



**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, 6 MAY 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, 1 April 2009

**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, 1 April 2009 as circulated, and that they be taken as read and now be confirmed.



## 5 MASSEY DOMAIN AND ZITA MARIA PARK PUBLIC TOILET REMOVALS

### GLOSSARY

Crime Prevention Through Environmental Design (CPTED)

### EXECUTIVE SUMMARY

The purpose of this report is to seek approval from the Infrastructure and Works Committee for the removal of the public toilet facilities at Massey Domain and Zita Maria Park.

### RECOMMENDATIONS

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

1. **Receive** the Massey Domain And Zita Maria Park Public Toilet Removals report.
2. **Approve** the removal of the Massey Domain and Zita Maria Park public toilets.

### BACKGROUND

1. Parks Assets intend to permanently remove the public toilet facilities at Massey Domain and Zita Maria Park. Both parks have a single three quarter sized field and a training area.
2. Both toilets are permanently locked due to ongoing vandalism and safety issues. Damage that has been regularly repaired on the toilets includes smashed: cisterns, internal cubicle partitions, down pipes, basins and tap ware, burnt roof beams, graffiti, and general defacing of the structures.
3. Both toilets are old block structures that have reached the end of their serviceable life. The original block construction and roof design makes repairs costly, and retrofitting the buildings with vandal resistant plumbing and fittings is difficult with the original toilet layouts.
4. Due to the toilets being closed savings from their maintenance have been included in the draft Annual Plan 2009/2010.

### DECISION MAKING

#### Issues

- A1-A2
5. The toilets at Massey Domain and Zita Maria Park have been identified as having Crime Prevention through Environmental Design (CPTED) issues. CPTED considers how a facility or public space can be built in a way that reduces the likelihood or perceived likelihood of antisocial and criminal activity occurring as a result of its construction. Several factors which support the poor CPTED analysis of both toilets include their unsuitable location for passive surveillance, outdated orientation and design of entrances, poor natural lighting, and imposing block structure. The current locations of the buildings are shown in attachment pages A1 to A2.
- A3
6. The Massey Community Constable endorses the removal of the Massey Domain toilet due to the ongoing incidents of criminal activity reported around the toilet. Correspondence from the Massey Community Constable on this issue is attached at page A3.

7. With the removal of the Massey Domain toilet, the nearest alternative public toilet is located four hundred metres away at Triangle Park on Don Buck Road. There is no local toilet facility within walking distance from Zita Maria Park. Temporary port-a-loo facilities have been provided at Zita Maria Park this summer to provide for a regular all day sports events at the weekend. The port-a-loos cost Council \$145 per week.
8. Because of their current condition and the associated CPTED and barrier free access issues, the only viable option, other than removal, is to replace the toilets rather than upgrade them.
9. Funds have not been provided for in the draft Annual Plan 2009/2010 for any refurbishment or replacement of the toilets. A summary of the costs associated with the replacement of the toilets is included below in Table 1.

	Build	Annual Renewal (Depreciation cost based on a new toilet with 30 year life span)	Annual Maintenance (3 x week frequency)	Annual Vandalism and Graffiti Repairs (estimated)	TOTAL ANNUAL COSTS
Cost of new two unit block	\$180,000.00	\$5,000	\$2,410.20	\$8,000.00	\$15,410.20
Cost of new single unit block	\$130,000.00	\$3,333	\$1,980.00	\$5,000.00	\$10,313.00

Table 1 - Costs associated with Zita Maria Park and Massey Domain toilet replacement

### STRATEGIC CONTEXT

10. Council has adopted the platform of 'Strong Communities' which supports local focal points where people can feel safe and there is a strong sense of community. The removal of the toilets would be in accordance with this platform and would reduce the unsociable behaviour that is drawn to these reserves.
11. The provision of toilet facilities at these locations does not satisfy the criteria contained in Council's policy on toilet provision, or those contained in the Parks Strategy. The current Council policy for toilet provision titled *Provision and Operation of Toilets in the City (1997)*, and the *Draft Parks and Open Space Strategy (2005)*, contain key criteria that require satisfying before a toilet is constructed on Council reserve. Based on these guiding documents toilet facilities will only be provided at:
  - Citywide parks that have three or more sports fields, or have five or more courts (netball/tennis);
  - Destination Citywide multiuse parks; and
  - Reserves that have an association with rail stations.
12. As neither Massey Domain nor Zita Maria Park fit these criteria there is not a policy justification for upgrading or replacing the current facilities once removal is completed.

## CONSULTATION

13. The Massey Community Board has been previously notified of the decision to remove the toilets through the November 2008 Massey Community Board meeting. The Massey Community Board expressed a desire to retain the toilets and upgrade or replace them rather than removing them.
- A4-A6 14. A mail drop was delivered to the community surrounding Massey Domain and Zita Maria Park in October 2008 which advised of the proposed removals. A total of nine submissions were received for Massey Domain, and 21 submissions were received for Zita Maria Park. A summary of the issues received is attached at pages A4 to A6.
15. User groups that utilise both Massey Domain and Zita Maria Park have been notified of the proposal to remove the toilets. Two sports user groups that use the fields at Massey Domain and Zita Maria Park have indicated to Parks Assets a reluctance to continue booking the parks if the toilet facilities are removed rather than upgraded and reopened. Where necessary, for all day events, user groups can be accommodated at other fields with toilet facilities. The toilets at Massey Domain and Zita Maria Park have been permanently closed for more than a year. Booking applications continue to be received from the various sports codes for use of the parks.
16. Correspondence was received in October 2008 from the Massey & Birdwood Settlers Association Incorporated in support of retaining both toilets for the purposes of community benefit.

## RESOURCES

17. Funding has been provided in the Annual Plan 2008/2009 to carry out the removal of the toilet facilities at Massey Domain and Zita Maria Park.

## IMPLEMENTATION ISSUES

18. There are no implementation issues relating to the removal of the toilets.

**Report prepared by:** Andreas Lilley, Principal Project Development Officer.



## 6 WAICARE MEMORANDUM OF UNDERSTANDING

### GLOSSARY

Chief Executive Officer	(CEO)
Memorandum of Understanding	(MOU)
Waicare Steering Committee	(WSC)

### EXECUTIVE SUMMARY

The purpose of this report is to seek approval from the Infrastructure and Works Committee's for the Chief Executive Officer (CEO) to sign the updated Waicare Memorandum of Understanding (MOU) on behalf of the Council.

A7-A19

The Draft MOU is attached at pages A7 to A19, and has been referred to the Council's Legal Services for consideration who advise that the document is in order for completion.

### **RECOMMENDATIONS**

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

1. **Receive** the Waicare Memorandum Of Understanding report.
2. **Approve** that the Chief Executive Officer signs the Waicare Memorandum of Understanding.

### **BACKGROUND**

1. Waicare is an environmental initiative developed by the local and regional councils of Auckland. Councils involved in the programme are as follows: Auckland City Council, North Shore City Council, Waitakere City Council, Manukau City Council, Rodney District Council and the Auckland Regional Council and recently, Franklin District Council.
2. The programme is based on the Stream Watch Programme which has been operated by Sydney Water successfully for approximately 20 years.
3. A pilot Waicare Programme was launched in early 2000 with a total of twelve groups from across the region, two of which were in Waitakere - namely, Friends of the Whau and Kelston Boys High School. The pilot Waicare Programme lasted six months. During this time a shared set of resources for groups was developed in co-operation with each council, which included input from the pilot groups themselves.
4. The Minister of the Environment officially launched the programme in September 2000.
5. The aim of the Waicare Programme is to bring together schools and community groups to test the water quality of their local streams and waterways and take practical steps to manage and prevent pollution events.
6. Waicare is made up of a Waicare Steering Committee (WSC) with representatives from the contributing councils. The role of the WSC is to set the financial and strategic direction of the Waicare Programme. Each council is responsible for employing a co-ordinator whose job is to liaise with and provide the necessary hands on support that Waicare groups require. The Auckland Regional Council has the task of employing a Regional Co-ordinator whose role is to ensure that the Waicare Programme is delivered in a consistent manner across the region and that each council is provided with the necessary kits and supplies to carry out the Waicare Programme.
7. To date there are approximately 111 groups across the region who are participating in the Waicare Programme, 26 of these are within Waitakere.
8. In December 2003, the Environmental Committee of Waitakere City Council gave approval for the Waicare Programme to become a shared service agreement between the councils of the Auckland region.
9. This however did not eventuate, as it was considered that this programme wasn't big enough to warrant a shared service agreement and a MOU was signed.

10. This MOU is now out of date and a new MOU is required to make it current and to reflect the changes.

## **DECISION MAKING**

### **Issues**

11. Since its 2000 launch, the Waicare Programme has grown rapidly with the number of groups participating in the programme outpacing the expected demand catered for in the Waicare Business Plan. Currently there is an informal arrangement between participating councils on the level of funding which should be contributed to the programme. This leaves the Waicare Programme open to budget fluctuations and an inability to plan for future growth or maximise opportunities to attract external sponsorship.
12. To address these concerns, the WSC identified the needs for an organisational structure that would take into account the following:
  - The ability to secure funding;
  - Ability to recruit and manage volunteer groups;
  - To retain the involvement of enthusiastic and motivated officers;
  - Provide a durable structure which will survive changes in Council policy;
  - The ability to receive sponsorship and other third party funding; and
  - Allow flexibility in the level of involvement for individual councils.

