

NOTICE OF MEETING

WAITAKERE COMMUNITY BOARD

I hereby give notice that an Ordinary Meeting of the Waitakere Community Board will be held on:-

DATE: **Tuesday, 2 March 2004** **TIME:** **7.00 pm**

VENUE: **Civic Centre, 6 Waipareira Avenue, Lincoln, Waitakere City**

to consider the business as set out herein and to take any necessary action connected therewith.

26 February 2004



Owena Schuster
COMMITTEE SECRETARY

Telephone (09) 836 8000 extn 8864

MEMBERSHIP:

Mrs	CA	Shepherd, JP (Chairperson)
Mr	RE	Taylor (Deputy Chairperson)
Ms	DJ	Goodley
Mr	DG	Hallett
Cr	PA	Hulse
Mrs	BP	Hanson, MBE, JP
Mr	KP	Healy
Cr	CA	Stone
Cr	DA	Yates, JP

(Quorum 5 members)

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(The reports and recommendations contained in all agendas are reports and recommendations only and are not to be construed, in any way, as Council policy until adopted.)

**AGENDA FOR AN ORDINARY MEETING OF THE WAITAKERE COMMUNITY BOARD TO BE
HELD IN THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN, WAITAKERE CITY,
ON TUESDAY, 2 MARCH 2004, COMMENCING AT 7.00 PM.**

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AGENDA FOR AN ORDINARY MEETING OF THE WAITAKERE COMMUNITY BOARD TO BE HELD IN THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN, WAITAKERE CITY, ON TUESDAY, 2 MARCH 2004, COMMENCING AT 7.00 PM.

1 APOLOGIES



2 CONFIRMATION OF MINUTES

Ordinary - 3 February 2004

RECOMMENDATION

That the minutes of the Ordinary Meeting of the Waitakere Community Board held on Tuesday, 3 February 2004, as circulated, be taken as read and now be confirmed.



3 URGENT BUSINESS

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

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

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

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



4 **PRESENTATION**

AUCKLAND REGIONAL COUNCIL UPDATES

Councillors Sandra Coney and Paul Walbran from the Auckland Regional Council may be in attendance to update the Board on Auckland Regional Council activities.



5 **PUBLIC FORUM**

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

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

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



6 **CHAIRPERSON'S REPORT**




A verbal update will be given at the meeting.



7 **COMMITTEE SECRETARY'S REPORT**

Issue	Comments	Reporting Council Officer
<p>Castle Heights Crossing Point between 169-194 Sturges Road, Henderson Board Member's Request</p>	<p>Consideration of the installation of a pedestrian refuge has been programmed into the Minor Safety Projects list for the 2003/2004 year. However, this is subject to the availability of funds. (This was a late request).</p>	<p>Adam Moller ☎ 836 8000 Ext 8750</p>
<p>Munroe Bridge Project 'Paremuka Bridge' 6 May 2003 Resolution</p>	<p>The physical works tender closed on Tuesday 20 January 2004. Three tenders were received. Tender prices were significantly higher than the Engineer's estimate. The lowest tender received exceeds Council budget by \$550,000. A request has been made to the Council to increase the budget through the 2004/2005 Annual Plan. An application to Transfund, requesting an increase in their financial assistance, has been submitted. The Tender Evaluation Report will be submitted to Tenders Subcommittee meeting on 12 March 2004.</p>	<p>Nabeel Hammad ☎ 836 8000 Ext 8516</p>
<p>Piha Beach Dunes Planting And Fencing 1 July 2003 Resolution No: 1359/2003</p>	<p>The Dune Monitoring Group (dune at Marine Parade south) met on 13 February 2004. The planting on the dune is developing well. There are a few bare patches which the Piha Coastcare Group will plant in the future. The installation of wooden boards and wind cloth below the carpark barrier has had some positive effect on reducing sand on the carpark. Council has been requested to action the following: remove some concrete debris from the dune; to level off the built up sand on the seaward side of the carpark barrier; to control a weed on the dune south of the boat ramp; re-position rocks at the south end of the dune, near the boat ramp, to the dune edge so that fence posts are not undermined, pedestrian access is improved and water runoff is less erosive. It was noted that plants have been deliberately cut/slashed on the dune opposite 17 Marine Parade South.</p>	<p>Warren Ogilvie ☎ 836 8000 Ext 8561</p>
<p>Piha Aquatic Risk Signage 5 August 2003 Resolution No: 1616/2003</p>	<p>The small working group assigned to co ordinate public consultation has yet to meet. On 10 January 2004, there was a drowning at Muriwai Beach. Whilst this is outside the City's boundaries, the coroner holding the inquest into the death may well raise again the issue of water safety signage at West Coast Beaches.</p>	<p>Warren Ogilvie ☎ 836 8000 Ext 8561</p>

