existence of the cell phone site will not affect the recreational function and activity of the park. There is no change of policy by Council that precludes granting such a licence, or any apparent reason why the site cannot continue to be made available.
16. Option B offers no advantages except that there would be an absence of any telecommunications facility.

Preferred Option

17. Option A to negotiate and conclude a new licence is the preferred option.

STRATEGIC CONTEXT

18. The continued provision of a telecommunications facility at Ceramco Park supports Council's Economic Wellbeing Strategy and the Strong Economy Community Outcome by providing mobile phone coverage in the area. The income generated will contribute to the maintenance of the park which supports the Council's Social and Environment Strategies and Strong Communities Community Outcome.

CONSULTATION

19. Council's Lease Assessment Group have been consulted and are agreeable to the proposal.

RESOURCES

20. No Council resources will be required to implement a new licence, other than staff time.

IMPLEMENTATION ISSUES

21. It will be necessary for the Auckland Transition Agency to confirm the granting of the licence prior to implementation. Other than this confirmation, there are no implementation issues except to negotiate and agree terms and completion of the documentation. It is proposed that the Chief Executive Officer be delegated the authority to conclude the new licence.

AUCKLAND COUNCIL TRANSITION ISSUES

22. The Local Government (Tamaki Makaurau Reorganisation) Act 2009 imposes restrictions on Waitakere City Council's decision making capabilities in respect of section 31 (4) (i). The proposed licence is a contract that will continue to impose obligations on Waitakere City Council after 30 June 2011, and the cumulative consideration being the licence fee received by Waitakere City Council, will exceed \$20,000 by 2012. The term will be for at least 5 years from 1 April 2010 and the licence fee will be at the very least \$10,000 per annum plus GST with regular reviews during the term.

Report prepared by: Stephanie Willcox, Community and Reserves Lease Officer.