### **Options Identified**

#### **Option 1**

13. A shared service agreement to formalise the arrangement which is already in place between the member councils.
14. A shared service agreement could have been established under the Chief Executive Forum and as such a regular reporting structure would need to be implemented with extra costs and officer time needed for a reporting structure and to provide any necessary presentations.

#### **Option 2**

15. Establishing a Charitable Trust. Under this option a Charitable Trust could be established by the member councils who, under the "Council-controlled organisations" provisions of the Local Government and Amendment Act 2002, would hand overall responsibility for the delivery of the programme over to the Trust. The Trust in turn would have to deliver the programme according to a MOU.
16. Operating a Charitable Trust has a number of legal and financial implications. It would provide a vehicle in which sponsorship could be obtained but strict guidelines would be required to only accept sponsorship from environmentally friendly companies.

#### **Option 3**

17. The option that was finally adopted was a MOU as this was the easiest way that partners could commit to the programme and formalise the arrangement as to how Waicare is operated as a regional programme.

18. A strong regional based Waicare Programme is vital for the sharing of knowledge and to help with the resolution of water quality issues, so that the community will benefit.

### **Consideration of Community Views**

19. There has not been any community consultation as to the preferred options.

### **Preferred Option**

20. A MOU is considered the best option as it is a simple structure, easy to operate with a statement of purpose, workload projections, and performance measures and targets. Delivery of the Waicare Programme would still be the domain of the participating councils and each council would continue to have a WSC representative at the strategic and management level and its Waicare Co-ordinators at the operational level.
21. The MOU will be in place for three years so that any changes or new partnerships can be formalised.

### **STRATEGIC CONTEXT**

22. Waicare is a key project within the green network strategic platform where improved water quality and a better habitat for native fish is an Annual Plan measure.
23. Waicare is also a key component of the Three Waters Strategy, which has a community outcome to undertake restoration and to educate and support people to care for streams and safeguard water resources.
24. Committing to a MOU will ensure regional support and sharing of resources to keep the programme more cost effective and provide increased knowledge of water quality issues.

### **CONSULTATION**

25. Consultation with the WSC which is made up of representatives of the current participating councils has taken place on this matter.

### **RESOURCES**

26. No additional costs or resources are required as this is only a formalisation of the existing structure.

### **IMPLEMENTATION ISSUES**

27. Approval for the CEO to sign this MOU is required to formalise the MOU.

**Report prepared by:** Graham Leonard, Water Quality Technician.



## 7 SLOW STREET POLICY AND GUIDELINES

### GLOSSARY

Slow Street Policy and Guidelines (SSPG)

### EXECUTIVE SUMMARY

This report seeks approval from the Infrastructure and Works Committee to adopt the proposed Slow Street Policy and Guidelines (SSPG). The SSPG has been developed over the past year as a result of the Council's desire to avoid the ambiguity within the Council's current slow street guidelines regarding the slow street evaluation process. The SSPG has been developed in order to provide a guideline and an operational policy document which gives consistent and clear guidance for evaluating slow street applications.

### RECOMMENDATIONS

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

1. **Receive** the Slow Street Policy And Guidelines report.
2. **Agree** to adopt the Slow Street Policy And Guidelines.

### BACKGROUND

1. In some residential neighbourhoods traffic travels at excessive speed, or at speeds not safe for the residential neighbourhood.
2. This can disturb a quiet neighbourhood and prompt the community to request the Council to implement Local Area Traffic Management measures, commonly referred to as slow street traffic management.
3. The Council currently does not have a slow street policy and the need to update the current slow street guidelines is recommended as the slow street application process has been modified in the past two years.

### DECISION MAKING

#### Issues

4. Many slow street applications are received from the community in which concerns are raised regarding speed of the vehicles travelling through their street and safety of pedestrians.
5. If every slow street request Council received was to be implemented it would require substantial Council resource and funding.
6. The SSPG has procedures for the investigation of a request for a slow street measure to determine if the measure is appropriate for that site.
7. These procedures will enable Council to prioritise the sites in terms of benefits to the community.
8. A common approach has been taken to prepare and develop this policy based on the review and evaluation of other local council's slow street policies, e.g. Auckland City Council and Papakura District Council.

9. The SSPG describes the implementation stage and the general evaluation method to ensure the work has been completed successfully and to analyse the project so that the results can be utilised in future works.

A20-A67

10. The SSPG report is attached at pages A20 to A67.

### **Consideration of Community Views**

11. Speed is a common problem around the City. The Council's current slow street priority list has 10 sites and some of these sites have been on the list for more than five years because of the limited budget allocated for this activity. The Council's SSPG will help to prioritise the new slow street applications in terms of benefits to the community.

### **STRATEGIC CONTEXT**

12. 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.
13. The implementation of slow streets treatments focuses on addressing speed related safety problems and providing a more pedestrian friendly environment. However, implementing slow streets has some negative consequences including impeding response times for emergency vehicles and reducing ride comfort for vehicle occupants including public transport.

### **CONSULTATION**

14. Consultation has occurred with the Transport Assets and Transport Strategy team within Council. The document was also submitted to the New Zealand Transport Agency for their comments. All feedback is incorporated into the SSPG to ensure the document states the clear procedures for slow street evaluation.
15. It is not considered necessary to consult further with the community on the SSPG as the document has been prepared to address technical and practical aspects of traffic operations.

### **RESOURCES**

16. The SSPG will be placed on the Council website for free download by residents.
17. There will not be any additional costs associated with the implementation of the SSPG.

### **IMPLEMENTATION ISSUES**

18. There are no implementation issues with the adoption of the SSPG.

**Report prepared by:** Sreekanth Vidhyadharan, Transport Engineer.



## 8 CYCLE LANE AND BUS PRIORITY LANE ON GREAT NORTH ROAD, HENDERSON

### EXECUTIVE SUMMARY

The purpose of this report is to seek approval from the Infrastructure and Works Committee to establish a cycle lane and bus priority lane on Great North Road at its intersection with Edmonton Road, Henderson.

### RECOMMENDATIONS

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

1. **Receive** the Cycle Lane And Bus Priority Lane On Great North Road, Henderson report.
2. **Approve** that in relation to **GREAT NORTH ROAD, HENDERSON:**
  - (a) and in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Bylaw No.7, 1991 - Traffic, amendment No.6 2003, the following **CYCLE LANE** and **BUS PRIORITY LANE** be now resolved to be specified and imposed, namely,
    - A68 (i) on **GREAT NORTH ROAD** east approach intersecting with **EDMONTON ROAD**, a **BUS PRIORITY LANE** be put in place as shown on the drawing attached at page A68.
    - A69 (ii) on **GREAT NORTH ROAD** starting from **EDMONTON ROAD** and extending east for a distance of approximately 145 metres, a **CYCLE LANE** be put in place as shown on the drawing attached at page A69.
3. **Agree** 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 cycle lane and bus priority lane.

### BACKGROUND

1. At its meeting held on 7 September 2006, the City Development Committee resolved:
  - “1. That the Great North Road Improvements, Henderson Town Centre - Analysis of Options report be received.
  2. That the City Development Committee approves Option 2 in the Agenda report, including the realignment of Great North Road within the Henderson Town Centre to cater for bus-advance-lane westbound at the Edmonton Road intersection and two lanes westbound at the Railside Avenue intersection.”

1774/2006

### DECISION MAKING

#### Issues

2. The second stage of the Henderson Town Centre infrastructure upgrade work was approved by the City Development Committee on 6 July 2007 for implementation, subject to any changes required as a result of the workshop session. The main purpose of the project is to improve the overall pedestrian amenity and facilitate better bus movement to and from the Henderson bus interchange.

### Options Identified

3. Not applicable to this report. The options were identified in the agenda report to the City Development Committee on 7 September 2006.

### Consideration of Community Views

4. The cycle lane and bus priority lane will provide an incentive to commuters to change their transport mode and will increase safety for cyclists.

### Preferred Option

A68

5. It is proposed to provide a cycle lane and bus priority lane on Great North Road east approach intersecting Edmonton Road, Henderson as shown on the drawing attached at page A68.

### STRATEGIC CONTEXT

6. The Council's Green Print for Access and Travel Choice has an objective that people should be able to get easily and safely to where they need to go by walking, cycling, passenger transport, or private vehicle, and businesses can efficiently move their goods and services.
7. This objective is continued in the Integrated Transport and Communication strategic platform in Council's draft Long Term Council Community Plan. Great North Road is the main bus route through the Henderson Town Centre.
8. Increased provision for cycling has the potential to have a strong positive influence on the Council's strategic platforms such as urban and rural villages, integrated transport and communication, strong communities and sustainable energy and clean air.

### CONSULTATION

9. The public consultation process started at the beginning of the project including public meetings, four newsletters and feedback forms sent to all businesses and land owners. The Council also had a public open day on 9 and 10 March 2007 and the responses were positive supporting the project.
10. The Great North Road Community Liaison Group was established in August 2007 to ensure effective communication and address all concerns related to the project. Councillors, Henderson Community Board Members and business representatives were part of the Great North Road Community Liaison Group. The Great North Road Community Liaison Group has endorsed the attached design plan.