Issue	Comments	Reporting Council Officer
<p>Removal of Power Poles from Kauri Point Sea Cave</p> <p>Board Member's Request</p>	<p>An inspection will be carried out by a Waitakere City Council Engineer and an Auckland Regional Council staff member, in order to determine if any consents are required to remove the poles. Assuming that the appropriate consents can be obtained, and that the stability of the bank will not be affected by removing the poles, works to remove the poles will be carried out later this year.</p>	<p>Harish Singh ☎ 836 8000 Ext 8953</p>
<p>Karekare Public Toilet Upgrade</p> <p>6 May 2003</p> <p>Resolution No: 872/2003</p>	<p>The Auckland Regional Council has publicly notified the discharge consent and twenty submissions were received. The consent is to be heard on the 4 and 5 March 2004. A further public meeting to develop the toilet block design will be held once the outcome of the consent process is known.</p>	<p>Harish Singh ☎ 836 8000 Ext 8953</p>
<p>Wekatahi / Marawhara Stream Realignment</p> <p>1 October 2002</p> <p>Resolution No: 2938/2002</p>	<p>Works to realign the streams were successfully completed in late October 2003. The position of the streams will now be monitored on an ongoing basis to determine the rate at which the streams converge.</p>	<p>Harish Singh ☎ 836 8000 Ext 8953</p>
<p>Waitakere River Realignment</p> <p>6 May 2003</p> <p>Resolution</p>	<p>Physical works to realign the Waitakere River (to prevent erosion of the 4wd access way) were originally carried out in December 2002. The works were reasonably successful and it was August 2003 before the works had to be repeated. However, due to the number of storms and heavy rains experienced since August 2003, the works were carried out again in October 2003 to prevent the access way being eroded further. It is expected that it will be at least another six months before the realignment works have to be repeated again. The Parks department will review the situation and determine whether or not the regular river realignment works are a suitable long-term 'hard engineering' approach, such as the installation of gabion baskets or rock structures. This would require further community consultation and another consent from the Auckland Regional Council.</p>	<p>Harish Singh ☎ 836 8000 Ext 8953</p>

Issue	Comments	Reporting Council Officer
<p>McLaren Park Community Project</p> <p>9 September 2002</p> <p>Resolution No: 2766/2002</p>	<p>The McLaren Park Community Project has plenty of projects and initiatives underway for the next few months including development of a school holiday/after school programme possibly in partnership with either the YMCA or Barnados. A MPCP youth group is currently being established with help from Henderson High School prefects. The quarterly community newsletter continues to be distributed, incorporating the new MPCP logo designed by a local community member. Upcoming MPCP events include: a community consultation day at Henderson High school on Saturday, 13 March 2004. Community Facilitation Training for the MPCP Community Action Group and wider community members on Saturday, 4 April 2004 and a joint MPCP/Project Twin Streams event planned around Easter time. The Group recently assisted the McLaren Park Residents and Ratepayers to host a community evening on the Waitakere Central Project, with the Mayor and the Deputy Mayor attending to present the project. The MPCP coordinator, community group representatives and a Council representative also recently attended a weekly meeting at Hoani Waititi Marae to update the group on the projects aims and upcoming events and initiatives. The project was very well received and a Marae representative will attend the next meeting of the MPCP Community Action Group to assess how to work together in the future. The MPCP has also recently received a further \$3000 from Department of Internal Affairs for youth development initiatives and is continuing work on its legal entity.</p>	<p>Polly O'Brien</p> <p> 836 8000</p> <p>Ext 8559</p>
<p>Project Twin Streams - Community Board Participation</p> <p>5 August 2003</p> <p>Resolution No: 1620/2003</p>	<p>The Community Board's participation in Project Twin Streams includes planting programmes and open days. However, it is considered that it is now appropriate that a more structured process be developed for community input and a report will be submitted to the Environmental Management Committee in April 2004 with recommendations for a community process.</p>	<p>Tony Miguel</p> <p> 836 8000</p> <p>Ext 8294</p>
<p>Piha / Karekare and Huia / Cornwallis Local Water Plan</p> <p>Issue from the Environmental Management Committee</p>	<p>Meetings have been held with the Huia/Cornwallis Steering Group and public consultation is planned for June 2004. A meeting will be held with the Piha/Karekare Steering Group in March 2004 to initiate the work programme for Piha and Karekare.</p>	<p>Tony Miguel</p> <p> 836 8000</p> <p>Ext 8294</p>

