Waitakere City Council
Te Taiao o Waitakere

NOTICE OF MEETING

WAITAKERE COMMUNITY BOARD

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

DATE: Tuesday, 31 July 2007 **TIME: 7.00 pm**

VENUE: Waitakere Central, 6 Henderson Valley Road, Henderson, Waitakere

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

25 July 2007

Prebashni Naidoo
COMMITTEE SECRETARY

Telephone (09) 836 8000 extn 8950

MEMBERSHIP:

Mrs	CA	Shepherd, JP (Chairman)
Ms	DJ	Goodley (Deputy Chairman)
Ms	SF	Davies
Ms	MC	Davis
Cr	C	Harding, JP
Cr	PA	Hulse
Cr	CA	Stone
Mr	RE	Taylor
Mr	KJP	Witten-Hannah, JP

(Quorum 5 members)

★★★★★★★★★★★

(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.)

WAITAKERE CITY COUNCIL

AGENDA FOR A MEETING OF THE WAITAKERE COMMUNITY BOARD TO BE HELD AT WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE, ON TUESDAY, 31 JULY 2007, COMMENCING AT 7.00 PM

TABLE OF CONTENTS

ITEM		PAGE NO.
1	APOLOGIES	1
2	CONFIRMATION OF MINUTES	1
3	URGENT BUSINESS	1
4	PRESENTATION ON AN OVERVIEW OF LIQUOR BAN PROCESS	1
5	PUBLIC FORUM	2
6	CHAIRMAN'S REPORT	2
7	COMMITTEE SECRETARY'S REPORT	4
8	ARMADA DRIVE CYCLEWAY	7
9	HENDERSON VALLEY ROAD, HENDERSON – NEW NO STOPPING AT ALL TIMES PARKING RESTRICTION	9
10	STORMWATER MANAGEMENT AT MARINE PARADE SOUTH, PIHA	11
11	PROPOSED LEASE TO KIWI TRIKERS SOCIAL CLUB INCORPORATED OF PART OF CORBAN GREEN AND LOCATION OF BUILDING ON CORBAN GREEN	16
12	BOARD MEMBERS' REPORTS	28

WAITAKERE CITY COUNCIL

AGENDA FOR A MEETING OF THE WAITAKERE COMMUNITY BOARD TO BE HELD AT WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE, ON TUESDAY, 31 JULY 2007, COMMENCING AT 7.00 PM

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1 APOLOGIES

2 CONFIRMATION OF MINUTES

Meeting Minutes - Tuesday, 3 July 2007

RECOMMENDATION

That the minutes of the Meeting of the Waitakere Community Board held on Tuesday, 3 July 2007, as circulated, be taken as read and now be confirmed.

3 URGENT BUSINESS

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

(i) the Board by resolution so decides; and

(ii) the 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 PRESENTATION ON AN OVERVIEW OF LIQUOR BAN PROCESS

Roy Hunt, Alcohol Project Leader; Safe Waitakere, will present an overview of the liquor ban process to the Waitakere Community Board.

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 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.

6 CHAIRMAN'S REPORT

Well there has been a lot of focus around bridges the last couple of months!

Sturges Road Bridge Replacement

The existing bridge (built in the 1940's) is no longer working efficiently. It has been a bottle neck for many years and there are some 17,000 vehicles a day crossing it.

ONTRACK in partnership with the Council are sharing the cost of replacing the bridge and this will facilitate the double tracking of the western line and by raising the bridge slightly will allow for potential electrification in the future.

A temporary bridge will be erected for convenience of traffic and at peak times this will be regulated by lights to ease the flow across the bridge. Walk and cycle lanes will also be kept open to allow for walkers and cyclists.

There will be an inconvenience to the regular users of the bridge and a working party was established in the early stages of planning to ensure that all the bases were covered with the community around the replacement of the Sturges Road bridge, especially around the traffic management plan.

Eco-Matters 5th Birthday

Congratulations to Gretchen Schubeck and her team for the fantastic work they have achieved over the past 5 years. Well done and keep up the good work.

Summerland Drive Traffic Issues

Local residents raised issues with the Waitakere Community Board in 2006 around traffic and in particular speeding in Summerland Drive, near the primary school.

A meeting was organised and interested parties invited to attend. The residents, Community Board, Western Heights Residents and Ratepayers Association and the School, first came together in November 2006 and have worked together to secure a satisfactory outcome.

Many initiatives were put in place from signage to speed indicator signs to roading/engineering infrastructure.

The group had its last meeting in June 2007 and following a review later this year another meeting will be organised to present the reviewed information to the community.

The Board extend its thanks to all who religiously attended the meetings continuously monitored initiatives, provided feedback and potential solutions.

Bruce McLaren Road Pedestrian Crossing

A1 There has been a lot of work going on in McLaren Park and sometimes it takes ages to see any physical results, but one that has happened with reasonable speed has been the moving of the pedestrian crossing outside Bruce McLaren Intermediate School.

The position of the pedestrian crossing created risks for users including school students and the school requested it be moved. School Principal David Crickmer is very pleased with the outcome. A copy of the letter of appreciation sent to the Board is attached at page A1.

Waitakere Ward Celebration

Invitations have been sent to all Waitakere Ward Resident and Ratepayer groups.

As you know the end of the three year term is approaching for current Councillors and Community Board representatives. Because the ward boundaries will change for the 2007 election, some Resident and Ratepayer Associations will also change and representations will in future come from different Wards.

So, at the May meeting of the Waitakere Ward Resident and Ratepayer Associations, those present thought it would be a good idea to get together for a bit of a party before the elections. A celebration that there is still a Waitakere Ward and of the things that have been achieved, a thank you and a goodbye to those Associations moving to other Wards, and a welcome to the areas joining Waitakere.

It's planned to have wine and cheese, a few speeches, a photo display and "memorable moments" for each Association.

Details: Thursday 13 September 2007 at the Waiatarua Hall from 7.00 pm-10.00 pm.

On the invitation list are the entire Ward's current Resident and Ratepayer Committees and those of the areas joining the Ward, plus individuals who have been active in the past. The Ward Councillors, Community Board Members and Mayor Bob Harvey are also being invited as well as the Auckland Regional Council representatives: Sandra Coney and Paul Walbran. It is being made very clear that this is NOT an electioneering opportunity!

Before the organisers go ahead with the finer details of planning they need an indication of Associations' interest.

Associations are being contacted independently by the organising committee as to whether their committee will be attending and approximate numbers. The Committee is also keen to hear of or from anyone who has been active in the past and would appreciate an invite - with contact details please.

The Committee would also like to track down any photos or items that relate to the Resident and Ratepayer Association/community activities in the Ward over the years.

RECOMMENDATION

That the Chairman's Report be received.