### RESOURCES

11. The proposed works are funded from the Annual Plan 2008/2009 line item 'Great North Road - Edmonton/Ratanui'.

### IMPLEMENTATION ISSUES

12. There are no implementation issues.

**Report prepared by:** Vinh Bui, Senior Transport Engineer.



9 **TE RANGI HIROA RESERVE ISSUES RELATING TO FUTURE USE OF BIRDWOOD DEPOT SITE**

**GLOSSARY**

Infrastructure and Works Committee	(the Committee)
Te Rangi Hiroa Reserve	(the Reserve)
Ritchies Transport Holdings Ltd	(Ritchies)
Te Rangi Hiroa Reserve Management Plan	(Management Plan)
Recreation and Park Development Plan	(the Plan)
Massey Pony Club	(MPC)
New Zealand Motor Caravan Association Incorporated	(NZMCA)
Auckland Mountain Bike Club	(AMBC)
The Western Districts Model Railway Club Incorporated	(Model Railway Club)
The Birdwood Estate Trust	(The Trust)
Local Government Act 2002	(LGA)
Bike Parks Limited	(Bike Parks)
Draft Long Term Council Community Plan 2009-2019	(draft LTCCP 2009-2019)

**EXECUTIVE SUMMARY**

The purpose of this report is to present to the Infrastructure and Works Committee (the Committee) submissions from interested parties to the Registration of Interest for Birdwood Depot and Te Rangi Hiroa Reserve (the Reserve) recreation use.

A proposal received from Ritchies Transport Holdings Ltd (Ritchies) for the Council to consider undertaking a land exchange for the Birdwood Depot is also considered alongside the Registrations of Interest received, as is the possibility sale of the land at Birdwood Depot as part of a non-strategic land disposal programme.

The key issues relate to the retention of the Birdwood Depot for recreational use and whether or not the Birdwood Depot should be considered for sale through a non strategic land disposal programme. Consideration of Te Rangi Hiroa Reserve Management Plan (Management Plan) policies, future subdivision impacts on the area and issues relating to the exchange and/or sale of land are considered.

Analysis of the above issues suggests that the land has strategic open space importance and that the Committee re-confirm the intention, as provided for in the Management Plan, for the Birdwood Depot site to be retained for future reserve purposes. It is also recommended that a comprehensive Recreation and Park Development Plan (the Plan) be undertaken analysing all possible recreation options for the Reserve given the registrations of interest received and the existing users within the context of the Management Plan and other related policies and documents.

**RECOMMENDATIONS**

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

1. **Receive** Te Rangi Hiroa Reserve Issues Relating To Future Use Of Birdwood Depot Site report.
2. **Agree** that Option 3, retention of the Birdwood Depot for reserve purposes, is the preferred option, as identified in Te Rangi Hiroa Reserve Management Plan.

3. **Agree** that Option B, multiple passive and active users incorporated into Birdwood Depot, is the preferred option for recreational development of the Birdwood Depot and that the development of a comprehensive Recreation and Park Development Plan for Birdwood Depot and Te Rangi Hiroa Reserve, including any new areas about to be acquired by Council through subdivision, be developed in the 2009/2010 year in consultation with the various groups that registered interest.
4. **Agree** that further options for the use and development of the Birdwood Depot site and Te Rangi Hiroa Reserve, including preliminary costing and funding options for any proposed developments and a review of existing leases, as identified in the comprehensive Recreation and Park Development Plan be brought back to the Infrastructure and Works Committee for consideration.

## BACKGROUND

1. In 2007 the Council's City Development Committee instructed Council officers to explore land options for facility development for the Extreme Trampoline Club and the Auckland Curling Club as well as other non mainstream sports. At the meeting held on the 8 February 2007 it was resolved:

“2. *That the City Development Committee endorses Leisure Services exploring land options for the Auckland Curling Club and the Extreme Trampoline Club and that the results be reported back to the City Development Committee by May 2007.*

3. *That the City Development Committee endorses Leisure Services exploring land options for the appropriate and accessible, housing and co-location of non-mainstream sports including curling and trampolining in conjunction with the review of the Open Space Strategy and that the results be brought back to the City Development Committee by May 2007.”*

44/2007

2. It was reported back to the City Development Committee in September 2007 (there was a four month delay in the reporting back to the Committee from the previously recommended May 2007 timeline) that the Auckland Curling Club were in partnership discussions with The Waterhole on Parrs Park. The Waterhole is looking to expand its facility and due to the cogeneration benefits of heating and cooling, the two organisations are looking to form a partnership for the developments. Since that report, the Waterhole and the Auckland Curling Club have established the Waitakere Aquatic and Ice Centre Trust and a revision of the Parrs Park concept plan has been progressing. That work is currently in the final stages and is being reported to the Committee separately.
3. It was presented to the September 2007 City Development Committee meeting, that Birdwood Depot and the Reserve presented the best opportunities for the Extreme Trampoline Club and non-mainstream sports, as these activities were largely supported by the Management Plan. The Birdwood Depot site is designated for built recreational structures and the wider Reserve makes reference to alternative activities such as horse riding, mountain biking and other adventure activities.

## DECISION MAKING

4. There were six respondents to the November 2007 publicly notified registration of interest for recreation opportunities at the Reserve. Two of the respondents are current tenants and four are new groups and have no previous history with the Reserve. Details of the respondents and their submissions follow.

### **New Zealand. Motor Caravan Association Incorporated (NZMCA)**

5. The NZMCA represents over 17,000 private motor caravan owners with an annual average increase of 13%. They estimate that by 2012, NZMCA membership will extend to 25,000 family groups.
6. The NZMCA submission requests “the Council to designate independent overnight parking at suitable formed car parks within Te Rangi Hiroa reserve for certified self-contained motor homes subject to certain conditions.” The conditions refer to maximum stay, hygiene and sanitation, leaving the site tidy and moving at the request of a Council officer.
7. The requirements for such a facility is a formed parking area only. The submission states that certified motor homes are self contained for a minimum of three days and, although not specifically stated, it is implied that there is no need for sanitary facilities, fresh water or power supply to be provided. The NZMCA have an existing lease for use of a parking area at Tui Glen Reserve but have identified a desire to have additional opportunities throughout Waitakere.
8. The NZMCA cite the benefits to their members as having the opportunity to stay overnight in a safe and picturesque environment. They also cite the benefits to the district as being a form of security for the Reserve and area by populating the park, advertising the local attractions and spending time and money in the local area.

### **Auckland Mountain Bike Club (AMBC)**

9. The AMBC is Auckland region’s only mountain bike club. AMBC activities include trail development in the City and currently they are running projects in conjunction with Auckland City, Manukau City, North Shore City Council and Auckland Regional Council as well as private land owners to develop mountain bike trails. In addition to trail building, AMBC deliver a successful junior development and training programme called JAFFA KIDS. The AMBC in their submission indicated that many of those junior members have gone on to represent New Zealand at the past three World Championships. Senior members, both male and female, have also represented New Zealand on the international stage (actual numbers have not been supplied by the AMBC). The AMBC actively host sport mountain biking events for all riders.
10. The AMBC is interested in developing a network of mountain bike trails catering to both family groups and those seeking a more challenging experience without the need to travel to Woodhill Forest. For the family trails the AMBC envisage a network of trails throughout the Reserve linking in with residential areas and other transport routes whilst the more challenging trails will be confined to specific areas where the topology and terrain allows for climbing and descending.
11. The AMBC submission states that they wish to engage with Council in a design, build and advisory role.

### **Massey Pony Club (MPC)**

12. The MPC has been in operation for over 35 years and is currently the largest club in the Waitemata and Rodney areas. The MPC currently has a membership of 170 consisting of a mixture of junior (young children), senior (teenagers) and adult riders and with a predominance of young women. The majority of members are girls aged 5-17 years old. The MPC is a highly active club both within its own club and the community. The club hosts many events and competitions as well as providing affordable community riding opportunities and riding for the disabled.

13. MPC currently hold a lease of part of the Reserve until the year 2020. Subsequent to their submission Council officers have met with MPC to determine actual requirements. The MPC would like to see the area of their lease extended to cope with the growth of their club and to consider the need for grazing and additional arena areas in any development plans for the Birdwood Depot and reserve in general. The Reserve is only one of three dedicated equestrian reserves within Waitakere, the others being Henderson Valley Park and Duke Park in Hobsonville. The provision of equestrian facilities in the north of the City at Duke Park is currently being investigated as the current location will be required for future development. The temporary location of a pony club at Harbourview-Orangihina is also not guaranteed long term. As such, the Reserve and Henderson Valley Park are currently the only confirmed equestrian reserves.

#### **The Western Districts Model Railway Club Incorporated (Model Railway Club)**

14. The Model Railway Club has been a tenant in the basement of the Birdwood Winery building for the past 25 years and has developed an extensive model railway set in the building. In December 2005 the Massey Community Board approved a lease to the Model Railway Club for a period of three years.
15. The submission from the Model Railway Club concentrates on issues relating to the club at this time such as security, drainage, access and building issues. In past discussions with the Model Railway Club it is clear that they wish to remain in the building due to the sets built not being able to be moved or able to fit in another venue without destroying their work. They do however mention they support development of the Reserve.