Issue	Comments	Reporting Council Officer
Watercare Waitakere Water Supply Dams Environmental Management Committee 12 August 2003 Resolution No: 1709/2003	This project is behind schedule as Watercare has not completed the assessment of the environmental effects. A meeting is planned with stakeholders in March 2004. Once Watercare has completed its work programme a report will be submitted to the Environmental Management Committee and the Waitakere Community Board on this issue	Tony Miguel ☎ 836 8000 Ext 8294

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Changing Social And Recreational Needs Of Our Rural Communities 3 June 2003 Resolution No: 1064/2003	June 2003	June 2004	Polly O'Brien ☎ 836 8000 Ext 8559

RECOMMENDATIONS

1. That the Committee Secretary's Report be received.

Report prepared by: Owena Schuster, Committee Secretary.



8 CORBAN RESERVE BALEFILL MANAGEMENT

PURPOSE OF THE REPORT

The purpose of this report is to provide an overview to the Waitakere Community Board of the current status of Corban Reserve with regard to management of the historic balefill.

BACKGROUND

The Waitakere Community Board requested a full report on the status of the Corban Reserve Balefill aftercare.

Corban Reserve is approximately six hectares in area and is situated on Henderson Valley Road southwest of the intersection of Henderson Valley Road and Corban Avenue.

A small amount of refuse was deposited at the site by the Henderson Borough Council prior to 1969. The site was used as a balefill site to dispose refuse again between 1982 and 1984. The landfill has therefore been closed for nearly 20 years. The waste type is believed to be predominantly municipal waste. Since the landfill has been closed it has been known as Corban Reserve/Park and is open to the public.

Effects of Leachate Discharge

It is understood that the site was constructed with a bottom liner of compacted clay prior to landfilling in 1982. This assists in minimising the downward movement of leachate to groundwater.

A number of leachate collection pipes were laid (above the liner) at the time the landfill was constructed. Two of these lines have been located and they discharge into a manhole connected to the municipal sanitary sewer system located adjacent to Henderson Valley Road towards the northern end of the site.

The land has been contoured with the closure of the balefill to form three distinct tiers. Park users reported liquid break out in 1997 on the banks between tiers of the landfill. This was tested at the time and no evidence of leachate was found.

Six groundwater monitoring wells were constructed on site during 1998.

Groundwater sampling conducted to date suggests that groundwater at the site is not significantly impacted by leachate and there is no groundwater abstraction within 10 km of the site.

Through attenuation and dilution processes the leachate contamination of the downstream surface waters is unlikely to be significant enough to be causing an adverse environmental impact. This conclusion is supported by the results of surface water quality sampling that shows the level of leachate indicators is below guideline values.

Landfill Gas Discharges

There is no landfill gas control at the site at the present time. There is evidence of landfill gas being discharged from the ground surface in a number of areas.

A number of permanent landfill gas monitoring probes have been installed around the site boundary and on the northern side of Henderson Valley Road (on the opposite side of the road to the landfill) to determine the extent of gas migration off the site.

A high concentration of landfill gas was detected in the sanitary sewer manhole on Corbans Reserve adjacent to Henderson Valley Road. Landfill gas was also detected in subsequent connected manholes up to 260 metres downstream from the landfill boundary. It is expected that landfill gas is entering the sewer via the leachate drains connected to it and through the sewer line as it passes beneath the balefill.

From ongoing routine monitoring, no significant evidence of landfill gas has been found in the industrial buildings on the eastern side boundary although there is some evidence adjacent to the buildings.

Odour Discharges / Management

Despite evidence of some surface discharges of landfill gas, only minor traces of landfill gas odour could be detected during site walkovers by the study team. No complaints have been recorded by the Waitakere City Council with regard to odour emissions.

Surface Water Management

There are three gradually sloping tiers on the balefill site at Corbans Reserve and a number of stormwater catch pits around the perimeter. Due to landfill settlement there is little natural slope remaining in some areas and some surface water ponding occurs after rainfall events. Depending on the extent and duration of the ponding, this water could be infiltrating the refuse cap and contributing to the generation of leachate.