Christine Shepherd, JP
CHAIRMAN

7 COMMITTEE SECRETARY'S REPORT

	Issue	Comments	Reporting Council Officer
1.	Claude Abel Pond Reserve, Piha Officer's Report	This project is still going through the consent process. Funding is currently provided in the 2007/2008 Annual Plan to carry out the physical works. Meetings were held on site during May 2007 with consent processing officers. Following this site meeting additional information was requested and this is currently being collated. A report was presented to the Tenders Subcommittee in early June 2007 seeking approval to tender the physical works. This was approved and will be publicly tendered in late July 2007 in order to secure a specialist contractor ahead of time to carry out the works. It is planned for physical works to be undertaken in early 2008.	Tracey Hamilton ☏ 836 8000 Ext: 8969
2.	Waitakere River Realignment Officer's Report	A peer review of the proposed sandbagging design has been carried out and it was recommended that sandbagging is not a suitable option. Alternative designs are currently being considered and a full report will be presented to the Waitakere Community Board in due course. The removal of sand will continue in order to prevent further erosion until a permanent measure is in place.	Grant Sargent ☏ 836 8000 Ext: 8303
3.	Community Board Minor Parks Projects 2006/2007 Officer's Report	Te Henga Reserve Furniture - funding had been provided to the Bethells Community Group in March/April 2007 to undertake this project. Works are yet to be carried out by the community.	Katharine Slack ☏ 836 8000 Ext: 8779
4.	Community Board Minor Parks Projects 2007/2008 Officer's Report	Requests for project proposals were sent to community groups and Board Members in June 2007 with applications closing on 20 July 2007. A report on the projects received will be presented at the September 2007 Waitakere Community Board meeting for allocation of funding.	Katharine Slack ☏ 836 8000 Ext: 8779

	Issue	Comments	Reporting Council Officer
5.	Bethells Beach Wastewater System Replacement/Surf Club Connection Officer's Report	Physical works are expected to be completed at the end of July 2007.	Tracey Hamilton ☏ 836 8000 Ext: 8969
6.	Waitakere Township Public Toilet Officer's Report	Building and resource consents have been lodged and are currently being processed. The toilets are programmed to be built in late 2007.	Grant Sargent ☏ 836 8000 Ext: 8303
7.	Karekare Toilets and Wastewater System Upgrade Officer's Report	The detailed design has been completed on the toilet block. Building and resource consents were lodged in late June 2007. A Landowner Licence is currently being sought from the Auckland Regional Council. Construction is programmed to commence from September 2007.	Andreas Lilley ☏ 836 8000 Ext: 8553
8.	Laingholm Scenic Reserve, Warner Walk and Western Park – Weed Control Planting Officer's Report	Weed control and native re-vegetation planting will occur in these reserves between 16 July and 31 October 2007.	Helen Biffin ☏ 836 8000 Ext: 8758
9.	Little Huia Boat Ramp Facility Current Condition and Potential to be Upgraded to be an All-Tide, All Weather Boat Ramp Facility Member's Request	The Auckland Regional Council is the current owner of the Little Huia boat ramp and discussions are underway with the Auckland Regional Council regarding the condition of the boat ramp. The existing resource consent lapsed in 1999 and around that time ownership was handed to the Auckland Regional Council from the Turner family. A full report will be presented to the September 2007 Waitakere Community Board meeting.	Katharine Slack ☏ 836 8000 Ext: 8779
10.	Warning Signs on Rural Roads in the Waitakere Ward Member's Request	At a special meeting with several Community Board Members and Council officers, it was agreed that all tree foliage obstructing any signs will be trimmed and any future sign replacement will be with low grade engineering standard (less reflective) signs. Council officers will audit the speed shown on all current signs and will check the angle of the chevron signs to reduce the glare on drivers' eyes at night. Another update will be available after the audits are complete.	Sue Liddell ☏ 836 8000 Ext: 8736

11.	Huia and Whatipu Road Speed Limits and Safety Issues 13 February 2007 Resolution No. 134/2007	At the Community Board meeting on Tuesday, 13 February 2007, members from the Huia Cornwallis Residents and Ratepayers Association spoke on the speed limits and road layouts of Huia Road and Whatipu Road. The Board resolved: *"That the Chief Executive Officer be requested to bring back a report to the Waitakere Community Board on the speed limits along Huia and Whatipu roads, and the potential implementation of minor roading improvements that can be made to improve safety."* *134/2007* The Huia Cornwallis Residents and Ratepayers Association requested that minor safety improvements for pedestrians be looked at for Huia Road between Huia Dam Road and Whatipu Road, and also a rock outcrop was requested to be removed. Council officers have investigated and found that some low cost improvements are feasible for a number of locations, in particular where visibility is limited around bends and where there is no usable shoulder for people to walk on. Council officers will be meeting with a contractor and envisage some improvements will be made within the next three months. With regard to the issue of speed limits, these are being dealt with on a Citywide basis. This will be subject to a consultation process later in the year.	Sue Liddell ☏ 836 8000 Ext: 8736

REPORTS PENDING

Subject	Date Requested	Report Due	Reporting Officer
Community Hall Review	12 September 2005 Resolution No. 1737/2005	Further updates will be provided to the Board on the basis of requirement	Kimberly Rees ☏ 836 8000 Ext: 8559
Piha / Karekare and Huia / Cornwallis Local Water Plans	September 2004 Environmental Management Committee	Further updates will be provided to the Board on the basis of requirement	Tony Miguel ☏ 836 8000 Ext: 8294
Trial of Water-filled Barriers at Paremuka Reserve	5 December 2006 Resolution No. 2319/2006	Further updates will be provided to the Board on the basis of requirement	Sue Liddell ☏ 836 8000 Ext: 8736

REPORTS PENDING			
Subject	**Date Requested**	**Report Due**	**Reporting Officer**
Project Twin Streams Four Monthly Progress Report	2 August 2005 Resolution No. 1468/2005 Last updated 1 May 2007	4 September 2007	Tony Miguel ☏ 836 8000 Ext: 8294

RECOMMENDATION

That the Committee Secretary's Report for Tuesday, 31 July 2007 be received.

Report prepared by: Prebashni Naidoo, Committee Secretary.

8 ARMADA DRIVE CYCLEWAY

PURPOSE OF THE REPORT

The purpose of this report is to seek approval from the Waitakere Community Board for changes to traffic management associated with the Armada Drive Cycleway.

BACKGROUND

The Council intends to construct cycleways throughout Waitakere, and one of these routes will be the Armada Drive Cycleway.

The cycle route will run from the Armada Drive / Luanda Drive intersection, Ranui, to the Henderson Railway Station. The cycle route travels along Armada Drive, Ranui Station Road, Metcalfe Road, Munroe Road, Summerland Drive, Harvest Drive, Sturges Road, Vintage Drive, through the Henderson Park connecting with the Twin Streams Cycle Route, and along Smythe Road to the Henderson Railway Station.

