



**AGENDA FOR A MEETING OF THE INFRASTRUCTURE AND WORKS COMMITTEE  
TO BE HELD IN THE COUNCIL CHAMBER AT WAITAKERE CENTRAL,  
6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE,  
ON WEDNESDAY, 4 FEBRUARY 2009,  
COMMENCING AT 9.30 AM**

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**1 APOLOGIES**



**2 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 Committee 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 Committee 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.



**3 CONFLICTS OF INTEREST**

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



**4 CONFIRMATION OF MINUTES**

Meeting Minutes - Wednesday, 3 December 2008.

**RECOMMENDATION**

It is recommended that the Infrastructure and Works Committee resolve to:

**Receive** the minutes of the meeting of the Infrastructure and Works Committee held on Wednesday, 3 December 2008, as circulated, and that they be taken as read and now be confirmed.



**5 NEW LYNN INTEGRATED PROGRAMME - STATUS UPDATE JANUARY 2009**

**GLOSSARY**

Auckland Regional Transport Authority	(ARTA)
New Zealand Transport Agency	(NZTA)
Notice of Requirement	(NOR)
Target Outturn Cost	(TOC)
Transport Orientated Development	(TOD)
Waitakere City Council	(Council)
Members of Parliament	(MP's)

**EXECUTIVE SUMMARY**

The developed design for the New Lynn Transport Orientated Development (TOD) was approved by resolution at the Council meeting held on 15 October 2008 and the detailed design is well advanced. Council officers are now progressing with further design work and land acquisition.

Twenty parcels of land are required for stage one. Since August 2008 Council has been working through the process outlined in the Public Works Act 1981 to secure this required land. It is anticipated that up to 50% of land acquisitions will be settled prior to April 2009. There is however, a risk that property owners' concerns are not being managed as part of the acquisition process, which could result in objections to the process that will cause consequent delay to construction. This risk is being mitigated by assigning a relationship manager to oversee the process.

The current focus of the Arts team's work is the trench wall panels and the patterns associated with the road bridges. Currently, prototype art panels are being produced for fire and general testing, to assess the suitability for the proposed application. This work is being undertaken in consultation with the various stakeholders associated with the project.

The design and development of the patterns for the four road bridges that cross over the rail trench is progressing well. A series of community workshop provided material for the artist to use as a starting point for the designs. A report on the integration of the arts in the project will be presented as a separate agenda item at this meeting of the Infrastructure and Works Committee. The Infrastructure and Works Committee will be asked to approve ongoing development of the concepts.

The Planning and Regulatory Committee gave approval to lodge the Notice of Requirement (NOR) at its meeting of 11 November 2008. This is required to establish a designation in the District Plan to provide for the Clark Street Flyover. At the time of writing this report the NOR had not been formally lodged (previous timelines indicated lodgement would occur in early December 2008). It is envisaged this will be completed within the next few weeks.

In December 2008, a report was presented to the Policy and Strategy Committee seeking approval in principle for a small part of New Lynn Town Centre to be redeveloped as a Chinatown precinct. The Policy and Strategy Committee resolved that a detailed investigation to be carried out and provisions are to be made in the draft Long Term Council Community Plan and Annual Plan 2009-2019 to undertake the investigation.

ONTRACK has communicated, both pre and post Christmas, with residents and businesses potentially affected by its construction projects, such as the retaining wall behind Ambrico Place and the New Lynn Community Centre, continuation of the trench wall construction, preparatory work for the roundabout shift and the installation of new drainage behind Lollipops.

The next issue of the Council's "New Lynn Matters" newsletter is in production, for distribution this month to over 22,000 households in the wider New Lynn area. This will include information on the eastward shift of the Clark Street and Rankin Avenue roundabout, which is likely to happen in February 2009 (date still to be confirmed).

Following the general election, local Members of Parliament (MP's) have been updated on the New Lynn development. The Chief Executive Officer and senior officers have also conducted a site visit and briefing for the Chief Executive of the New Zealand Council for Infrastructure Development Mr Stephen Sellwood, with a view to making the New Lynn development a policy showcase for the current government.