Background Summary

From the results of investigations the primary environmental issues associated with the Corbans Reserve site are:

- Surface water management – potential for surface water ponding of stormwater that could infiltrate the refuse cap and contribute to further generation of leachate; and
- Landfill gas migration offsite.

Results to date show that leachate emanating from the Corbans Reserve Landfill is not causing any significant adverse impact on the waters in the immediate vicinity of the site and is therefore not a significant environmental issue.

STRATEGIC CONTEXT

In 1995 Council adopted a prioritised plan for the investigation and resolution of aftercare issues on closed landfill and baleful sites within Waitakere City. A strategic objective for waste, under the Zero Waste platform, is that all former waste sites are clearly identified and managed in a safe and environmentally acceptable manner.

Council's strategy is underpinned by the fact that landfill aftercare has statutory requirements under the Resource Management Act and the Proposed Regional Plan: Air, Land and Water.

PROGRESS

Auckland Regional Council Consent

At the commencement of the 2002/2003 financial year Council had achieved regulatory compliance for three of its sites, namely Taipari Strand, Archibald Park and Kay Road. To this point, although the investigation programme had gone well, interpretation of the regulatory process under the Resource Management Act had been difficult which meant that enormous time and resource had been spent managing the consenting process for only three landfills.

With the issue of the Proposed Regional Plan: Air, Land and Water in October 2001 there were now specific rules in place for Council to benchmark its consent applications against so in the 2002/2003 financial year it was decided to perform a gap analysis and undertake a comprehensive investigation programme for all Council sites.

At this stage the number of Council owned sites was believed to be 50 and was based on the best information available at the time and it was decided to undertake a comprehensive programme to identify any other sites Council owned. The result of this was that a total of 64 sites were identified as being Council's.

With a complete list of sites and a defined set of regulatory standards, the Aftercare section was able to accurately plan and budget for its investigative programme and with the use of in-house expertise was able to exercise better control over the direction and quality of the outputs. This was done in a stage manner so as not to overwhelm the Auckland Regional Council with information and to spread the use of resources across the financial year.

By August 2003 Council had achieved regulatory compliance for all Council owned sites (including Discharge Consent for Corban Reserve) either by way of resource consent or by way of a letter notifying that no consent be required under the Proposed Regional Plan: Air, Land and Water. Due to the proposed nature of the Regional Plan the Auckland Regional Council was unable to give permitted activity status for these sites, however, the section of the plan in question is likely to become operative in March 2004 with no changes, which means that these sites will be granted permitted activity status.

A1 A copy of a press release from the Auckland Regional Council recognising this achievement is attached at page A1.

Trade waste discharges

Council has a trade waste consent from Watercare Services Limited for leachate from Corban Reserve. The trade waste charges for Corban Reserve amount to approximately \$500 per year.

Water Quality Monitoring

Water quality (ground and surface) at the site is measured annually and reported to the Auckland Regional Council in line with conditions of consent. The low monitoring frequency is a reflection of the low risk of environmental impact from the site.

Gas Monitoring

Gas monitoring is undertaken quarterly by a specialist consultant. This monitoring has identified three areas of risk. They are:

- High Risk Manholes;
- The neighbouring electrical substation; and
- Higher than normal gas readings adjacent to the industrial properties along Corban Avenue.

Aftercare is in the process of providing signage within high risk manholes to warn contractors of the higher than usual risk from gas and will also lock the highest risk manholes to prevent unauthorised entry.

A small volume of methane gas was located within the electrical substation site adjacent to the southwestern boundary. To reduce the risk to the substation Council provided ventilation to the buildings and the construction of a gas barrier was considered. However, the cost of constructing a gas barrier would be in excess of \$150,000. This was not considered to be good value for Council so it is proposed to adopt a risk management approach by way of installing sensors and alarms.

Specialist professional advice is that an alarm, in conjunction with the venting, will provide an adequate level of protection against the landfill gas hazard for the current site situation and building set up. It is proposed to complete the alarming this financial year at an estimated cost of \$30,000.

Elevated levels of methane were located adjacent to industrial buildings along Corban Avenue. It is uncertain if the gas is from the landfill or from industrial activities so it is proposed to investigate the source and provide remediation if it is from the landfill.

SUMMARY

The main areas of focus in managing any closed landfill relate to leachate and gas generation.

Through Aftercare's programme of best management practices, validated by regulatory compliance, Council has minimised the risk to the public and the environment and continuation of the programme will ensure ongoing compliance and continuing site improvements.