The route will comprise of on road sections marked by a series of signs. Some sections will be off road with small amendments made to existing intersections to allow young and non confident cyclists an alternative means across/through the intersection to the road. As part of the cycle route it is intended to install speed humps along Smythe Road to slow down traffic.

STRATEGIC CONTEXT

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

ISSUES

The Council is currently progressing design work for the Armada Drive route. As the route is mostly on roads a number of changes will need to occur to the traffic management of the roads the route follows in order to make it safe and more comfortable for cyclists.

A2-A4 It is proposed to install dedicated walk/cycleways at the intersection of Summerland Drive and Harvest Drive, and on Summerland Drive opposite the intersection with Waterstone Way which will provide a safe crossing point for cyclists and pedestrians. No stopping lines are required to provide adequate sightlines between drivers and cyclists. These proposals are shown in the attachments at pages A2 to A4 of the agenda.

Consultation was carried out with a letter delivered to all residents along the proposed route. Plans detailing any changes were provided along with an explanation of these changes.

Four responses were received. One was in favour of the route while the other three expressed minor safety concerns. The Council has responded in writing giving further detail to any measures that are being put in place to eliminate safety issues and addressing the other concerns.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed cycleway can be implemented under the On Road Cycleways 2007/2008 budget within Transport Assets.

CONCLUSION

The provision of a cycleway from Armada Drive through to the Henderson Railway Station is an important component of the Council's support for development of the cycleway network. It will provide a safe and direct route for many cyclists travelling towards Henderson.

The no stopping lines will improve the sight lines between drivers and cyclists. They will also allow cyclists to have a safe and continuous ride without being obstructed by parked cars.

RECOMMENDATIONS

1. That the Armada Drive Cycleway report be received.

2. That in relation to **HARVEST DRIVE** and **SUMMERLAND DRIVE:**

   (a) That all existing parking restrictions or limitations currently applicable to **HARVEST DRIVE** and **SUMMERLAND DRIVE** 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.

(b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No 7, 1991 – Traffic, the following controls be now resolved to be specified and imposed, namely,

(i) on the east kerb line of **HARVEST DRIVE** at a start point at the north kerb line of **STURGES ROAD** to an end point of 45 metres north, a **NO STOPPING AT ALL TIMES** parking restriction be put in place.

(ii) on the west kerb line of **HARVEST DRIVE** at a start point at the north kerb line of **STURGES ROAD** to an end point of 45 metres north, a **NO STOPPING AT ALL TIMES** parking restriction be put in place.

(iii) on the south kerb line of **SUMMERLAND DRIVE** at a start point of 70 metres east of the east kerb line of **WATERSTONE WAY** to an end point of 28 metres further east, a **NO STOPPING AT ALL TIMES** parking restriction be put in place.

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

Report prepared by: Scott Abbot, Project Manager: Transport Assets.

9 HENDERSON VALLEY ROAD, HENDERSON – NEW NO STOPPING AT ALL TIMES PARKING RESTRICTION

PURPOSE OF THE REPORT

The purpose of this report is to seek the Waitakere Community Board's approval for a new No Stopping At All Times parking restriction on Henderson Valley Road, opposite Henderson Valley Primary School by the intersection with Gum Road.

BACKGROUND

A request has been received to install a No Stopping At All Times parking restriction on Henderson Valley Road by the Gum Road intersection. This section of Henderson Valley Road is close to a bend and opposite the Henderson Valley Primary School. At school pick up and drop off times, parents' park vehicles on both sides of the road narrowing the road to one traffic lane.

STRATEGIC CONTEXT

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

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

ISSUES

A customer has advised the Council that when vehicles are parking legally on both sides of Henderson Valley Road, the road is reduced to one traffic lane. This section of Henderson Valley Road is on a bend and has no footpath on the west side of the road. Parking outside the school is at a premium at pick up and drop off times and parents sometimes double park behind the angle parked vehicles. Because of the swale drain opposite the school, vehicles park in the traffic lane. This behaviour reduces the road to one lane and therefore compromises road safety.

A site visit has been conducted and the Council officer believes this request is reasonable.

Consultation was carried out with the properties that will be directly affected by the proposed changes and to date no response has been received.

A5 The location of the new No Parking At All Times parking restriction is shown on the aerial photograph attached at page A5 of the agenda.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The new No Stopping At All Times parking restriction can be implemented under the 2007/2008 Annual Plan maintenance budgets.

CONCLUSION

The new No Stopping At All Times parking restriction is recommended to ensure that the vehicles are parked in a defined area without obstructing traffic flows and reducing the traffic flow to one lane.

RECOMMENDATIONS

1. That the Henderson Valley Road, Henderson Valley – New No Stopping At All Times Parking Restriction report be received.

2. That in relation to **HENDERSON VALLEY ROAD, HENDERSON:**

   (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,

      (i) on the west kerb line of **HENDERSON VALLEY ROAD** starting from the intersection of Gum Road and extending north for a distance of 38 metres, a new **NO STOPPING AT ALL TIMES** restriction be put in place.

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

Report prepared by: Jane Harris, Transport Technician.

10 STORMWATER MANAGEMENT AT MARINE PARADE SOUTH, PIHA

PURPOSE OF THE REPORT

The purpose of this report is to seek the Waitakere Community Board's approval to proceed to design and construction of two separate flood-management facilities within Marine Parade South, Piha.

BACKGROUND

Marine Parade South in Piha is subject to frequent flooding - recording approximately two reported events every year for the past five years.

The Council has evaluated a number of possible options to both better manage stormwater flooding and address wider community concerns identified by local community groups.

These options together with recommendations were sent to local residents and community groups for comment on 22 May 2007 in the Preliminary Options Assessment.

This report provides an evaluation of the options and the results of community consultation to enable the Waitakere Community Board to consider preferred options.

STRATEGIC CONTEXT

This project contributes to the Council's strategic platforms of Three Waters and Green Network.

The Council's Stormwater Strategy contributes to the outcomes sought in a number of the strategic objectives set by the Council. In the Green Network these relate to managing stormwater in harmony with the natural water cycle, keeping up with the growth of the City, reducing land slippage and erosion, protecting the health and safety of people, protecting the natural environment, and partnerships are addressed within the strategy.

In addition, stormwater solutions should be planned and designed in conjunction with the wider design initiatives being carried out within the Urban Villages pathway, such as neighbourhood and town centre plans, new subdivision design and structure plans to ensure that natural environments are integrated into the stormwater management and that ecosystems, such as streams, are a fully functional part of these areas.