#### **Bike Parks Limited (Bike Parks)**

16. Bike Parks is a company which runs the Woodhill Mountain Bike Park. Bike Parks leases land off the land owners, Carter Holt Harvey, in the Woodhill Forest for the building of mountain bike trails. Bike Parks provides one of the best mountain bike facilities in New Zealand which attracts 2,000-3,000 riders per week on the variety of trails offered.
17. Bike Parks have expressed interest in the building of trails in the Reserve and in particular are interested in building an urban jump park for which they believe there is a market. Bike Parks will be interested in the business opportunities either in a consulting role or to build and operate a commercially viable urban jump park. The benefit of this approach is safety standards will remain high and the facility would potentially be staffed.

#### **The Birdwood Estate Trust (The Trust)**

18. This organisation which have initially called themselves 'friends' of the Reserve is made up of "several" Waitakere residents all of whom belong to the MPC. Their intention is to set up the Trust and their submission talks of researching, planning and implementing a long-term environmentally friendly and sustainable development plan in partnership with Council. They have tentatively dubbed this The Birdwood Estate Project and have a motto of "Partners in Care, Education, Recreation and Community Building". The Trust is a yet to be formed and would only be progressed if Council considered their proposal worthy of progressing.

19. The intent of the Trust is to establish multiple partnerships among health care, recreation, sport, education and environmental groups. Their submission goes into detail of what they envision the Trust will do in the area and on the Reserve. The main points are that the Trust would develop the site for health, education and leisure activities (except motorised), support better amenities for the MPC and run community outreach programmes in particular for youth.

#### **Other Interest Groups**

20. It should be noted that there are other users of the Reserve that did not respond and will need to be engaged further into the process. Groups such as the Waitakere BMX Club, West Auckland Darts Club, the dog obedience club and car club did not respond and so it is not clear yet what their intentions or needs are.
21. The exception to this is the West Auckland Dart Club which recently voted not to join the Starling Park development in partnership with the football and softball clubs on the park and have chosen to remain in the Birdwood Winery building. Their lease expires in June 2009.
22. Another group that did not respond but has since expressed an interest in the Reserve is the Department of Cycling as they have only recently been established and is the only cycling club in Waitakere with over 400 members. The intent of the Department of Cycling is to bring together all of the cycling disciplines under one regional association and become the regional body for cycling in Waitakere. Initially the principal focus has been on road cycling, however the intention is to follow Cycle New Zealand's lead and include Mountain Biking and BMX under one regional umbrella organisation.
23. The Department of Cycling is looking for a base to grow their sport. The Reserve offers easy access into the Waitakere Ranges and Waitakere/Taupaki/Kumeu areas which are popular road cycling areas. Also located at the Reserve is the Waitakere BMX Club and there is provision in the Management Plan for mountain biking. One of the options that the Plan will explore in more detail is the possibility of the Reserve becoming a hub for cycling.

#### **Ritchies Transport Ltd**

24. Immediately following the registration of interest process for the Birdwood Depot site, a request was received by Council officers from Waitakere Enterprise, on behalf of Ritchies to enquire whether the Birdwood Depot site would be available for a land exchange.
25. For the past two years Waitakere Enterprise has been assisting Ritchies with their desire to relocate to a more appropriate site. To date, this assistance has exhausted the current greenfield development opportunities in Waitakere and found nothing suitable and resulted in the identification of Birdwood Depot as a possibility.
26. The preference is to secure a site in the NorSGA area as the preferred option. Work has been undertaken to secure a NorSGA site as the preferred option.
27. Information to date indicates that the NorSGA option is likely to proceed and is the preferred site for both Ritchies and Council in terms of strategic growth of the City. The option of Birdwood Depot as a possible land exchange site is not being progressed at this point in time.

28. Although the Ritchies proposal is now not being progressed, in lieu of their new preferred site in NorSGA, there does still remain the option for Council to sell the Birdwood Depot site as part of a non-strategic land disposal programme. The advantages and disadvantages of this option is included in the Assessment of Options section of this report.

### Issues

29. In assessing the range of options identified through both the registrations of interest process, a number of outside factors need to be considered that influence and/or impact on the various options. These are outlined in more detail in the sections below and the impact that these issues will have on the decision making process associated with the options.

### Te Rangi Hiroa Reserve Management Plan

30. The Management Plan was adopted by the Massey Community Board in October 2002. The Management Plan includes the Birdwood Depot site as part of the overall Citywide park that is Te Rangi Hiroa Reserve. It is noted in the Management Plan that much of the Reserve is as yet undeveloped, but that the whole site has been "earmarked to cater for the recreational needs of a Citywide range of user groups".
31. Specific policies from the Management Plan related to the Birdwood Depot are as follows:

#### *Policy 2.1*

##### *Implementation*

- *Develop an area for year-round car parking at the Birdwood Depot.*
- *Provide for all-weather access to reserve facilities in Starling Park and Birdwood Depot.*
- *Work with the Pony Club to investigate the feasibility of utilising Birdwood Depot in the long term, as a formal car park to cater for visitor parking on event days.*

#### *Policy 2.2*

##### *Implementation*

- *Develop the Birdwood Depot as a major recreation facility with an emphasis on appropriate teenage recreation.*

#### *Policy 2.5*

##### *Implementation*

- *Support the acquisition and development of the Birdwood Depot as an addition to the existing reserves, so that it may provide opportunities for active recreation complementary to those already existing within the reserves.*
- *Investigate the suitability of the Birdwood Depot site for the development of a Citywide skate park.*
- *Investigate the option of providing a lease for the Auckland Car Club attached to the establishment of a proper driver training facility for the Club on the Birdwood Depot site.*

#### *Policy 2.6*

- *Develop Birdwood Depot and adjoining areas, along with Starling Park, as centres for active recreation within the Te Rangi Hiroa reserves cluster.*

*Policy 2.7*

*Implementation*

- *Work with the Auckland Car Club to explore the option of developing a proper driver training facility on the Birdwood Depot site”.*

32. The Management Plan policies clearly identify that there is a potential for the Birdwood Depot site to be developed as an extension of the existing Reserve and that its topography and location could provide active recreation opportunities for existing reserve users and also additional active recreation, with an emphasis on youth activities.

**Changes in Character of the Area Through Subdivision**

33. One of the key issues that needs to be considered in any of the options is the impending change in the area surrounding the Birdwood Depot. The Birdwood Depot sits adjacent to both the Birdwood Urban Concept Plan Area and the Birdwood Special Area. The current plans within the District Plan show that there is going to be significant urban development surrounding the Birdwood Depot in the short to medium term.
34. The area immediately across Birdwood Road from the Birdwood Depot is currently under development as residential housing and the extensive area adjacent but outside the Metropolitan Urban Limit is likely in the long-term to be developed.
35. Another key area of development is to the north-east along Don Buck Road, where extensive areas are also currently being subdivided and developed for residential purposes. These current and proposed residential developments will be provided with connections to the Reserve and the park itself provides the key open space area for these residential properties. It is considered seen as important that the park is retained and developed to ensure a quality open space area.
36. The current rural character of the land surrounding the Reserve will change significantly over the coming years, and the Reserve itself will be in increasing demand to provide passive open space for the large number of residential properties surrounding it. The Birdwood Depot site will no longer be located in a rural, quiet and relatively remote site and will become an important extension of the existing park area to provide for the recreation demands of the increased population in this area.
37. Whatever activity/s are located at Birdwood Depot, the surrounding nature of the land should be taken into account, as the current nature will change significantly in the near future, and will create different demands on the site.

**Issues Relating to Sale of Land**

38. Birdwood Depot is held by Council as freehold land, as such it could be proposed for sale by Council without requiring any reserve divestment process. The fact that the land was acquired for a public work means that before any proposed sale of the land on the open market, the Council is required to offer the land back to the original owner or their successor.
39. Section 40 of the Public Works Act 1981 states that where the Council wishes to dispose of land no longer required for a public work, unless it would be impracticable or unreasonable, it is obliged to offer to sell the land back to the original owner (or successor) at the current market value determined by a registered valuer. The land does not have to have been acquired compulsorily to trigger the offer back obligation. So there may well be offer back obligations for the Birdwood Depot. If the sale of land was progressed, this would need further investigation including determining how the Council came to acquire the land.

40. Although identified in the Management Plan for park, the current use of the Birdwood Depot is not that of a park, therefore there would be no requirement under section 138 of the Local Government Act 2002 (LGA) to consult on the disposal of the Birdwood Depot.

### Activity Levels

41. In 2006 the Auckland Regional Physical Activity and Sport Strategy conducted a mapping exercise to identify the least active communities in Auckland. The communities surrounding the Reserve, including Starling Park, Ulrich, Ranui Domain and Waimumu South were all identified as some of the least active communities in Waitakere.

### Review of existing Leases

42. There are seven leases on the Reserve of which one has expired, one is due for renewal, three will expire soon and two are month by month. Table 1 lists the existing leases and expiry dates on the Reserve and Birdwood Depot. An opportunity exists to review these leases and to ensure they align with the Management Plan and Community Outcomes.