RECOMMENDATIONS

That the Corban Reserve Balefill Management Report be received.

Report prepared by: David Nelson, Water Projects Manager: Project Services.



9 SCENIC DRIVE NORTH, NO OVERTAKING LINES

PURPOSE OF THE REPORT

The purpose of this report is to seek approval of the Waitakere Community Board to install a "No Overtaking" control in Scenic Drive North from Grange Road intersection to Te Henga Road intersection.

BACKGROUND

A resident of Scenic Drive North raised the issue of vehicles using the section of Scenic Drive from Grange Road to Te Henga Road as an overtaking zone, endangering the safety of pedestrians and vehicles turning in and out of roadside properties and requested that Council install a "No Overtaking" control along this section of 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 Overtaking" controls can be applied to ensure efficient, safe movement on roads by promoting orderly traffic movement in predictable paths.

ISSUES

Transport Assets staff have met with the resident who raised the concerns.

Scenic Drive North is 2.9 kilometre long and spans between Te Henga Road and Waitakere Road intersections. The posted speed on the Te Henga Road end is 70 kilometres per hour and on the Waitakere Road end is 80 kilometres per hour. The central part of the road running through a local residential area has a posted speed of 50 kilometres per hour for a length of 2.3 kilometres. Part of this section is marked with a solid centre line but the section from Te Henga Road to Range Road has a broken white centre line.

This section of the road does not have a roadside footpath and pedestrians have to walk along the narrow road shoulder on either side of the road. About 90 properties have direct access from this section of the road and in addition Kitewaho Road, which intersects at the middle of this section, has another 40 properties in it.

Absence of a “ No Overtaking” control complimented by the straightness of this section of the road and the surrounding high-speed environment encourages drivers to speed up and overtake other vehicles. This endangers pedestrians walking along the narrow shoulders. As the passing distance is marginal in regard to oncoming traffic there are also risks to vehicles coming out of roadside properties, owing to vehicles unpredictably travelling on the right, and the need for all vehicles to swerve off course.

According to the Accident Database of Land Transport and Safety Authority, three out of seven reported accidents in this section of the road in the past 10-year period from 1994 - 2003, have been due to overtaking and the rest were head on crashes. Three out of seven are injury accidents.

A2 Based on the above explanation the Transport Assets Section recommends installing a “No Overtaking” control in this section of the road as shown in the sketch attached at page A2.

Furthermore this application conforms to the Land Transport Safety Authority Manual for road marking paragraph 2.05.01b(ii) 2 “No overtaking lines may be used as a remedial measure on lengths of roads with proven overtaking accident history”.

Residents have been consulted and seven out of the eight responses were supportive of the proposal. The resident who was critical on the proposal has stated that the Council should construct footpaths for the safety of pedestrians. As requested by residents, Transport Assets have improved the road signage within this section of the road by installing speed restriction signs and pedestrian warning signs wherever warranted.

RESOURCES

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

CONCLUSION

The proposal to install a “No Overtaking” control along Scenic Drive North from Te Henga Road to Range Road is desirable from a safety perspective. The work can be accommodated within the 2003/2004 Road Marking Maintenance Budget.

RECOMMENDATIONS

1. That the Scenic Drive North, No Overtaking Lines Report be received.
2. (a) That all traffic restrictions or limitations (affected, or superseded, or replaced by this resolution) applicable to Scenic Drive North imposed by any prior resolution (including resolution of any former authority) cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.

- (b) In accordance with the powers conferred by virtue of the Local Government Act 2002, The Transport Act 1962 and the Waitakere City Council Bylaw No. 7, 1991 – Traffic, the following traffic limitations and restrictions be now resolved to be specified and imposed namely:
- in Scenic Drive North, starting from a point 72 metres west of the central island of Te Henga Road intersection and ending at a point seven metres north of the southern boundary of the property 1141, a new “**NO OVERTAKING**” control be put in place, together with advance warning signs in accordance with LTSA Manual of Traffic Signs.
3. That the appropriate signage and/or markings, in accordance with the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.
4. That Waitakere Police be advised of these changes to ensure monitoring of new traffic instructions.

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



10 RELOCATION OF THE SURF LIFESAVING TOWER AT PIHA MID BEACH

PURPOSE OF THE REPORT

The purpose of this report is to seek the approval of the Waitakere Community Board to relocate the surf lifesaving tower at Piha Mid Beach, by moving it approximately 25 metres back from the fore dune edge towards the new toilet block.