ISSUES

Flooding is localised within two separate areas – in the northern carpark near No. 31 Marine Parade South and, in the southern carpark near No. 11 Marine Parade South. Flooding also affects some private properties – notably No.'s 11 and 31 Marine Parade South.

Flooding is caused by the inadequacy of existing stormwater handling facilities and the frequent blockage of these facilities by blown sand.

The issues of concern relate to the loss of access and flooding of private property, loss of use of council-owned carparks and possible contamination of stormwater.

Stormwater running from urban areas may contain gross pollutants (mainly organic – grass clippings, leaves and 20-25% litter, mainly as paper), suspended solids, metals, toxic organic oils and surfactants, nutrients, micro organisms and oxygen demanding materials. New Zealand studies show road dust and road runoff can contain high concentrations of pollutants, particularly zinc and copper from tyre and brake wear and polycyclic aromatic hydrocarbons from the combustion of fuel and leaked oil.

At Marine Parade South, the carparks are comparatively lightly used and the contamination of most concern is considered to be litter. Accordingly, design concepts have focused on litter removal as the principle stormwater treatment objective.

Objectives

The primary objective of this study is to recommend solutions to eliminate flooding along Marine Parade South. Only flood-eliminating solutions adequate for a 1 in 10 year rainfall event have been considered.

The recommended solutions are identified by delivering the best mix of community outcomes and cost.

A number of community objectives have been identified. These are that any new stormwater system must:

- avoid creating new outfalls within the dunes, discharging onto the beach and where possible remove existing outfalls and discharges from the dunes and beach;
- avoid the increase of stormwater discharging into the existing concrete lined channel;
- not discharge stormwater into Te Wai o Kahu (Piha Stream).

In addition to the above, Council's own objectives include:

- the responsible use of ratepayers' funds. This may include the utilisation of existing assets and the consolidation of existing stormwater systems where possible;
- the improvement of environmental outcomes via the treatment of stormwater where practicable;
- that options are safe and minimise inconvenience for the public.

Options

A6-A9 A number of options have been considered, as shown in the attachment at pages A6 to A9 of the agenda.

As shown in Table 1 of the Preliminary Options Assessment, no option satisfies every objective completely.

Table 1 Comparison of Options (copied from the Preliminary Options Assessment)

OBJECTIVES	NORTHERN CAR PARK			SOUTHERN CAR PARK	
	Option 1– overland flowpath to the existing concrete lined channel	Option 2 – new stormwater line connecting to the existing concrete lined channel	Option 3 – new stormwater line connecting to the Piha Stream	Option 1 – new stormwater line connecting to the existing concrete lined channel	Option 2 – overland flowpath to the existing concrete lined channel
1. Avoid the creation of new outfalls within the dunes	✓	✓	✓	✓	✓

OBJECTIVES	NORTHERN CAR PARK			SOUTHERN CAR PARK	
	Option 1– overland flowpath to the existing concrete lined channel	Option 2 – new stormwater line connecting to the existing concrete lined channel	Option 3 – new stormwater line connecting to the Piha Stream	Option 1 – new stormwater line connecting to the existing concrete lined channel	Option 2 – overland flowpath to the existing concrete lined channel
2. Where possible remove existing outfalls and discharges from the dunes and beach	✓	✓	✓	✓	✓
3. Utilise /consolidate existing assets	✓	✓	×	✓	×
4. Avoid increasing the discharge of stormwater into the existing concrete lined channel	× but minor < 1% generally. With flow attenuation peak flow << 1%	× but minor < 1% generally. With flow attenuation peak flow << 1%	✓	× but minor < 2% generally. With flow attenuation peak flow << 2%	× but minor < 2% generally. With flow attenuation peak flow << 2%
5. No discharge of stormwater to the Piha Stream	✓	✓	× but minor (use of detention tanks)	✓	✓
6. Public safety and convenience	Low	High	Low	High	Low
7. Stormwater treatment	×	✓	✓	✓	×
8. Consents Required	WCC Landuse ARC Stormwater	WCC Landuse ARC Stormwater	WCC Landuse ARC Stormwater	WCC Landuse ARC Stormwater	WCC Landuse ARC Stormwater
9. Capital Cost	$165,000.00	$180,000.00	$220,000.00	$145,000.00	$345,000.00

Nonetheless, Option 2 and Option 1 for the northern and southern car parks respectively, emerge as the preferred options.

Consultation

The following community groups and residents were contacted:

- Piha Coast Care Group;
- Piha Residents and Ratepayers Association;
- Piha Surf Lifesaving Club;
- Piha/Karekare Local Water Agenda Group;
- Te Kawerau A Maki;
- The Owners of 11 and 31 to 53 (inclusive) Marine Parade South;
- Waitakere Community Board;
- Wildcoast Boardriders Club Inc.

Five responses were received and these are summarised below:

- The owners of No. 51 Marine Parade South. "The recommendations make sense and are both realistic and reasonable.";
- The owner of No. 33 Marine Parade South. Is not supportive of any of the recommendations within the Preliminary Options Assessment suggesting that stormwater quality issues will be inadequately addressed. Instead, he suggests relocating the existing wastewater facilities and utilising the same area to construct a stormwater settling pond;
- The owner of No. 11 Marine Parade South. Their comments relate only to the southern carpark (the area directly affecting No. 11 Marine Parade South). He makes some points of minor but important clarification and concludes with, "I support Southern Carpark Option 1 as providing the best long term solution to flooding at Marine Parade South";
- The Technical Advisor to the Piha Coast Care Group. He states, "I agree with the recommendations for the northern and southern carpark as the most practical and cost effective". He goes on to suggest that more detail is required in the stormwater treatment proposal. This was subsequently discussed with him and Council explained that only a primary level of treatment is required. He expressed satisfaction with this clarification;
- The owner of No 47 Marine Parade South. "We have read the report and also asked for advice from people with knowledge in this area. We all concur with Council that at this preliminary stage Option 2 for the Northern car park and Option 1 for the Southern car park are the preferred options. We are totally against any option that would involve discharge into the Piha Stream."

In summary, responses to the consultation phase have been generally favourable to the recommendations made in the Preliminary Options Assessment.

One notable exception to this is the response from the owner of No. 33 Marine Parade South.

He questions stormwater treatment efficacy with anything other than a settling pond approach.

The level of treatment contemplated in the Preliminary Options Assessment is of only the most basic kind and will not provide settling or hydrocarbon removal to the level that he may be seeking.

Furthermore, his suggestion is premised on the re-location of the existing wastewater settling pond. When taken together with the construction of a new stormwater settling pond this possible option moves significantly beyond the scope and budget of this project.

Finally, it is important to note that his solution would involve a discharge into the Piha Stream - a concept strongly resisted by the owners of No. 47 Marine Parade South and Te Kawerau a Maki, if not others.

No further consultation is contemplated.