Leases	Expiry Date
Massey Pony Club	30 June 2020
Waitakere BMX Club Incorporated	31 March 2010
West City Darts Association Inc	30 June 2009
Western District Model Railway Club	30 June 2009
Hoani Waititi Marae- 45 Glen Road	Month by month
Huggard Contractors - Firewood storage (Birdwood Depot)	Month by month
Bilfinger Berger - Commercial Lease	Due for renewal

### Options Identified

43. The options identified in this section are focused around whether or not the Birdwood Depot should be retained as an extension of the Reserve or not. If it was not retained as an extension of the Reserve, then the land would be put forward as part of the non-strategic land disposal programme currently being proposed through the draft Long Term Council Community Plan 2009-2019 (LTCCP 2009-2019). This option analysis is dealt with first. Following this, there is an assessment of the options for the Birdwood Depot site if it is assumed it is retained for reserve purposes.

### Assessment of Options

#### Options Relating to Future Use of Birdwood Depot

44. The following table outlines the disadvantages and advantages associated with the preliminary three options analysed, those being Option 1-do nothing, Option 2-sell Birdwood Depot, Option 3-retain Birdwood Depot for Reserve purposes.

Option		Social	Economic	Environmental	Cultural
Option 1 Do nothing	<b>Disadvantages</b>	Existing lease as firewood storage is unsightly  Land is lost to public use	Income limited - short term leases restrict types of use	Negative impact on adjacent stream environment	Stream quality may be negatively affected by run-off from timber storage
	<b>Advantages</b>	none	Income generated from rental to private company	Re-use of trees	none
Option 2 Sell Birdwood Depot	<b>Disadvantages</b>	Loss of future passive and active recreation space for increased population of the area.	Loss of valuable land asset.	Requirement for esplanade reserve (minimum of 20 metres) will reduce the land area available for use.	Loss of land next to significant stream which may minimise potential for expanded area of stream restoration.
	<b>Advantages</b>	Proceeds of sale could be re-invested into the Reserve to improve the quality of the Reserve.	Gain income from sale of land which could be identified to offset debt or improve the quality of the existing Reserve.	None	None
Option 3 Retain Birdwood Depot for Open Space	<b>Disadvantages</b>	None	Commercial rental income eliminated.  Income from land sale eliminated.	None	None
	<b>Advantages</b>	Increased passive and active recreation space available for an increasing population in the area  Existing users of reserve will have opportunity to create better facilities  Area available for additional recreational user groups and organisations	Retention of valuable asset which will continue to gain value	Protection and enhancement of stream environment through reserve development	Stream quality and environment protected and restored  Opportunity for an expanded range of cultural activities to occur on the site

**Options Relating to Birdwood Depot if Retained as Reserve**

45. The following analysis relates to the different options available if the Birdwood Depot is retained for reserve purposes.

Options		Social	Economic	Environment	Cultural
<b>Option A</b> Lease Birdwood Depot to one Club or Organisation	<b>Disadvantages</b>	Exclusive use of area by one club	Less groups able to secure funding for development of the land - may limit what can be achieved if just relying on one group	None	Less range of activities and possible limitation of cultural use
	<b>Advantages</b>	None	Possible reduction in amount of infrastructure required	Possibly less impact on natural environment depending on the activity of the organisation	None
<b>Option B</b> Multiple Passive and Active Uses Incorporated into Birdwood Depot	<b>Disadvantages</b>	Co-ordination of multiple groups may take some time	More infrastructure costs due to larger number of users	Possible increased impact on natural environment	None
	<b>Advantages</b>	More variety and equity of use for the public	Opportunity for a range of funding avenues from the different groups to be used to enhance the infrastructure	More groups on site that may want to assist in environmental protection work	Increased range of activities
<b>Option C</b> Retain Birdwood Depot for passive recreation use only	<b>Disadvantages</b>	Minimised potential of the area for more active sports opportunities	Active use requires more infrastructure investment	More risk of damage to the environment if activities are not adequately managed	Less opportunity for cultural activities on the site
	<b>Advantages</b>	None	Little infrastructure investment required	Less impact on the environment from passive uses	None

### Consideration of Community Views

46. As stated earlier, community views on the options have been identified previously through the Management Plan and through the registration of interest process undertaken in 2007. The community view highlights the desire to see the Birdwood Depot developed as recreation space.
47. The community has not been consulted to date on whether or not the sale of the land and re-investment of the proceeds into the Reserve development would be considered beneficial, however consultation on a non-strategic land disposal programme is being undertaken as part of the draft LTCCP 2009-2019. In addition to that, as the area has previously been identified within a Council document prepared under the Reserves Act 1977, the Management Plan, the sale of Birdwood Depot would trigger a major change to that Management Plan and would require Citywide consultation (as it is a Citywide Reserve). This is a requirement of the Reserves Act 1977.

### Preferred Options

48. The preferred options, based on the above analysis, is that the Birdwood Depot be retained for future recreation use (Option 3) and as an extension to the existing the Reserve and that Option B, multiple passive and active uses, be investigated further for Birdwood Depot.
49. Option 3 - retain Birdwood Depot for Open Space: this option is considered to be low risk as it has already been identified as a preferred option through the Management Plan, which underwent a Citywide consultation process.
50. There will be a cost in the Council retaining the area and developing it as a recreational area including ongoing maintenance, however, it is proposed that a range of options are investigated for funding and it is also noted that the significant residential development occurring adjacent to the Reserve will generate reserve contributions that can be identified for use in the development of the Birdwood Depot.
51. Option B - multiple passive and active users incorporated into Birdwood Depot: this option is considered to have the least risk as it allows for a range of multiple and complementary uses to occur on the Birdwood Depot site. This allows for flexibility of use and an ability to gain the most community benefit from the land. This option also allows for the Council to investigate working with a range of existing and potential users to develop a plan for the site which addresses a range of needs. This option is also the most consistent with the Council's existing Leisure Strategy and draft Parks and Open Space Strategy 2005.
- A70-A71 52. In order to progress with Option B it is proposed that a comprehensive Plan be progressed. The Plan would encompass the entire Reserve, Birdwood Depot and include future acquisitions that are currently being progressed through subdivision applications. The Plan would also include a review of all leases on the Reserve and their alignment with the Management Plan and Community Outcomes as well as cost and funding scenarios for any future development. The proposed scope of the Plan is attached at pages A70 to A71. The Plan would also examine the current legal status of all the parcels of the land and, where appropriate, make recommendations for their appropriate classification under the Reserves Act 1977.
53. The comprehensive approach to planning for the area will ensure the recreational proposals put forward include consideration of the entire reserve area and how existing and possible future recreational use can be integrated. This will also allow for the development of shared facility and infrastructure options being developed that will be more cost-effective to user groups and the Council.

### STRATEGIC CONTEXT

54. Council's provision of Leisure Services and Parks principally align with the Strong Communities and Urban and Rural Villages strategic platforms.
55. The Urban and Rural Villages Strategic platform aims to ensure that people have choices in recreation in their own neighbourhoods and town centre. The future planning for a Citywide park such as Te Rangi Hiroa and including Birdwood depot and its associated community consultation provides for significant recreation opportunities, both passive and active.

56. Council's strategic objective for leisure is to provide a comprehensive range of leisure, recreation and sports services and facilities, to enable communities to take opportunities that will promote good health, wellbeing and social cohesion.
57. The draft Parks and Open Space Strategy 2005 identifies the need to develop the Reserve as a Citywide park. A budget for preliminary design was included in the Long Term Council Community Plan 2006-2016 in year 2015/2016. The draft Parks and Open Space Strategy 2005 is currently being reviewed but it is likely that the upgrade of the Reserve will still be recommended, particularly given the level of residential development currently occurring around the Reserve.
58. New facilities create more opportunities for residents to participate in sport and or physical activity and will complement the initiatives being implemented through the Active Waitakere 'Te Waka ki Mua Move It Waitakere' Action Plan

### CONSULTATION

59. Consultation has occurred within Council between the Parks Planning, Leisure Services, Property Assets and Parks Assets sections. Advice has also been sought from Legal Services with regards to the Public Works Act 1981 and LGA issues.
60. Consultation with interest groups has been initiated through the registration of interest process carried out for the Birdwood Depot. This is the most recent community consultation that has occurred since the development of the Management Plan involved a full Citywide consultation process which met both LGA and Reserves Act 1977 public consultation requirements.
61. Consultation with iwi occurred through the development of the Management Plan.
62. Future consultation associated with the progression of the preferred options would involve the Massey Community Board, interest groups, Council Committees and Iwi.

### RESOURCES

63. The preparation of the Plan can be predominantly carried out utilising internal staff resources. It is proposed that officers from both Leisure Services and Parks Planning would undertake the majority of the work required for the development of this plan.
64. It may be necessary to get specialist input into the preparation of the Plan, in particular, for costings and there may be some minor consultation costs associated with the preparation of the Plan. It is proposed that these costs, as they will be minor, can be accommodated through the parks planning budget for Reserve Management Plans identified in the draft LTCCP 2009-2019.
65. It is proposed to include development costs and funding scenarios within the Plan, so that a clear picture of any costs to the Council that the proposal might involve can be considered at the time by the Committee.
66. There is currently \$1,000,000 allocated in the draft LTCCP 2009-2019 in year 2012/2013 for a recreation facility on the Birdwood Depot site.