The Council's quantity survey consultant, WT Partnership are continuing to work, with ONTRACK's assistance, on a review of the estimate of the Council's cost in relation to the Target Outturn Cost (TOC) 1 scope, as previously provided by ONTRACK. Several meetings have been held to discuss the make-up of "add-on" costs (preliminary and general, risk and contingencies etc) which ONTRACK had included in the estimate. At the most recent progress review meeting, ONTRACK reported that some reductions in these costs would result from the issues raised, however further work would be undertaken to confirm the full extent of these reductions. A further review meeting is scheduled for early February 2009.

The Council made a presentation to the New Zealand Transport Agency (NZTA) Board at their November 2008 meeting, to support the funding application. NZTA requested additional information and Council has responded to all requests and awaits their decision.

With various external funding sources still being negotiated, the overall direct Council funding requirement still remains to be fixed. Current economic conditions indicate that private development both within New Lynn and the wider City may be slower than originally expected. Slower growth will impact on the collection rates of development contributions, which is an important funding mechanism for the project.

All identified risks have been collated into a risk register. Risk mitigation strategies have been put into place for the most critical risks. Risk monitoring and reporting is an ongoing activity together with identification and management of new risks. The major risks remain land acquisition and sufficient project funding. No new significant risks were identified during the reporting period.

### **RECOMMENDATION**

It is recommended that the Infrastructure and Works Committee resolve to:

**Receive** the New Lynn Integrated Programme - Status Update January 2009 report.

### **BACKGROUND**

1. The status of the New Lynn Integrated Programme was last reported to the Infrastructure and Works Committee at its meeting held on 3 December 2008. This report covers project progress to mid January 2009.

### **DECISION MAKING**

#### **Issues**

##### **Transport Infrastructure**

2. ONTRACK's project will need to be progressed significantly before the majority of the Council's projects can commence. The Council will need to work collaboratively with ONTRACK on the planning of this work. Preliminary discussions about alignment of works programmes with ONTRACK are ongoing.

3. The developed design was approved by Council at its meeting held on 15 October 2008 and the detailed design is well advanced.

### **Land Acquisition**

4. Twenty parcels of land are required for stage one. From August 2008, when the Council approved the land acquisitions for the final road layout, ongoing communication has been held with all the property owners. After Darroch Valuations Limited completed their work on the NZTA funding application, the firm completed value assessments for the properties. These assessments formed the basis of Section 18 (Public Works Act 1981) notices that were sent to property owners by mid December 2008.
5. Registering a notice under Section 18 of the Public Works Act 1981 represents the start of a statutory three-month period of negotiation, during which meaningful attempts to reach a mutually-agreeable settlement should be made. Price is not the only factor. Other factors include customer parking availability and other business impacts. Allowing for statutory days, the negotiation period will conclude in mid April 2009, after which the Council should be able to obtain access to properties that have not yet settled.
6. It is anticipated that up to 50% of land acquisitions will be settled prior April 2009. This is based on feedback from delivery of the Section 18 notices, and resulting issues to resolve as part of the negotiation process.
7. The major risk is that property owners' concerns are not managed as part of the acquisition process, resulting in objections to the process and consequent delay to construction. Going forward, this risk is being managed both by building good rapport with owners and tenants in these properties, and by seeking ways to resolve owners' concerns to mutually-acceptable outcomes. The most common concern relates to loss of frontage car parks and officers are investigating solutions to minimise such losses.

### **Arts Integration**

8. The process of Arts integration into the TOD has been progressing through the concept stage to the developed design stage. Specific opportunities for integration of artworks that have been identified by Council officers, the architects and lead artist, Louise Purvis are as follows:
  - Treatment of trench walls associated with the rail station. Artist, Louise Purvis;
  - Pattern design for the 4 cross road bridges that cross the trench. Artist Miranda Brown;
  - Sculptural markers referencing the rail station. Artist, Neil Miller;
  - Sculptural furniture for station platform and concourse. Artist, Sarah Munroe;
  - Back stamps or makers marks refers to the impressions manufacturers impressed onto bricks, pipes and tiles. The intention is to cast these historic designs into manhole covers that will be located in footpaths around the TOD as a reminder of local business history; and
  - The clay and ceramic industry that have been so predominant in New Lynn's early history will be referenced using simple, large scale line drawings transferred into selected faces within the interchange area. Artist, Louise Purvis.
9. The current focus of the Arts team work is the trench wall panels and the patterns associated with the road bridges.