Consents

This work will require Auckland Regional Council (ARC) and Council resource consents.

Conditions of these consents are unknown but are considered unlikely to present prohibitive difficulties.

Timing

Site survey work is currently underway.

It is envisaged that the ARC resource consent application process will take three months.

With detailed design and tendering processes included and the difficulty of construction on this popular site during the summer holiday season it is envisaged that construction will start in March 2008.

RESOURCES

Total costs are estimated as follows:

	NORTHERN CARPARK Option 2 - new stormwater line connecting to the existing concrete lined channel	**SOUTHERN CARPARK** Option 1 - new stormwater line connecting to the existing concrete lined channel
Design	$18,000	$18,000
Consents	$5,000	$5,000
Supervision	$10,000	$10,000
Capital	$180,000	$145,000
Contingency	$25,000	$20,000
TOTAL (excl. GST)	**$238,000**	**$198,000**

This is a total project cost of $436,000 excluding GST.

Funding for implementation of these options has been provided in the 2007/2008 Annual Plan in the road and stormwater budgets.

CONCLUSION

The current Stormwater Management network within the two carparks at Marine Parade South in Piha requires upgrading to eliminate flooding for storms of less than 1 in 10 year frequency and provide an acceptable degree of treatment to manage gross pollutants.

The solution for each of the two sites on Marine Parade South is to collect and pipe stormwater to a local gross pollutant trap then to discharge into the existing concrete lined channel.

The preferred solutions of piping stormwater to an existing concrete lined channel via a gross pollutant trap have been generally well received by respondents in the consultation process.

These solutions present the best overall mix of community and council objectives.

RECOMMENDATIONS

1. That the Stormwater Management at Marine Parade South, Piha report be received.

2. That Option 2 for the northern carpark near No. 31 Marine Parade South, Piha, the construction of a new stormwater line and local treatment facility connecting to the existing concrete lined channel be approved.

3. That Option 1 for the southern carpark near No. 11 Marine Parade South, Piha, the construction of a new stormwater line and local treatment facility connecting to the existing concrete lined channel be approved.

Report prepared by: Tony Miguel, Group Manager: Asset Management.

11 PROPOSED LEASE TO KIWI TRIKERS SOCIAL CLUB INCORPORATED OF PART OF CORBAN GREEN AND LOCATION OF BUILDING ON CORBAN GREEN

PURPOSE OF THE REPORT

The purpose of this report is to provide analysis of the submissions and objections received in response to the proposal to grant a lease to the Kiwi Trikers Social Club Incorporated (Kiwi Trikers) of part of Corban Green reserve and to recommend that the Waitakere Community Board grants a lease of part of Corban Green reserve to the Kiwi Trikers and approve that a Project Twin Streams house (building) be located on Corban Green for the purposes of a club house.

BACKGROUND

A report was presented to the Waitakere Community Board at its meeting in April 2007. The report sought approval to grant a lease of part of Corban Green to the Kiwi Trikers subject to any submissions received through a public notice process.

The resolutions approved by the Board are set out below.

> *"2. That the Waitakere Community Board approve the public notification of Council's intention to grant a lease to the Kiwi Trikers Social Club Incorporated for part of Corban Green under section 54(1)(b) of the Reserves Act 1977.*
>
> *3. That in the absence of any objections or submissions the Chief Executive Officer be given authority to seek the consent of the Minster of Conservation and negotiate and execute a lease with the Kiwi Trikers Social Club Incorporated under section 54(1)(b) of the Reserves Act 1977.*
>
> *4. That the proposal to relocate a Project Twin Streams house to Corban Green for use as a club house for Kiwi Trikers Social club Incorporated (at the expense of Kiwi Trikers) be approved."*
>
> *541/2007*

In response to the above resolutions Council officers have now completed a public notice process under which a number of submissions were received. The issues arising from these submissions and the Council's response to those are set out under Issues below.

STRATEGIC CONTEXT

The provision of community buildings within parks falls under the platform of Strong Communities. This platform addresses the health and well-being of Waitakere's residents including the development of leisure facilities.

The Community Leases Policy identifies that priority for leases will be given to, among other things, to groups that increase the participation in community activities. The submission received from the Kiwi Trikers attached many letters of support and thanks from local organisations and schools where Kiwi Trikers have participated in their events and contributed to fund raising.

The draft Parks and Open Space Strategy contains strategies and objectives in relation to parks and aims to improve the quality of parks generally. It is considered that the proposed location of the building and the preliminary design of Corban Green is not inconsistent with these objectives.

ISSUES

A10-A17 A table summarising the submissions relating to the proposed lease are attached at pages A10 to A17 of the agenda.

A18-A60 Copies of the submissions are attached at pages A18 to A60 of the agenda.

1. Main Issues Raised in Submissions Opposed to Proposal

Traffic Issues

The following issues were raised by submitters in relation to traffic issues:

- that there is insufficient area on the proposed site to locate 120 members and vehicles;
- that a building located on the corner site will restrict visibility;
- that there are concerns about the blind entry and exit to the proposed corner site.

Council officers have consulted with the Transport Assets team of the Council and determined that any visibility and entry and exit issues may be addressed through the design process.

An indicative site layout design has been attached at A3 of this Agenda report. The design was undertaken as there were a number of issues raised in the submissions which questioned the effects on amenity and ability to fit existing and possible future infrastructure within the Corban Green site.

The indicative design therefore shows how a number of these issues can be addressed through adequate design for the site and confirms there are no significant spatial issues. The indicative design shows that a temporary driveway will be located near the corner of the intersection – but that this may be required to be re-located to the area indicated on the plan with any increases in traffic that might arise in the future with further development of the adjacent industrial areas. A second driveway further along Corban Avenue will also assist to reduce any reduction in visibility in entering and exiting Corban Green.

Open Space

The following issues were raised by submitters in relation to the above:

- that any open space land should be enhanced rather than permitting buildings to be located on the land;
- that the proposed activity is not one for which the land was vested in Council.

Corban Green currently has little conservation or recreational value. The land was vested in Council in 1985 as part of a sub-division. At this stage there is no built infrastructure or recreational or play structures on Corban Green. The site is a wide open grass area with some exotic specimen trees. Currently it acts as a wide road reserve and is underutilised from a recreational perspective, its main benefit currently being as a wide buffer between the school and the road. It is therefore considered that Corban Green is an appropriate site for locating the built form of community facilities such as the Kiwi Trikers and any possible additional community facilities that might be considered appropriate in the future.

In terms of the additional community facility shown on the indicative plan it is noted that the actual location of this building on Corban Green or at another location will be determined through a feasibility study that is currently being undertaken by Council. The feasibility study is due for completion in November 2007. The indicative plan was prepared in order to assess the potential impact that the lease to Kiwi Trikers would have to the possible location of a community facility within the remainder of the site.