### IMPLEMENTATION ISSUES

67. The progression of the comprehensive Plan would occur through 2009 with a final draft Plan to be brought back to the Committee by February 2010.

68. There is currently no funding allocated within the draft LTCCP 2009-2019 for development works on the Reserve.

**Report prepared by** Renee Davies, Service Manager Parks Planning and Rob McGee, Recreation Planner - Leisure Services.

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## 10 PARRS PARK CONCEPT PLAN UPDATE AND ARTIFICIAL TURF PROPOSAL

### GLOSSARY

Infrastructure and Works Committee	(the Committee)
Parrs Park	(the Park)
Parrs Park Reserve Management Plan	(Management Plan)
Waitakere Aquatic and Ice Centre Charitable Trust	(the Trust)
Revised Parrs Park concept plan update	(revised concept plan update)
Draft Long Term Council Community Plan 2009-2019	(draft LTCCP 2009-2019)
Oratia United Association Football Club (Inc)	(Soccer Club)

### EXECUTIVE SUMMARY

The purpose of this report is to present the revised Parrs Park concept plan update (revised concept plan update) for the Parrs Park Reserve Management Plan (Management Plan) to the Infrastructure and Works Committee (the Committee), for approval.

The revised concept plan update also includes an assessment of options and proposed preferred location for an artificial turf field.

The revised concept plan update has been prepared taking into consideration the comments raised in submissions presented to the Committee in October 2008 and also comments received from Councillors during that meeting.

### RECOMMENDATIONS

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

1. **Receive** the Parrs Park Concept Plan Update And Artificial Turf Proposal report.
2. **Approve** the revised concept plan update for the Parrs Park Reserve Management Plan, including the lease footprint extensions proposed by the Aquatic and Ice Centre Trust, Waitemata Table Tennis Association and Oratia United Association Football Club (Inc), and that amendments to the Parrs Park Reserve Management Plan be undertaken accordingly.
3. **Approve** the proposed site for an artificial turf field be Option 2, the Parrs Park Number 8 and 9 Fields, with Option 1, the Parrs Park Number 1 Field as a back-up option, and that the Parrs Park Reserve Management Plan be amended to include these options.

## BACKGROUND

1. In 2005 a values survey was conducted with residents of Waitakere and the results highlighted that Parris Park (the Park) is the most recognised park in Waitakere. What this indicates is that the current level of development and the multi-use nature of the park has provided a highly used and recognised open space area. The revised concept plan update aims to continue this level of development through the currently undeveloped and un-used area of the north west of the park. This development is considered appropriate given the extensive level of new subdivision that has occurred and is occurring directly adjacent to the Park. Providing safe and good access for these new residents to the Park provides for the neighbourhood park access required for new residential areas as identified in the draft Parks and Open Space Strategy 2005.

A72-A79

2. At the meeting held on 1 October 2008, the Committee heard submissions on the Proposed Parris Parks Concept Plan Update and considered a report on proposed changes to the Parris Park Concept Plan and Management Plan. At the meeting it was agreed that Council officers would undertake further work on and revise the Parris Park Concept Plan to address issues raised in the submissions and to include investigation of the Park as a possible site for an artificial turf field. A full copy of that report is attached at pages A72 to A79.

3. Particular issues for consideration and revision included:

- Re-assessment of the need for a through road; and
- Consultation with the Waitakere Aquatic and Ice Centre Trust on the possible inclusion of public toilet/changing facilities and viewing grandstand within their building.

4. The resolutions passed at the meeting held on 1 October 2008 meeting were as follows:

*“The Infrastructure and Works Committee resolved to:*

1. **Receive** the Parris Park Concept Plan Update and Hearing of Submissions.
2. **Agree** that all the submissions on the Parris Park Concept Plan be received and that the submitters be thanked for their submissions.
3. **Direct** the Chief Executive Officer to amend the Parris Park Concept Plan taking into account the issues raised by the Infrastructure and Works Committee, and report back to the Infrastructure and Works Committee for final approval.”

1728/2008

A81-A89

5. Subsequent to this meeting, Council officers reported to the Committee on the issue of sports fields surfaces in general. As a result, at the meeting held on 3 December 2008, the Committee considered a detailed report on the cost benefits of developing an artificial turf sports field in Waitakere. A full copy of that report is attached at pages A81 to A89. The following resolutions were passed at that meeting:

*“The Infrastructure and Works Committee resolved to:*

1. **Receive** the Artificial Turf Field Development report.
2. **Agree** in principal that an artificial turf field should be provided at a Citywide Sports Park in Waitakere subject to further investigative work and additional information being provided to the Infrastructure and Works Committee.

3. *Approve that a report be brought back to the Infrastructure and Works Committee for consideration and resolution regarding the specific location of an artificial turf field in Waitakere, along with the revised Parrs Park Concept Plan Update report."*

2051/2008.

6. Since the above report was presented, Council officers have carried out further consultation with the Waitakere Aquatic and Ice Centre Charitable Trust (the Trust) on possible options for incorporating public toilets and changing facilities and a viewing grandstand within their building development. Officers have also undertaken an investigation of site options for an artificial turf field.
7. This report presents the findings of the additional work and a revised concept plan update which reflects consideration of the issues raised by the Committee and submitters.

### DECISION MAKING

8. Each submission received during the consultation has been considered for inclusion in the revised concept plan update.
9. For this reason, it is considered that the decisions made on which of the issues raised in submissions are to be included in the concept plan update are in line with the relevant criteria of the Local Government Act 2002.

### Issues

#### Revised Concept Plan Update

10. The revised concept plan update includes the following key modifications and features:
- The proposed new through road connection to the north-west area of the Park has been removed, and reduced to provide access to a new car park area with only a walkway and cycle link between these areas;
  - New walkway links from existing walkways through the north-west area of the park to new subdivisions adjacent;
  - Furniture and seating adjacent to walkways;
  - Stream restoration;
  - Temporary opening up of the proposed Wananga site for public access and use;
  - Provision of a major extension to the Waterhole facility and development of a combined Aquatic and Ice Centre including possible public toilet/changing facility and raised grandstand area;
  - Provision of an extension to the Waitemata Table Tennis Association building;
  - Provision of an extension to the Oratia United Association Football Club (Inc) (Soccer Club) building;
  - Weed removal and specimen tree planting;
  - Removal of old macrocarpa shelter belt;
  - Provision of additional road-side car parking; and
  - Provision of an artificial turf field at the Park.
11. A copy of the revised concept plan update is attached at page A90. A full colour copy of the revised concept plan update will be distributed to the Committee separately.

### **Waitakere Aquatic and Ice Centre Charitable Trust**

12. The Trust has considered options identified at the 1 October 2008 meeting of the Committee for inclusion of public toilets/changing facilities and grandstand seating within their building development proposal. The Trust has agreed that such features could be incorporated within their building development if Council wished to proceed with partnering with the Trust to achieve those outcomes and have agreed to have those opportunities identified within the revised concept plan update.
13. The revised concept plan update can allow for that opportunity, which may provide some benefit to the new sports field proposed adjacent to the proposed Trust building.

### **Sports Field Study Update**

14. A Citywide Sports Field Study which began in early 2008 has now been completed for winter sports codes. This study has included a detailed club survey and provides:
  - Supply and demand for sports codes, and age groups;
  - Establish key deficit areas in Waitakere;
  - Establish any codes which are over or under allocated playing hours;
  - Establish growth projections including population and club growth for Waitakere; and
  - Establish an improvement plan for sport field management for planning purposes.
15. The Sports Field Study is focused on winter sports codes, and will be repeated for summer codes in the future.
16. The results of the Sports Field Study assist with decision making on where and how to invest in improving playing hours across the City. The findings from the Sports Field Study highlight that Waitakere is short of training field opportunities and associated training hours. The particular reserve catchments of Waitakere that have the most severe deficits are Henderson Creek and Waikumete. The Park sits within the Waikumete catchment.
17. With regards to the above findings, an artificial turf within the Waikumete reserve catchment will allow for the required increase in training use and be of benefit to improving the existing situation as identified within the Sports Field Study.

### **Options Identified**

#### **Artificial Turf Location Options**

18. Funding of \$1,987,860 is currently provided in the draft Long Term Council Community Plan 2009-2019 (draft LTCCP 2009-2019) to install a full sized artificial turf field in a Citywide Sports Park with associated fencing, flood lighting and changing rooms. This report identifies the Park as the most suitable of a range of existing sports fields that were investigated as possible for re-development as an artificial turf field.

A91-A95

19. The options investigated and their associated advantages and disadvantages are attached at pages A91 to A95. Due to the variety of criteria being used in the analysis of options the final weighting was based on the sites which offered the most advantages and least disadvantages. The criteria assessed for each of the options included: reserve catchment location (and whether the catchment has a deficit of field supply for training hours), road frontage and visibility, existing infrastructure and sports field quality, impacts on residents, Club size and membership, contour of the surrounding area (and opportunity for spectator seating and fencing of the field).

### Assessment of Options

20. An analysis of the quadruple bottom line benefits of the option of an artificial turf field were outlined in a report to the Committee at its 3 December 2008 meeting, as shown in the table below.