10. Currently prototype trench wall panels are being produced for fire testing and assessment of the suitability for the proposed application. This work is being undertaken in consultation with the various stakeholders associated with the project.
11. The design and development of the patterns for the four road bridges that cross over the rail trench is progressing well. A number of community meetings to provide source material for artist Miranda Brown have been held. A full report on the integration of the arts in the project will be presented as a separate agenda item at this meeting of the Infrastructure and Works Committee.

### Development and Implementation of the Town Centre

12. In October 2008, the Mayor proposed that a small part of New Lynn Town Centre be redeveloped as a Chinatown precinct. It was proposed that the precinct could be developed as a cultural and economic hub, close to the new transport interchange in the "old" centre of Totara Avenue. A report seeking approval in principle for the project, so that further planning and evaluation could be undertaken, was presented to the Policy and Strategy Committee at their meeting held on the 4 December 2008.

*"The Policy and Strategy Committee resolved to:*

1. **Receive** the Proposed Redevelopment Of Part Of New Lynn As A Chinatown Precinct report.
2. **Agree** to a detailed investigation of a Chinatown precinct as part of the overall New Lynn precinct development planning currently underway.
3. **Direct** the Chief Executive Officer to report back to the Policy and Strategy Committee on:
  - (a) The likely date of the opening of the Clark Street extension / rail over-bridge and Great North Road intersection, what steps might be taken to accelerate that work, and the implications of those works for the timing and operation of Chinatown;
  - (b) Negotiations with other parties including the city of Ningbo relating to the acquisition or manufacture of suitable gates and other amenities; and (c) The preliminary design, and further design briefs, and any cultural considerations to be taken into account.
4. **Agree** to recommend to the Long Term Council Community Plan and Annual Plan Committee that the provision be made for the installation of gates and related amenities in the draft Long Term Council Community Plan and Annual Plan 2009-2019."

2092/2008

### Strategic Consents and District Plan

13. The Planning and Regulatory Committee gave approval to lodge the Notice of Requirement (NOR) at its meeting of 11 November 2008. This is required to establish a designation in the District Plan to provide for the Clark Street Flyover. At the time of writing this report the NOR had not been formally lodged (previous timelines indicated lodgement would occur in early December 2008). Council is waiting for Boffa Miskell to complete the visual impact assessment before lodging the NOR. It is envisaged this will be completed within the next few weeks.

### Communications

14. In December 2008 an article appeared in *Waitakere News* informing the public about upcoming roundabout changes and that buses would be replacing trains over the Christmas/New Year period.

15. ONTRACK has communicated; both pre and post Christmas, with residents and businesses potentially affected by its construction projects.
16. From January 2009 communications work has been focused on the first of two temporary level crossing closures at Ward and Veronica Streets.
17. The next issue of the Council's "New Lynn Matters" newsletter is in production, for distribution this month to over 22,000 households in the wider New Lynn area. This will include information on the eastward shift of the Clark/Rankin roundabout, which is likely to happen in February 2009 (date still to be confirmed).
18. Copies of the *New Lynn Town Centre Parking Guide* are being printed for distribution to businesses.
19. The New Lynn Community Liaison Group, comprising of members of New Lynn community groups and businesses, elected members and staff from both the Council, ONTRACK and Auckland Regional Transport Authority (ARTA), is recommencing its bi-monthly meetings in February.

#### **Relationship Management and Advocacy**

20. Following the general election, local MP's the Honourable Tim Groser and the Honourable Paula Bennett (and their advisors) have been updated on the New Lynn development. Appointments are being sought with other MP's and relevant ministers to update them of the project.
21. The Chief Executive Officer and senior staff have also conducted a site visit and briefing for the Chief Executive of the New Zealand Council for Infrastructure Development Mr Stephen Sellwood, with a view to making the New Lynn development a policy showcase for the current government.