Security Issues

The following issues have been raised by submitters:

- that the site may not be any more secure than Kiwi Trikers existing location on Corban Reserve;
- that there would be an increase in existing problems in the Corban Green area relating to vandalism, graffiti and burglaries if the Kiwi Trikers are permitted to be located on the site.

Security issues have been considered as part of the preliminary design process. It is also proposed that there will be conditions in the lease requiring the Kiwi Trikers to maintain the building and premises to a standard that is acceptable to Council and including the removal of tagging. It is believed that these will help to reduce vandalism of the building. Also, the proposed planting plan shown on the indicative design will assist in increasing the visual amenity of Corban Green – and to assist to reduce vandalism. One of the major issues with the previous site on Corban Reserve was the lack of visibility and surveillance from passers-by and adjacent activities (whether industrial or residential). The site at Corban Green has a good level of visibility and surveillance and it is believed will be less likely to sustain the level and extremity of vandalism that occurred to the clubroom within Corban Reserve.

Activities of Kiwi Trikers

The following concerns were raised in relation to the above:

- that the building will be used as a social club;
- that there are concerns about the use of alcohol.

Again, there will be conditions imposed on the Kiwi Trikers under the lease in relation to the activities of the club. It is noted that many clubs occupying land owned by the Council have liquor licences – and it is anticipated that Kiwi Trikers may apply for a liquor licence for the premises. The lease will also therefore contain conditions relating to the use of liquor. It is believed that these issues can be adequately addressed through the lease, as with other clubs utilising Council land.

Visual Impacts of Building and Use by Kiwi Trikers

The following submissions were received in relation to the above:

- that the building will detract from the commercial showroom "St Michels" located opposite Corban Green and that the building is not in keeping with the standard of existing buildings;
- that the building will devalue the business profile of the area generally.

The proposed preliminary design is intended to enhance the amenity of the environments surrounding Corban Green. The preliminary design shows that it is Council's intention to improve the visual amenity of Corban Green from its current condition.

The location the Kiwi Trikers club house will be adjacent to a car yard. It is considered that this is an appropriate location for the Kiwi Trikers club house given the semi-industrial nature of tri-biking activities.

The Council discounted the location of the building in the proposed location of the community facility on the basis that it would be inappropriate to locate the Kiwi Trikers building within close proximity of residential properties.

The Council will ensure the proposed high amenity value of Corban Green is maintained through conditions that will be imposed in the proposed lease to Kiwi Trikers, such as paint colour of the building and associated landscape works to improve the amenity of the building and surrounds.

Public Consultation

The following main issues were raised in submissions:

- that there has been a lack of public consultation and that neighbours and stakeholders have not been consulted in relation to the proposal;
- that the Agenda report of 3 April 2007 stated that if this lease were a "new" lease it would have been unlikely to have been granted based on the criteria of the Community Outcomes.

The public notification to which these submissions relate are part of the public consultation process. In addition it may be necessary to carry out a further public consultation process as part of the resource consent process that Kiwi Trikers would have to undergo to relocate the house onto the site. This may involve consulting directly with affected neighbours.

It is noted that the proposed lease is a new lease – but that Council has leased to the Kiwi Trikers for approximately 12 years. The main reason the Kiwi Trikers are seeking approval of a new lease is because the previous leased premises were damaged by fire and are now unable to be used for any purposes. The Kiwi Trikers are also unable to obtain insurance in respect of that building due to its current location with no surveillance.

Council officers understand that Kiwi Trikers inability to obtain insurance relates only to the premises on Corban Reserve due to the lack of surveillance – and not to the proposed location at Corban Green.

In terms of the Community Outcomes, the decision making tables and the submission analysis provide details on how the proposed lease meets the relevant Community Outcomes.

Proposed Community Facility

The following submissions were received:

- that the proposed community facility should be given priority and that no decisions should be made in relation to the proposed site until a decision has been made regarding the location of the proposed community facility;
- that alternative sites for Kiwi Trikers should be investigated;
- that any funding should be used to develop the proposed community facility as there will be greater benefit.

As mentioned above, the Council has commissioned a feasibility study to look at the options available for locating a community facility in the McLaren Park area. The feasibility study may or may not determine Corban Green as a suitable location.

However, the indicative design shows that if it were determined that Corban Green is an appropriate location for the community facility that both the facility and the Kiwi Trikers building can be located on Corban Green.

The preliminary design shows that both buildings can be incorporated on Corban Green in a way that enhances the visual amenity of Corban Green and surrounding environment and does not compromise and/or limit the development of a significantly sized community facility with associated infrastructure such as carparking and outdoor areas. The establishment of the Kiwi Trikers building on Corban Green would not foreclose the option of locating a community facility on the reserve in the future.

In terms of funding, the Council's recently adopted Annual Plan has programmed a budget to develop a community facility in the McLaren Park area. Therefore, any costs that Council contributes toward the proposed lease to Kiwi Trikers are independent of the budget set aside for the community facility.

A feasibility study has been undertaken by EcoWater in terms of the costs for wastewater connection. It is estimated that the costs will be over $35,000.

In accordance with Ecowater's policy regarding the provision of services connections within 60 meters of the property boundary the Group Manager Asset Management has confirmed that Council will be responsible for contracting the engineering services and covering 2/3rds of the estimated cost. Council's contribution to the proposed lease to Kiwi Trikers will however be limited to the provision of services connection.

It has also been confirmed that Kiwi Triker's contribution towards the provision of wastewater connection to the building will be limited to $11,000.

Impact on School

The following submissions were received:

- that the proposed site is located near to the school and especially the school's sports fields;
- concern that as there is no riding track for the three wheelers that the premises will be used mainly for social gathering and the sale of alcohol.

It is acknowledged that the location of the Kiwi Trikers building will be within close proximity of the school. However, the preliminary design shows that there is adequate space to provide planting along the boundary of the school and Corban Green that will screen the location of the building from the school, if considered desirable.

Again, as mentioned above, the Council proposes to include various conditions within the lease to reduce any activities of the Kiwi Trikers that may have adverse effects on the school, such as conditions relating to the use of alcohol.

Environmental Impacts

Concerns were raised regarding possible environmental impacts and the issue of resource consents, management plans, development of Corban Green and traffic issues were also raised.

At this stage of the process, resource consent applications have not been lodged because a decision has not yet been made regarding the lease. If the proposal is approved, a resource consent application will need to be lodged by the Kiwi Trikers and issues relating to environmental impacts, traffic management and visibility are required to be addressed through the resource consent process.