Social	Economic	Cultural	Environmental
<ul style="list-style-type: none"> <li>• Significant increase to playing hours/field capacity;</li> <li>• Increased reliability of fields for sports clubs;</li> <li>• Increased organised sport opportunities; and</li> <li>• Increase in the opportunities for local communities to come together.</li> </ul>	<ul style="list-style-type: none"> <li>• Increased development costs;</li> <li>• Decrease in maintenance costs; and</li> <li>• Increased cost efficiency is achieved i.e. per hour of use vs sands fields in both 10 year and 20 year projections.</li> </ul>	<ul style="list-style-type: none"> <li>• Limited cultural impacts identified (further consultation with iwi required).</li> </ul>	<ul style="list-style-type: none"> <li>• Reduced irrigation requirements (costs and water usage);</li> <li>• Construction uses recycled rubber; and</li> <li>• Waste production through renewal (re-cycling options can be investigated).</li> </ul>

21. The analysis of the options for the actual location for implementation of the artificial turf therefore focuses on the advantages and disadvantages associated with each of the site options. The result of this analysis showed that the Park's No 8 and 9 fields have the most advantages and least disadvantages of all the sites considered and is therefore proposed as the most appropriate site for implementation of Waitakere's first artificial turf field.
22. The option which was identified as the second most appropriate was the Park's No 1 Field. The biggest disadvantage of this site option was the fact that it has recently been upgraded to a sand field. The biggest disadvantage with the Option 2 is the proximity to neighbours. Due to this disadvantage and the associated outcome of the regulatory process associated with any resource consent process for development of the artificial turf field, it is recommended therefore that a back up site is provided through Option 1 of the No 1 field if for any reason the preferred option is not able to be achieved.

### Consideration of Community Views

23. Community consultation is required for any update or review of a Reserve Management Plan, as required by the Reserves Act 1977. Community views were sought on the concept plan update through the submission process and open days.
24. Consultation is required to give communities the opportunity to have their say on the proposals within the concept plan update.

### Preferred Option

25. The revised concept plan update presented with this report reflects the views of the community on the further development of the Park and associated proposed community and sports club developments on site. The majority of community views have been able to be included in the concept plan update.
26. The possibility of an artificial turf (instead of sand field) was not identified in the earlier community consultation. However, the proposed use and activity remains unchanged, despite the change in surface type. It is proposed that this change does not require further community consultation.
27. In addition, environmental effects associated with the change in surface type and any possible change in activity will be addressed through the required regulatory process associated with a resource consent for the development of the artificial turf field and associated floodlighting. This process may provide an opportunity for submission and comment from immediately affected neighbours as determined through the consent process.

### STRATEGIC CONTEXT

28. The concept plan update for the Management Plan has been prepared within the context of Waitakere City Council's Strategic Priorities and Platforms. The Strategic Platforms particularly relevant to Reserve Management Plans and park development are the Green Network, Urban and Rural Villages, and Strong Communities where the objective is to create vibrant, safe accessible spaces for people to live, work, play and that people are active, healthy and content.
29. As identified above, the concept plan update is being prepared within the context of the draft Parks and Open Space Strategy 2005 (update of the 1999 Parks Strategy), which provides guidelines for the management of parks in Waitakere. The draft Parks and Open Space Strategy 2005 identifies the Park as a Citywide park and also a destination park. These types of parks should be developed to allow multiple uses including circular walkways around the perimeter. Destination parks, in particular, should be developed to showcase Waitakere, provide unique and quality experiences and may include special art and landscape features.
30. The concept plan update is also prepared in the context of the draft Leisure Strategy 2005, in particular in relation to the provision of sports clubs and associated facilities.
31. The provision of artificial turfs contributes to the framework for the future of the City's public open space, particularly objective three in the draft Parks and Open Space Strategy 2005 which aims to "improve the use, range and quality of sports and recreational facilities."
32. Waitakere is one of the least active cities in New Zealand. New facilities create more opportunities for residents to participate in sport and or physical activity and will complement the initiatives being implemented through the Active Waitakere 'Te Waka ki Mua Move It' Action Plan. The provision of an artificial turf field will result in greater sports field capacity, which in turn should lead to higher use of sports fields, longer playing hours and increased participation in sport activities. These outcomes result in getting Waitakere residents more active more often.

## CONSULTATION

33. Consultation with officers across council has been undertaken through the development of the concept plan update, including officers from Leisure Services, the Aquatic Centre, Parks and Open Space Assets.
34. Consultation with all the interest groups and lessees on the Park and adjacent facilities such as Hoani Waititi Marae has been undertaken.
35. Both iwi have been consulted in the development of the concept plan update and have indicated support for the concept plan update as presented in this report. Te Kawerau a Maki identified the opportunity for interpretation and art work (pouwhenua) within the new development area and were supportive of the proposed stream restoration.
36. The proposed concept plan update has also been reported to Te Taumata Runanga and representatives of Te Taumata Runanga, at their request, were present at the meetings with Hoani Waititi Marae.
37. The proposed concept plan update has been reported to the New Lynn Community Board and a specific workshop with the New Lynn Community Board was held on Monday, 5 May 2008. Issues raised during that workshop have been included in the concept plan update. In summary they included:
  - More car parks;
  - Allowance for bus parking and turnaround;
  - Public toilets to be considered at the newly developed end of the Park;
  - Pram crossings and possible rolling kerb development;
  - Sun shade for the play equipment;
  - Possible fitness trail adjacent to the walkway;
  - Achievement of a 5 kilometre walkway loop for fitness; and
  - Additional furniture.
38. New Lynn Community Board Members were also present at the open day held at Parrs Park on Sunday, 15 June 2008 during the consultation period.
39. Consultation specifically on the artificial turf proposal has been undertaken with both the immediately affected lessees, the Waitakere Aquatic and Ice Centre Trust and the Soccer Club with regards to the artificial turf proposal. Feedback from both those lessees supports the preferred option identified in this report.

## RESOURCES

40. This concept plan update has been undertaken by the Parks Planning Section of Council within the \$154,000 allocated funding for preparation of Reserve Management Plans in the Annual Plan 2008/2009.
41. An assessment of the costs for implementation of the new assets identified within the concept plan update has been undertaken as part of the draft LTCCP 2009-2019 development. The costs for all new assets and infrastructure that would be provided by Council have been included in the draft LTCCP 2009-2019. It should be noted that these costs do not include any of the facility upgrades and extensions proposed by the lessees/clubs. These costs are funded by the Clubs through a range of external revenue generation opportunities that will be applied for by each of the Clubs within their own planning programmes. At this point in time it is not known what level of funding will be able to be achieved by each of the Clubs and therefore whether or not their building extension projects will proceed.

42. The draft LTCCP 2009-2019 has the following budget allocations provided for Parrs Park:

Project Name	Project Description	Year	Development Costs	Maintenance Costs	Depreciation
Parrs Park North East Development	Detailed design and resource consents	2009 /2010	\$45,000	n/a	n/a
	Stage 1	2010 /2011	\$762,940		
	Stage 2	2011 /2012	\$669,587		
<b>Total</b>			<b>\$1,477,527</b>	<b>\$75,483</b>	<b>\$37,200</b>
Artificial Turf Sports Field	Detailed design and resource consents	2010 /2011	\$30,930	n/a	n/a
	Re-development of field to artificial including floodlights,	2011 /2012	\$1,956,930		
<b>Total</b>			<b>\$1,987,860</b>	<b>\$70,800</b>	<b>\$76,500</b>

### IMPLEMENTATION ISSUES

43. As with all development works identified through Management Plans, the provision of all and/or part of the new assets identified in the revised concept plan update will need to be funded through the draft LTCCP 2009-2019 in order to be implemented and will need to be assessed against other park projects and affordability.
44. The development projects identified in the Management Plan associated with Clubs (i.e. the Trust and Soccer Club) are provided for within the Management Plan but implementation of those proposals is subject to clubs gaining the required funding and resource consents to proceed with the projects.
45. Irrespective of the success or not of the lessees/Club's obtaining funding for and completing their identified building extension projects, the Council funded projects identified in the revised concept plan update can proceed, contributing to increased use and access of the Park for the community.

**Report prepared by:** Renee Davies, Service Manager Parks Planning.



## 11 NEW LYNN INTEGRATED PROGRAMME - STATUS UPDATE APRIL 2009

### GLOSSARY

Auckland Regional Transport Authority	(ARTA)
New Zealand Transport Agency	(NZTA)
Target Outturn Cost	(TOC)
Transit Oriented Development	(TOD)
Waitakere City Council	(Council)
New Zealand Railways Corporation	(ONTRACK)

## EXECUTIVE SUMMARY

Council has commenced discussions with Auckland Regional Transport Authority (ARTA) and New Zealand Railways Corporation (ONTRACK) with regard to establishing an agreed value for the Target Outturn Cost (TOC) 2 scope, being the additional scope items, over and above the "Base Case" scope, that were not included in ONTRACK's TOC 1 agreement with the Fletcher consortium.

The development of a process plan and programme for formal agreement is being lead by ONTRACK. ONTRACK has forwarded a work programme (Gantt Chart) for Council and ARTA review, although no further supporting documentation to describe the proposed process has been received as yet.

Cost estimates received by ARTA for Option 1 of the rail-station and concourse building exceeded ARTA's approved budget. ARTA have completed an initial process of Value Engineering for Option 1. Potential savings of approximately \$1.8 million were reported to ARTA's May 2009 committee meeting.