#### **ONTRACK TOC Status**

22. The Council's quantity survey consultant, WT Partnership are continuing to work, with ONTRACK's assistance, on a review of the estimate of the Council's cost in relation to the TOC 1 scope, as previously provided by ONTRACK. Several meetings were held in the later part of 2008, between the Council, ONTRACK and their consultants, to discuss the make-up of "add-on" costs (preliminary and general) risk and contingencies etc which ONTRACK had included in the estimate. WT Partnership has continued this review work during January 2009 and as a result a number of issues have been raised with ONTRACK and their consultants with regard to the "add-on" costs and scope inclusions. At the most recent progress review meeting, held in mid January 2009, ONTRACK reported that some reductions in these costs would result from the issues raised, however further work would be undertaken to confirm the full extent of these reductions. A response was expected from ONTRACK and their consultants in the week commencing 27 January 2009, with a further review meeting scheduled for early February 2009.

#### **ARTA Status**

23. There is no update on the ARTA status.

#### **NZTA Funding Applications**

24. The Council made a presentation to the NZTA Board at their November 2008 meeting, to support the funding application. NZTA requested additional information. The Council has responded to all requests and awaits their decision.

### **Strategic Funding**

25. With various external funding sources still being negotiated, the overall direct Council funding requirement still remains to be fixed. Current economic conditions indicate that private development both within New Lynn and the wider City may be slower than originally expected. Slower growth will impact on the collection rates of development contributions, which is an important funding mechanism for the project. However, it was largely anticipated that the overall project would initially be financed through borrowing. Development contributions and other funding options would repay some of that debt over time. Other funding alternatives remain available, though, debt will likely bridge the funding requirement because the timing issues concerning the project expenditure and the collection of external funds.

### **Development Contributions**

26. Current economic conditions indicate that private development both within New Lynn and the wider City may be slower than originally expected. Slower growth will impact on the collection rates of development contributions, which is an important funding mechanism for the project.

### **Legal Agreements**

27. There is no update on the Legal Agreements.

### **Risk Management**

28. All identified risks have been collated into a risk register. Risk mitigation strategies have been put into place for the most critical risks. Risk monitoring and reporting is an ongoing activity together with identification and management of new risks. No new significant risks were identified during the reporting period.

### **Consideration of Community Views**

29. The New Lynn Community has been involved in the future planning of New Lynn since the 1996 and 2005 Planning Charrettes.
30. Over the last two years, the Council has undertaken a consultation programme with New Lynn landowners in proximity to the rail corridor, and has held three public consultation meetings. A portfolio has been established with the responsibility of communications. Council officers are working with communications advisors from both ONTRACK and ARTA to manage consultation, the media and general public concerns prior to and during the construction period to ensure that the views of the community are clearly relayed back to the Council.

### **CONSULTATION**

31. No consultation was carried out during December 2008 and January 2009.

### **STRATEGIC CONTEXT**

32. The New Lynn project is identified as one of the Council's top five projects and represents a substantial investment in the Long Term Council Community Plan 2006-2016. The project delivers on the following strategic platforms:
- Urban and Rural Villages;
  - Strong Communities; and
  - Integrated Transport and Communications.

33. The New Lynn project is aligned with the following strategies:
- The Auckland Regional Growth Strategy, whereby New Lynn has been identified as a regional growth centre;
  - Auckland Regional Land Transport Strategy;
  - The Council's Transport Strategy 2006 - 2016;
  - Growth Management Strategy; and
  - Economic Development Strategy.

## RESOURCES

### Timeline/Milestones

34. While the timeline and milestones for the project will continue to be developed as the project progresses, current established key milestones include:
- Train tracks installed in trench and new station complete - April 2010;
  - ONTRACK works complete - July 2010;
  - Council roading works (Stage 1) commence - mid 2009;
  - Council roading works (Stage 1) complete - mid 2011;
  - Clark Street extension (Stage 2 ) commence - early 2012; and
  - Clark Street extension (Stage 2 ) complete - mid 2013.