2. Main Issues Raised in Submissions Supporting Proposal

One submission was received in support of the proposal. The main issues in the submission are:

- that the Kiwi Trikers have had a lease from the Council for approximately 12 years and have not been in breach of the lease;
- that the proposal to locate a building on Corban's Green was initially suggested by Council and Councillors in response to the Kiwi Trikers request for another lease given that the existing building on Corbans Reserve was uninhabitable;
- that the building will be used in the weekends and evenings and that there will be a "presence" on the site – which will help to reduce any security issues;
- that the Kiwi Trikers propose that the building will be available for use by other community groups and that the use as an after school care facility be considered.

The submission also attached a number of letters of support from various community organisations, pre-schools and schools thanking Kiwi Trikers for their support in events and fund raising galas. These are also attached at A2.

Officers Consideration of Issues

Council officers have fully considered the issues that have been raised through the submission process. In particular, of the issues set out above, it is considered that the most significant issues are:

- that there may be reduced visibility relating to access as the building will be located on a corner site and the possibility of reduced visibility when entering and exiting the site;
- that the social activities of the Kiwi Trikers may not be appropriate especially given the proximity to the school and neighbouring properties and businesses;
- that the visual impacts of the building will reduce the quality of neighbouring business and the environment generally.
- that the allocation of the lease area may limit potential for a community facility in the future, if this site was considered appropriate for such a facility.

It is believed that these issues have been positively addressed through the proposed preliminary design and in the ways mentioned above – these are reiterated in summary below.

Traffic Issues

The Transport Assets team of the Council believes that the proposed preliminary design shows that there is sufficient area within Corban Green to locate the building away from the road in order to maintain the required visibility by passing traffic.

The Transport Assets team also requested that the driveway is located opposite Enterprise Drive – but that where the volume of traffic increases at the intersection the driveway should be re-located to the area indicated on the proposed preliminary plan.

Council officers are therefore satisfied that the proposed preliminary plan, at this stage, meets the concerns raised relating to traffic issues – although this will be subject to a more detailed resource consent process.

Activities of Kiwi Trikers

It is anticipated that the building will be used for social as well as administrative purposes of Kiwi Trikers and it is acknowledged that there is no track at the proposed site. It is also acknowledged that it is likely that the Kiwi Trikers would seek a liquor licence for the premises. However, it is proposed that the lease of the site would impose conditions on the use of trikes at the site and the use of alcohol.

Visual Impacts of Building

Council officers have prepared an extensive design of the location of the proposed building (as well as the possible community facility) together with a planting plan and detailing the proposed entry and exit areas into the Corban Green and car parking.

It is acknowledged that the proposed design is subject to the resource consent and building consent process and any requirements of this process.

Council officers consider that the proposed design and planting plan will create a much greater amenity value of Corban Green and that the building can be incorporated into the site to enhance the environment.

The Council will also require the Kiwi Trikers to paint the building a colour that contributes to the visual amenity and to maintain the premises to acceptable standards.

3. Proposal Limitation for Possible Future Community Facility

The preliminary design has been prepared in order to indicate that from a spatial perspective, within the Corban Green site, there is the potential to locate both the Kiwi Trikers clubroom and lease area and also an extensive community facility. It is not considered that the corner lease site for Kiwi Trikers would provide any significant increase in opportunity relating to any possible community facility and that the lease to Kiwi Trikers of this area would not compromise the potential for Corban Green to be considered as a location for a community facility.

Decision Making

There has been community and Council consultation relating to the decision-making for provision of a lease to Kiwi Trikers on Corban Green. The options relating to the current lease issues and resolution of those with a transfer of lease area to Kiwi Trikers have been assessed against relevant criteria in accordance with Section 76, 77, 78, 80, and 82 of the Local Government Act 2002 and it is considered that the decision making around the proposed lease meets the requirements for decision making as outlined in the Local Government Act 2002.

In particular:

Local Government Act Requirement	**Information/Consultation Achieving that Requirement**
Section 77(1) *(a) Seek to identify all reasonably practicable options for the achievement of the objective of a decision; and* *(b) assess those options by considering –* *(i) the benefits and costs of each option in terms of the present and future social, economic, environmental, and cultural well-being of the district or region; and* *(ii) the extent to which community outcomes would be promoted or achieved in an integrated and efficient manner by each option; and* *(iii) the impact of each option on the local authoritie's capacity to meet present and future needs in relation to any statutory responsibility of the local authority; and* *(iv) any other matters that, in the opinion of the local authority, are relevant; and*	Consideration of ways of dealing with the issue of the Kiwi Trikers not being able to gain insurance due to current location were considered by Councillors and Council officers. Options considered focused on un-used park/reserve land near the current location that might be available for use. Cost benefits analysed through QBL table provided in this report Community outcomes as identified in the WCC community outcomes document 2006-2009 and the strong communities strategic platform are supported by the following: • The group provide significant connection with a range of different community groups through fund-raising and participation in local community activities. The group has confirmed the clubroom can be used for other community groups (eg. after school care) thereby creating a supporting place and local focal point where people can gather. • Consideration has also been given to the fact that the community group has had a lease for twelve years with Council and only required a new lease footprint due to issues relating to their current site that were beyond their control. It was considered a 'transfer of lease' issue which is currently a situation not addressed within the lease policy.

	• That this group is considered to provide other community outcomes through their fund-raising and other activities.
(c) if any of the options identified under paragraph (a) involves a significant decision in relation to land or a body of water, take into account the relationship of Maori and their culture and traditions with their ancestral land, water, sites, waahi tapu, valued flora and fauna, and other taonga.	No significant land or water issues requiring Iwi consultation.
78(1) A local authority must, in the course of its decision-making process in relation to a matter, give consideration to the views and preferences of persons likely to be affected by, or to have an interest in, the matter.	Full city-wide consultation through the notification of the proposed lease through public advertising and associated public submissions on objections and/or support for the proposal. In addition to the above, meetings have been facilitated between the local Residents and Ratepayers group and Council officers to address concerns raised through submissions and discuss options prior to the hearing of submissions by the Community Board.
82 Principles of Consultation	Refer to following table which outlines the public consultation processes relevant to the lease decision (and as required under the Reserves Act 1977) including all affected and interested persons, information dissemination and opportunities for presentation of views

The following table summarises the relevant decision-making processes related to this proposed lease:

Date	**Type of Consultation/ Decision-making Undertaken**	**Details of Consultation**
December 2005	Resolution from Waitakere Community Board to investigate feasibility study for Kiwi Trikers building and Community House.	• That the Chief Executive Officer be requested to provide a feasibility study on the relocation of the Kiwi Trikers building and the establishment of a community house, using one of the ecowater houses, on the Council owned Corban Green in Corban Avenue.
January 2006	Kiwi Trikers submitted lease application to transfer its lease from Corban Reserve to Corban Green.	• Lease application put through lease assessment committee.
28th March 2006	Lease Assessment Committee assessment of lease application	• Lease application assessed through lease assessment group and considered as an unusual situation given the circumstances and as a 'lease transfer' – a situation not currently addressed within the Community leases policy.