BACKGROUND

In September 1999, the United North Piha Surf Lifesaving Club was granted resource consent (RMA 991995) and building consent (99004451) to build a lifeguard tower on the foreshore of the dunes, Marine Parade North Piha. Prior to this an existing surf tower was positioned on top of the toilet block at Mid Beach. That tower was demolished when the toilets were redeveloped last year.

The current tower was positioned at the base of the fore dune, approximately 34 metres out from the toilet block, to enable expansive views of the swimming area beside Lion Rock. The tower consists of a storage room and a second level viewing room and deck.

The environmental assessment report, contained within the resource consent, for the proposed tower in 1999, stated the following:

“Building Height

The proposed lifeguard tower would achieve a maximum height of 7.4 metres to the top of the flagpoles and 6 metres to the top of the tower. The position of the proposed tower, at the base of the dune system, minimises potential encroachment on views due to the structure exceeding the height limit.

When viewed from the top of the dunes, approximately half of the tower would be visible, the lower half concealed by the fore dunes. When viewed at various points along Marine Parade North, the tower is screened by existing vegetation on North Piha Strand, and the dune system. The only location where the tower is visible is in the vicinity of 97 Marine Parade North, at which point the flags would be visible.

Houses along Garden Road, due to their elevated position, would potentially view the top third of the tower. It is considered however, that the tower is not obtrusive and would not interrupt views of the beach.

The applicant has indicated that the tower is to be finished in natural timber.

It is therefore considered that the position of the proposed tower and screening by existing vegetation would minimise any adverse effects on the landscape and associated views.

Coastal Edge

The proposed tower would be located approximately 3 metres from the mean high water spring (mhws). While the positioning of the tower is crucial to maintaining line of sight with Taitomo Island, it also raises issues concerning erosion, stability and dune system functioning. The extent to which the proposed tower would exacerbate the erosion process during storm events and therefore compromise the integrity of the dune system and access way is an important consideration.

However the position of the tower is integral to its purpose. To effectively patrol swimmers in the area, visibility past Lion Rock is essential. It is therefore considered that the benefits associated with maintaining the safety of the public outweigh any potential adverse effects in terms of erosion and stability.

The applicant has stated that the possibility of the tower being inundated during storm events, and the stability of the tower being compromised as a result of this, is a risk that they are willing to take in order to maintain the overall safety of visitors to North Piha. The position of the tower is essential to its functioning. If however the dynamic equilibrium of the dune system is compromised, it is advised that the applicant contact Parks and Reserves Department to discuss stabilisation options.

The extent to which the proposed lifeguard tower will compromise the resilience, biodiversity, and integrity of the green network is considered marginal. Future improvements in the area, as part of the overall upgrading of park facilities, will ensure that the vegetation on the dune system is protected through the use of boardwalks over the dunes and the fencing off of vegetation.

It is considered that there will be no effect on the water quality associated with fisheries or seafood gathering areas, as the proposed tower is not located below the MHWS.

It is therefore considered that the potential adverse effects of the tower being located within the coastal edge are outweighed by the benefits received by the community."

The 1999 resource consent also stated that:

"If significant erosion occurs as a result of the position of the lifeguard tower, alternative locations should be considered, under consultation with Parks and Reserves."

A3

Since the building of the tower in 2000, there has been on going monitoring of the environmental effects. The erosion of the fore dune adjacent to the tower has progressed to the point that the stability of the tower is now at risk; see photographs as attached at page A3.

The United North Piha Surf Lifesaving Club maintain that in 2001 large amounts of sand were shifted to the base of the tower, and the club was of the understanding that Council were to carry out extensive planting to assist in dune stabilisation. Council dispute this, and the planting did not occur.

A4-A8

In December 2001, Tonkin and Taylor, Environment and Engineering Consultants, drafted a report to Council as per attachment at pages A4 to A8, providing two alternative options for re-siting the tower further back from the shore edge. This relocation did not occur as no agreement was reached with the North Piha Surf Lifesaving Club on the costs. As an alternative to this the United North Piha Surf Club agreed in March 2002 to apply for resource consent to shift sand into the dune blowout. The resource consent was never applied for.

In June 2002, Dr Hesp, a dune and coastal specialist from Massey University, visited the site and made the following recommendations:

- The surf tower needs some dune reshaping to reduce the hollow shape and it reverting to a blowout;
- Dune shaping to get the contours in line with either side;
- Dense planting; and
- Fenced board and chained walkways to the tower and to restrict pedestrian access to other parts of the dune.