### Financial Status

35. \$21,568,000 was budgeted in the Annual Plan 2007/2008 for roading components, land purchase, ONTRACK contributions and communications. Of this amount, \$19,600,000 has been carried forward into the Annual Plan 2008/2009.
36. A further \$47,740,600 has been allocated in the Annual Plan 2008/2009. Additional amounts will be required in the subsequent Annual Plan 2009/2010, Annual Plan 2010/2011, Annual Plan 2011/2012, and Annual Plan 2012/2013. The current total Council project costs are estimated at \$158,065,000 exclusive of administrative costs. This estimated cost has reduced by approximately \$16 million since last reported as a result of value engineering of the design during the detailed design stage. Three funding sources from NZTA, ARTA and development contributions are currently being investigated which will offset some of the estimated project cost. These amounts have yet to be confirmed but are estimated to be approximately \$80 million. Targeted rating is also being considered as a potential funding mechanism and work is being undertaken to assess its feasibility.

## IMPLEMENTATION ISSUES

### Project Risks

37. Securing sufficient funding to achieve interchange Option 2 (Council's preferred option for the transport interchange).
38. A major risk is that property owners' concerns are not managed as part of the acquisition process, resulting in objections to the process and consequent delay to construction. This risk is being mitigated by assigning a Council officer to manage the relationships.

39. Land acquisitions for the Clark Street Flyover. Council officers continue to apply pressure on ONTRACK to agree to the sale of number 1a Rankin Avenue, which is fundamental to the construction of the Clark Street Flyover. To date there has been only limited interest from ONTRACK who appear to remain unconvinced on the importance of the Clark Street Flyover. In parallel, Council officers continue to advocate strongly with central government Ministers and senior officers in an endeavour to elicit support from central government.
40. Current economic conditions indicate that private development both within New Lynn and the wider City may be slower than originally expected. Slower growth will impact on the collection rates of development contributions, which is an important funding mechanism for the project, although it was anticipated that the overall project would initially be financed through borrowings, the slower repayment of debt by development contributions will have a further impact on the overall interest on debt.

**Report prepared by:** Clare Sarney, Senior Project Manager.



## **6 NEW LYNN TRANSIT ORIENTATED DEVELOPMENT - ARTS INTEGRATION**

### **GLOSSARY**

New Lynn Transit Orientated Development (TOD)

### **EXECUTIVE SUMMARY**

The purpose of this report is to inform the Infrastructure and Works Committee of the current progress relating to the integration of arts into the New Lynn Transit Orientated Development (TOD) project and the broader New Lynn Town Centre.

*A1-A16*

The design process for the integration of specific arts design features within the New Lynn Transport Interchange has been an ongoing series of concepts that have been produced by a range of artists for generic situations commonly found within developments of this type. The current arts integration proposals are attached at pages A1 to A16.

In addition to the generic concepts, detailed work is ongoing on an artistic integration for the walls of the trench in the areas around the Rail Station platform. This work is being undertaken by the appointed lead artist, Louise Purvis.

### **RECOMMENDATIONS**

It is recommended that the Infrastructure and Works Committee resolve to:

1. **Receive** the New Lynn Transit Orientated Development - Arts Integration report.
2. **Approve** the ongoing development of the arts integration concepts contained within the New Lynn Transit Orientated Development - Arts Integration report.