Date	Type of Consultation/ Decision-making Undertaken	Details of Consultation
April 2007	Report to Waitakere Community Board on proposed lease to Kiwi Trikers.	• Report accepted and lease approved for public consultation.
May/June 2007	Public notification of the proposal to lease an area of Corban Green to Kiwi Trikers for the provision of their clubrooms.	• City-wide consultation process • Public notification in newspapers • Opportunity for hearing of submissions at Waitakere Community Board meeting.
June/July 2007	Council staff meet with local Residents and Ratepayers	• Discussion of issues and concerns and provision of additional information. Agreement to draw up a indicative spatial plan for Corban Green to indicate implications for possible future community house.
July – December 2007	Feasibility Study for requirements for Community House and possible locations to be undertaken (funded through the LTCCP)	• Extensive community consultation will be undertaken through this process with local groups and community.
July 30 2007	Meeting with McLaren Park R & R representatives, Community Board Chair, Council officers and Kiwi Trikers.	• Facilitated meeting with McLaren Park Residents and Ratepayers representatives and Kiwi Trikers representatives to present issues and possible resolutions to issues
July 31st 2007	Waitakere Community Board meeting to hear submissions and make decision regarding the lease.	• Hearing of submissions • Deliberation and decision relating to lease.

Other options were considered under section 77 of the Local Government Act 2002 including other reserves nearby and the 'do nothing' approach. There are no other local parks in the area that would facilitate a clubroom lease such as this or that have adequate surveillance to address the vandalism issues that were encountered in the previous lease area, and which instigated the need for a transfer of the lease for the clubroom. As requested in December 2005 by the Waitakere Community Board, Corban Green was identified as the prime location for investigation as there is very little Council owned land within the immediate area.

The do nothing option would not provide the outcomes desired by Waitakere Community Board who had initiated the investigation in an alternative site lease area for the Kiwi Trikers. In addition this would mean Council no longer supporting a club that had a long-standing lease for community use which provides some of the desired community outcomes identified by Council and provides for criteria within the Community Leases Policy 1998.

QBL Analysis

An analysis of the benefits of the proposed lease are outlined below;

Social	Economic	Cultural	Environmental
• Promotes local recreation and community use of an un-used reserve within an area of growing population • Improved safety for community through surveillance improvement to existing under-used reserve through increased landscape amenity and community use. • Provides for some of the criteria within the Community leases policy 1998.	• Provides for continuation of community fund-raising by the Kiwi Trikers as part of their contribution to the community • Increases amenity and asset quality for the existing reserve • Community re-use of Project Twin Streams house and associated income for Council the club undertaking the relocation and renovation of the house.	• Facilitation and provision of different recreation pursuits within an area.	• Opportunity for amenity improvement to current open grass space with tree and other vegetation planting.

RESOURCES

The resource consent and physical works for the Kiwi Trikers clubroom would be fully funded by the Kiwi Trikers. This will include any design work necessary for the consents.

Part of the costs for the connection of utility services to Corban Green will be undertaken by Council as detailed above under Proposed Community Facility.

CONCLUSION

Council officers acknowledge the submissions received in response to the public notification of the proposed lease to Kiwi Trikers and location of a building on Corban Green.

However, a preliminary design for Corban Green has been prepared to ensure that the spatial and amenity issues raised in the submissions can be adequately addressed.

Council staff believe that the preliminary design shows how the proposed Kiwi Trikers building and possible community facility can be adequately incorporated within Corban Green in a way that enhances the use of Corban Green and improves the visual amenity of the environment. The proposed design does not provide any significant compromise to any future community facility that might be considered on the site.

In addition, it is considered that the preliminary design also indicates how other issues raised in the submissions can be adequately addressed through the overall site works and location of the building and associated infrastructure.

In terms of maintaining the proposed design, the following main terms of lease will be imposed:

- that the location of the Kiwi Trikers (and possible community facility) and additional renovations must comply with the proposed design;
- that the use of trikes and vehicles must comply with the terms of resource consent and within certain reasonable hours;
- that any use of alcohol must comply with the terms of a liquor licence and within certain reasonable hours;
- that the building and premises must be maintained in accordance with the proposed design and certain reasonable conditions;
- that the Kiwi Trikers must share the building with other community groups to a reasonable extent as determined in the lease;
- that Kiwi Trikers are able to obtain insurance in respect of the building to the approval of Council;
- that any approval of the lease by the Community Board is subject to resource consent and building consent;
- that the rental for the building will be in accordance with Council's leases policy;
- that the lease will be for the standard term of five years with one renewal of five years.

It is therefore recommended that a lease of part of Corban Green is appropriate within this location and is granted to the Kiwi Trikers and that the building is located on the site in accordance with the preliminary design subject to any conditions of the resource consent and building consent process.

RECOMMENDATIONS

1. That the Proposed Lease to Kiwi Trikers Social Club Incorporated of Part of Corban Green and Location of Building on Corban Green report be received.

A61 2. That the Chief Executive Officer be given authority to seek the consent of the Minister of Conservation and to negotiate and grant a lease under the Reserves Act 1977 for a term of five years with one renewal of five years in respect of part of Corban Green as shown on the preliminary design attached at page A61 and that the final location be subject to conditions imposed through the resource consent and building consent process.

3. That the location of a Project Twin Streams house on part of Corban Green for the purposes of a club house for the Kiwi Trikers Social Club Incorporated be approved subject to conditions imposed through the resource consent and building consent process.

Report prepared by: Louis Rattray, Manager: Leisure Services; Renee Davies, Manager: Parks Planning and Huia Kingi, Leisure Planner/Legal Officer: Leisure Services.

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 and Far North Community Board Association Executive Committee	Christine Shepherd Diane Goodley
Waitakere Citizen Advice Bureau	Diane Goodley
Keep Waitakere Beautiful	Christine Shepherd Sharon Davies (alternate)
Huia/Cornwallis Local Water Agenda Steering Group	Robin Taylor Diane Goodley
McLaren Park Community Project Steering Group	Diane Goodley
Piha/Karekare Local Water Agenda Steering Group	Kubi Witten-Hannah Robin Taylor
The Weedfree Waitakere Trust	Diane Goodley
West Coast Plan Liaison Group	Monique Davis
Council/Police Liaison Group	Kubi Witten-Hannah
COUNCIL COMMITTEES	
Community Sport Fund Allocation Subcommittee	Monique Davis Diane Goodley
Hearings Committee	Robin Taylor Kubi Witten-Hannah
Kay Road Balefill Site Management Committee	Sharon Davies
Street Events Subcommittee	Monique Davis