STRATEGIC CONTEXT

The retention of a life saving tower at Piha mid beach is aligned with the Council's strategic platform for strong communities. This vision for 2020 encourages active, healthy lifestyles in a safe and supportive environment.

The Piha Coastal Management Plan, section 4.2, outlines that:

- Apart from structures required in the interest of public safety for surf lifesaving, no further buildings will be constructed on the fore dunes at Piha.
- As any buildings are replaced, where possible they will be moved further back away from the fore dunes.

Goal three, target 16 of The West Coast Plan outlines that life guarding, ranger and emergency services should meet the needs of the community and are effective and adequately resourced. It states:

- Ensure the needs of the surf lifesaving clubs are being met to the extent where they are always able to provide the level of service needed to run effective patrols (clause 16.6).
- Increase recognition of surf lifesaving as an emergency service and resource it accordingly (clause 16.7).

As well, objective 6, Piha Reserves Management plan, states that: natural processes such as wind blown sand movement, dune formation and erosion, will not be interfered with unless they threaten roads or where Council is required to fulfil statutory obligation.

ISSUES

Council has always stated that the maintenance of the surf lifesaving tower and mitigation of environmental effects is the responsibility of the United Surf Life Saving Club.

A3

The blow out of the fore dune surrounding the tower has expanded over the past few years. The foundation poles of the tower have been exposed by constant erosion, to the point that the safety of the tower is questionable. (Refer to photographs attached at page A3).

The United Piha Surf Lifesaving Club have considered three options in the future management of the tower, as follows:

1. Remove the current tower and cease life saving patrols at Piha mid beach; or
2. Apply for resource consent to shift sand to the base of the tower and carry out extensive stabilization work; or
3. Move the surf lifesaving tower away from the fore dune edge back toward the new toilets blocks, in a location similar to that outlined in the Tonkin Taylor report of December 2001.

Option 1 is unacceptable to the United North Piha Surf Lifesaving Club as this area north of Lion Rock is deemed to be one of the most dangerous stretches of water in New Zealand, with three drownings in the past five years.

A9

The United North Piha Surf Lifesaving Club would like to relocate the tower (option 3) to a location that offers a more solid foundation but still allows the visibility to provide an effective lifesaving patrol. They are prepared to work with Council and the Community on the best location. See details at page A9.

The suggestion of mobile surf lifesaving towers has been made, but rejected by United North Piha Surf Lifesaving Club. The Club maintain that mobile towers:

- Lack height above the entire beach;
- Lack appropriate shelter from the elements, especially in this case, as the clubrooms are some distance away;
- Lack space for a team of lifeguards;
- Lack of storage for lifesaving equipment;
- Dangers of transporting the mobile tower to the beach site; and
- Securing the mobile tower over night.

Changes to the Health and Safety in Employment Act means that the United North Piha Surf Lifesaving Club must be a good employer by providing safe working conditions for the lifeguards. This means protection from the sun, and other elements of the west coast.

The current tower is used by the Club for lifeguard patrols.

RESOURCES

The relocation of the lifesaving tower will require a new resource consent.

The United North Piha Surf Lifesaving Club have indicated that they would prefer to concentrate on providing a life saving service rather than maintaining facilities. They are proposing that Council assist with funding the relocation of the tower and maintain it.

Council will not take ownership of the proposed tower, as it does not become involved in the management of private facilities on reserves and therefore it is inappropriate for Council to assist with funding. Council can assist the United North Piha Surf Lifesaving Club by facilitating the consultation process.

CONCLUSION

Since the building of the surf life saving tower in 2000, there has been much debate on the adverse environmental effects of the surf lifesaving tower. The resource consent of September 1999 stated that the potential adverse effects of the tower being located within the coastal edge are outweighed by the benefits received by the community.

Further investigation on the proposed new location for the tower and a study of the environmental impact of that new location will be required by the United North Piha Surf Life Saving Club and therefore it is recommended that consultation with the Piha community be carried out.

RECOMMENDATIONS

1. That the Relocation of the Surf Lifesaving Tower at Piha Mid Beach Report be received.
2. That the United North Piha Surf Lifesaving Club consult further with Council and the Piha community on the relocation of the surf lifesaving tower.
3. That the conclusion of public consultation be reported to the Waitakere Community Board prior to any approval for the relocation of the surf lifesaving tower being granted.