## BACKGROUND

1. The first concept design for the transport infrastructure was presented to Council at a workshop held on 10 July 2007. Feedback from Council was then incorporated into the final concept design and submitted to Council for approval at its meeting of 10 October 2007. The following information was presented to the Culture and Community Committee on 10 December 2008 for information only.
2. Areas of focus for Louise Purvis and her collaboration with Architectus and artists have focused on the following items or sites:
  - Trench walls within the Rail Station;
  - Sculptural Markers positioned atop glass screens around open sections of the trench. (Markers reference similar works positioned on the rear wall of the community centre);
  - Pattern design for casting into the four concrete road bridges that will cross the Rail Trench;
  - Carved or cast Crown Lynn back stamp's (makers mark) sites to be confirmed;
  - Large scale drawings of Crown Lynn items located in the trench, below the interchange; and
  - Sculptural seating for Rail Station platform.
3. In addition to the Transport Interchange work, there are a number of other projects that are in the planning and concept stages:
  - New Lynn Hotel project. Artist John Radford has been commissioned to produce a concept for a sculptural work that references the recently demolished New Lynn Hotel. Potential sites for this work are the Titirangi rail over bridge, the small reserve on the corner of Great North Road and Rata Street, New Lynn;
  - Todd Triangle, series of brick sculptures produced by ceramic artist Peter Lange. These works are from Lange's "Tokens of the Game" series and are to be funded from contingency funds from the refurbishment of Todd Triangle that was completed in 2007; and
  - The Arts team are also providing input into the New Lynn Urban Regeneration Strategy and Concept Plan and developing concepts that fit within the framework this document.

## DECISION MAKING

### Issues

4. The Arts Integration concept design process is progressing well, however, there are milestones that must be met to ensure the inclusion of the proposed arts and design projects within the overall project. For these milestones to be met, approval to continue to the detailed design stage is required.

## STRATEGIC CONTEXT

5. The TOD project is aligned with a number of strategies, as follows:
  - The Regional Growth Strategy, whereby New Lynn has been identified as a regional growth centre;
  - The Regional Land Transport Strategy;
  - The Council's Transport strategy;

- Council's plans for urban intensification and economic developments;
  - Councils Heritage strategy; and
  - Councils Arts and Culture strategy.
6. The TOD project is also aligned with Council's Community Outcome: Vibrant Arts and Culture where the City's arts and culture is reflected and appreciated in the every day life of the community and the City is itself a work of art. Council participates in creative pursuits and has a deep and wide perception of arts and cultures in the City, which leads to a sense of place and identity and an arts rich urban, public space.

## CONSULTATION

7. The following consultation has taken place with regard to this project:
- Ongoing participation with the Design Integration Group, architects, and other key stakeholders is continuing as the project advances;
  - A series of community meetings have taken place to offer members of the local community an opportunity to contribute source material for use by the artists, to the project; and
  - Consultation with Iwi is an ongoing process, with new developments being presented to Iwi through the fortnightly consultation process.

## RESOURCES

8. Funding for the projects contained within this report are identified as follows:
- The Arts components of the TOD project are costed within the overall project budget;
  - The funding for the New Lynn Hotel concept is included within draft budgets (\$100,000 Capex) for 2009/2010;
  - Funding for the Todd Triangle artworks produced by Peter Lange are funded from contingency funds from the Todd Triangle redevelopment budget and a \$10,000 contribution from Creative New Zealand. The total cost for the purchase and installation of the proposed artworks is \$50,000; and
  - In addition to the Creative New Zealand funding, the draft Annual Plan 2009/2010 allocation of \$100,000 for New Lynn Arts infrastructure will be the source of the budget for this project.

## IMPLIMENTATION

9. There are a number of technical and regulatory (e.g. Fire Regulation) issues which need to be addressed for the projects to progress.

**Report prepared by:** Mark Osborne, Senior Arts Project Coordinator.



## 7 PROPOSED RE-ORDER OF RESERVE MANAGEMENT PLAN PROGRAMME

### GLOSSARY

Local Area Plan	(LAP)
Reserve Management Plan	(RMP)

### EXECUTIVE SUMMARY

The purpose of this report is to propose a re-ordering of the current programme for the preparation of Reserve Management Plans (RMP's).

This is to ensure that the preparation of the Oratia/Opanuku Stream Corridor RMP is undertaken in conjunction with the preparation of the Local Area Plan (LAP) for Oratia, under the Waitakere Ranges Heritage Area Act, 2008.

A holistic approach to the development of open space in Oratia is desirable, that is in line with the overall development, planning and visioning for the Oratia area that is associated with the LAP process.