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



11 VICTORY ROAD - 'NO STOPPING AT ALL TIMES' CONTROL

PURPOSE OF THE REPORT

This report seeks the approval of the Waitakere Community Board for a 'No Stopping At All Times' parking restriction in Victory Road, Laingholm.

BACKGROUND

The New Zealand Fire Service have requested parking restrictions to address concerns about emergency access that result from parking in Victory Road in the vicinity of the Laingholm Fire Station. This causes difficulties for volunteer fire fighters reporting to the station and to the fire engines exiting the adjacent Fire Station in an emergency, due to parked vehicles on the road restricting the available carriageway to a one-lane width.

STRATEGIC CONTEXT

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

It is an important part of this objective that emergency services should be able to have sufficient access along a road to be able to attend to call-outs in safety.

ISSUES

The parking problems at this site occur due to parents picking up children in the afternoon from Laingholm Primary School and events held at the School and Laingholm Hall. Outside of these times there is little demand for on street parking in this area. The most effective solution to this problem is to provide no stopping at all times restrictions on the north side of Victory Road between the pedestrian crossing and number 66 Victory Road.

There will be a reduction in the number of on-street parking spaces in this immediate area, however there is parking space available on the sealed shoulder beyond number 66 Victory Road.

A10 The location and extent of the proposed restriction is indicated as attached at page A10.

RESOURCES

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

CONCLUSION

The proposal for the subject 'No Stopping At All Times' parking restriction in Victory Road is desirable from a safety perspective and will have only a minor affect on the parking in the vicinity. The work can be accommodated in the annual maintenance budget.

RECOMMENDATIONS

1. That the Victory Road – 'No Stopping at All Times' Control Report be received.
2. That all existing parking restrictions or limitations (affected, or superseded, or replaced by this resolution) applicable to Victory Road, Laingholm imposed by any prior resolution (including resolution of any former authority) cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
3. That, in accordance with the powers conferred by virtue of the Local Government Act 1974, The Transport Act 1962 and the Waitakere City Council Bylaw No. 7, 1991 – Traffic, the following parking limitations and restrictions be now resolved to be specified and imposed namely:
 - A '**No Stopping At All Times**' parking restriction be imposed on the north side of Victory Road, from a point on the seal edge in line with the boundary of property numbers 54 & 56, to a point 114 metres in an eastward direction on the frontage of 66 Victory Rd.
4. And that the appropriate signage and/or markings, in accordance with the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

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



12 **BOARD MEMBERS' REPORTS**

Provision has been made on this agenda for Board Members should they so wish to submit a report on their activities during the month in regard to matters within the scope and delegations of the Board. However, to comply with the provisions of the Local Government Official Information and Meetings Act 1987, no decision may be made on matters raised in Board Members' reports.

WAITAKERE COMMUNITY BOARD APPOINTMENTS

OUTSIDE ORGANISATIONS	APPOINTMENT
Auckland Region Community Boards' Association Executive Committee	Christine Shepherd
Corban Reserve Workers Memorial Workshops	David Hallett
Footpath Construction: Budget Allocation	Kevin Healy
Friends of Arataki Trust	Kevin Healy
Glen Eden Citizen Advice Bureau	Betty Hanson
Keep Waitakere Beautiful	Christine Shepherd
Huia/Cornwallis Local Water Agenda Steering Group	Diane Goodley (Alternate: Rob Taylor)
Indoor Youth Facility Project Team	Christine Shepherd
McLaren Park Community Project Steering Group	Christine Shepherd Diane Goodley
Piha/Karekare Local Water Agenda Steering Group	Betty Hanson (Alternate: Rob Taylor)
Piha/Karekare Stormwater Liaison Group	Betty Hanson
Summerland Drive proposed Community Facility Project Advisory Group	Christine Shepherd
The Weedfree Waitakere Trust	Diane Goodley
West Coast Plan Liaison Group	Betty Hanson
Waitakere Ward Weed Control (Working Party)	Diane Goodley
COUNCIL COMMITTEES	
Community Sport Fund Allocation Subcommittee	David Hallett (Alternate: Diane Goodley)
Lower Oratia Stream Reserves Management Plan Subcommittee	Kevin Healy Diane Goodley
Hearings Committee	Rob Taylor (Alternate: Diane Goodley)
Kay Road Balefill Site Management Committee	David Hallett
WORKING GROUPS	
Glen Eden Library Working Party	Betty Hanson
Project Twin Streams	Kevin Healy
Wai Care Programme	Betty Hanson and Rob Taylor
Wellbeing Fund Working Party	Diane Goodley