### RECOMMENDATIONS

It is recommended that the Infrastructure and Works Committee resolve to:

1. **Receive** the Proposed Re-order of Reserve Management Plan Programme report.
2. **Approve** that the Karekare Reserves Management Plan scheduled for the 2009/2010 year be swapped for the Oratia/Opanuku Stream Corridor Reserves Management Plan, scheduled for 2010/2011.

### BACKGROUND

1. The process for developing the first LAP is underway for the Oratia area.
2. The process for preparing a RMP includes research into reserve values, giving particular regard to ecological, cultural, historical, recreational and social values. RMP's also include future planning, management, development and design of open space which reflects both reserve values and community desires.

### DECISION MAKING

3. It is considered that all proposals made in regard to the swapping of group RMP's is in line with the relevant criteria of the Local Government Act, 2002 in particular, Sections 76-82.

### Issues

#### **Reserve Management Plan Programme**

4. A programme for completing all RMP's for the reserves in Waitakere has been developed. This programme outlines which RMP's will be undertaken over the forthcoming years in order to complete all RMP's for all reserves in the City by 2014. After 2014, a renewal programme of existing RMP's is undertaken.
5. Two RMP's are proposed each financial year. One a Citywide park RMP which looks at the Citywide park individually, and one a 'group plan which combines local reserves within a particular area or environment type. For the 2009/2010 year, three RMP's are scheduled. These are, Shadbolt Park RMP, Karekare RMP and Waitakere Ward Local RMP.

A17

6. The Oratia/Opanuku Stream Corridor RMP is scheduled to commence in the 2010/2011 year. It is proposed that this RMP is bought forward to swap with the Karekare RMP. It is considered necessary to keep the Waitakere Ward Local RMP within the 2009/2010 year as this group plan includes reserves from the Oratia area also. The programme for RMP's is attached at page A17.
7. There are no particular issues relating to the re-ordering of the group plans, and Council officers are unaware of any issues that may arise in the postponing of the Karekare RMP.
8. The RMP's proposed to commence in the 2009/2010 financial year therefore are, Oratia/Opanuku Stream Corridor RMP, Waitakere Ward Local RMP, and Shadbolt Park RMP.
9. It is considered that the process to prepare the Oratia/Opanuku Stream Corridor RMP should be undertaken at the same time as the Oratia LAP development process. A holistic approach to the development of open space in Oratia is desirable, that is in line with the overall development, planning and visioning for the Oratia area that is associated with the LAP process. Also, the consultation and community engagement required for both processes can potentially be streamlined.
10. There is an existing RMP that has been previously prepared for all of the reserves adjacent to the Lower Oratia Stream. The reserves included in this RMP will be included in the Oratia/Opanuku RMP.

#### **Consideration of Community Views**

11. The process for preparing a RMP includes extensive community consultation, as set out in the Reserves Act, 1977.

#### **STRATEGIC CONTEXT**

12. RMP's, which are referenced for all proposals on parks, are prepared within the context of Waitakere City Councils Strategic Priorities and Platforms.
13. The draft Parks and Open Space Strategy provides guidelines for the management of parks in Waitakere. The draft Parks and Open Space Strategy guides the objectives and policies within RMP's.

#### **CONSULTATION**

14. Consultation with officers from the Strategic Planning Section of Council was undertaken for the writing of this report. The Strategic Planning Section is in favour of swapping the Oratia/Opanuku Stream Corridor Reserve Management Plan with the Karekare Reserves Management Plan, so that planning for the open space of the Oratia area is undertaken in conjunction with the LAP process.

#### **RESOURCES**

15. The work involved in preparing a RMP is carried out in-house. The 2009/2010 RMP Programme allowed for three RMPs in that year. Three RMPs are still proposed to be undertaken during the 2009/2010 year. However, the number of reserves covered has increased.
16. Staff resources are available to undertake the above work, within the current budget allocation for Reserve Management Plans.

**IMPLEMENTATION ISSUES**

17. There are no implementation issues in regard to this report.

**Report prepared by:** Carol Drinnan, Reserve Management Planner.