The detailed design for the Stage 1 road network upgrading works has been issued to Council for internal review and formal engineering plan approval. Following amendment the final plans are to be submitted for Final Engineering Plan Approval, by the end of April 2009.

WT Partnership, Council's quantity survey consultant, have been provided with the detailed design plans for the Stage 1 works, as submitted for Engineering Plan approval and have commenced work on the preparation of a full schedule as required to support the tendering process for the physical works contract. This work is due for completion by the end of April 2009, subject to plan amendments required from Council review currently being undertaken.

The design team have begun investigating concepts for the development of Totara Avenue west and Todd Triangle between Rankin Avenue and Great North Road. The redevelopment of Totara Avenue west is an important contributor to creating and enhancing the Merchant Quarter precinct.

Council officers have completed the first stage of consultation related to the proposed closure of Astley Avenue with positive responses from tenants/owners which is based on current discussions and issues resolution.

Further relationship management and advocacy with key stakeholders in the Ward/Veronica Street area continue. With a particular focus on the June 2009 closure of Ward/Veronica rail crossing for a proposed 12 week period. Tenants and owners in the area are meeting to discuss future promotional activity and ensuring business continuity.

Development and investment options are being presented to those parties showing interest in Waitakere brown field opportunities.

Council received informal confirmation, via email, of the New Zealand Transport Agency (NZTA) approval of the Category 1 funding for Stage 1 works following the NZTA Board meeting in February 2009. A meeting is yet to be had to confirm all conditions and/or requirements of their board's approval.

Council is expecting to enter into a revised agreement with ARTA which will expand on the 2007 Exchange of Letters, and clarify the detailed division of responsibilities between the two organisations in respect of the transport interchange.

An agreement is also being negotiated with Watercare to ensure the co-ordination of sewer works proposed by them in the Clark St area and the roading works planned by Waitakere City Council (Council), so as to minimise the potential for disruption to both the contractors and the public.

Discussions also continue with ONTRACK about the acquisition of 1A Rankin Ave for the Clark St flyover - ONTRACK now appear willing to sell Council the land given recent assurances from ARTA that Park and Ride facilities in New Lynn don't form part of their (or Council's) strategy.

Detailed planning has identified the need to purchase land from ONTRACK to complete the transport infrastructure included in Stage 1.

Design for the sustainability elements of the transport interchange has been completed, with the conclusion that all the proposed features have a positive cost/benefit with the exception of photovoltaic cells. Thus the Infrastructure and Works Committee is requested to approve these elements.

All identified risks have been collated into a risk register. No new significant risks were identified during the reporting period.

\$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.

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.

## **RECOMMENDATIONS**

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

1. **Receive** the New Lynn Integrated Programme - Status Update April 2009 report.
2. **Agree** to approve the sustainable design features as outlined below:

### **Sustainable Design Features**

- Passive solar shading via extensive canopy roof overhangs and fritted glass;
- Concourse space naturally ventilated;
- Extensive use of daylighting with a shallow floor plan and roof form designed to encourage light ingress;
- Energy efficient machine-room-less lift;
- Use of a restricted palette of materials making the structure resource efficient;
- Materials are used in their raw state with minimal applied finishes to reduce resource usage and ongoing maintenance requirements;
- Passive trench ventilation significantly reduces power consumption and plant requirements;
- Use of pre-fabricated components and self-finished materials to minimize construction material use and waste;
- Development of a significant integrated transport hub encouraging use of public transport and the sustainable growth and development of New Lynn;

- Provision of bicycle parks and lockers to encourage cycle commuting;
  - Provision of cycle paths to encourage cycle commuting;
  - Provision of improved footpaths and connectivity to encourage foot-commuting and use of the transport hub;
  - Photovoltaic solar power generation on roof (under review);
  - Photovoltaic lighting within the station and in the external environment (under review);
  - Green roof on the future southern entry lobby (located on the southern edge of the rail corridor);
  - Paint certified under the Environmental Choice New Zealand labeling scheme;
  - Low flow sanitary fixtures including sensor or push button taps (public toilet brief to be agreed);
  - Low water use native planting;
  - Use of water based paints wherever possible;
  - Use of concrete with a recycled content;
  - Design for durability - use environmental choice suppliers;
  - Energy efficient concourse lighting, possibly Light Emitting Diode (LED);
  - Light Emitting Diode (LED) external public access lighting;
  - Heat pump heating to ticketing office;
  - PVC free/LSF cabling. Sensible for underground public buildings;
  - Recycled glass bedding for pavers;
  - Integration of artworks/cultural references;
  - Crime Prevention Through Environmental Design (CPTED) report and anti graffiti measures;
  - Contractor to adopt construction waste management (70% target);
  - Contractor to provide an environmental management plan;
  - Rubbish bins with recycling facilities (Metalion); and
  - Onsite stormwater treatment.
3. **Agree** that a 53 square metres (approximate) strip of land adjacent to Rankin Avenue, New Lynn, at 1A Rankin Avenue (Lo1 DP164120) be acquired for road under the Public Works Act 1981.
4. **Agree** that the Chief Executive Officer be authorised to carry out negotiations and sign all documentation necessary to complete the acquisition of land at number 1A Rankin Avenue, New Lynn, either by agreement or by compulsory acquisition.

## BACKGROUND

1. The status of the New Lynn Integrated Programme was last reported to Infrastructure and Works Committee on 1 April 2009. This report covers project progress to mid April 2009.

## DECISION MAKING

### Issues

#### Transport Infrastructure

2. Discussions to align the temporary traffic management and construction activities between the Council's construction works and ONTRACK's construction works have been ongoing. A planning meeting is currently scheduled for mid April 2009 to progress this issue further with ONTRACK. Council officers will verbally update the Infrastructure and Works Committee at their May 2009 meeting.
3. The developed design for the Council's proposed road upgrading works was approved by a Council resolution at the Council meeting held on 15 October 2008. The detailed design for Stage 1 road network upgrading works has now been issued to Council for review and formal Engineering Plan Approval. Comments from Council are required by mid April 2009. Following amendment the final plans are to be submitted for Final Engineering Plan Approval, by the end of April/May 2009.
4. WT Partnership, Council's quantity survey consultant, have been provided with the detailed design plans for the Stage 1 works, as submitted for engineering plan approval and have commenced work on the preparation of a full schedule as required to support the tendering process for the physical works contract. This work is due for completion by the end of April 2009, subject to plan amendments required from Council's review being undertaken at the time of writing this report.
5. Completion of design and scheduling of works, along with completion of land acquisitions and/or obtaining rights to enter, and completion of consenting are all key components to ensuring that tendering of the physical works contracts can be completed. The currently proposed programme for tendering is as follows:
  - Tender documentation issued - early to mid May 2009;
  - Tenders close - mid to late June 2009;
  - Tender evaluation completed and Award by - end of July 2009; and
  - Works commence - late July to early August 2009.

#### Sustainable Design Features

6. A feasibility assessment of Low Impact Design options for the treatment of stormwater run-off from the Stage 1 works area has also been completed for Council officers to review.
7. Other sustainable design features currently under consideration were previously reported to the Infrastructure and Works Committee meeting on 4 March 2009. These features have been assessed to evaluate their effectiveness versus cost in the transport interchange environment.
8. A detailed report has been prepared analysing the costs and benefits of various sustainability features, with the conclusion that all the proposed features are beneficial with the exception of the installation of photovoltaic cells which will have a 50 year payback period. The report is attached at pages A96 to A107. The Infrastructure and Works Committee is requested to approve the features proposed in the report.

A96-A107

### Land Acquisition

9. Land acquisitions, NZTA funding approvals and detailed engineering design need to be completed before the Council's Clark Street road widening project can commence. The Council is working collaboratively with the relevant land owners to progress these land purchases.
10. Detailed design has established to purchase additional land as set out in Table 1 below.

Legal Description	Owner	Area Required	Purpose
Lot 1, DP164120 1A Rankin Avenue	ONTRACK	53.0m <sup>2</sup>	Road intersection

**Table 1 - Land to be purchased New Lynn TOD**

A108

11. The land required is shown on the page attached at A108.
12. Notices under Section 18 of the Public Works Act 1981, which confirm the Council's desire to acquire land compulsorily, and which incorporate an initial offer, were sent to property owners in mid-December 2008. The statutory negotiation period expired on 3 April 2009.
13. The second stage in the compulsory acquisition process is the sending of notices under section 23 of the Public Works Act 1981, to owners who have not yet provided access to their frontage land to enable work to commence. Four owners are being sent these notices, which are due to be signed and couriered at time of writing. Once sent, the owners have 20 working days to lodge a formal objection to the Environment Court. If they do not, the Council can finalise its acquisition by gazettal, access the land and continue negotiation regarding price.
14. Planning for Stage 2 land acquisitions (largely Clark Street Extension) is beginning now. The design consultant has advised that land acquisition plans are almost ready, subject to Council discussion regarding exact road boundary dimensions.

### Development and Implementation of the Town Centre

15. The design team have begun investigating concepts for the development of Totara Avenue west and Todd Triangle between Rankin Avenue and Great North Road, including alternative access to the New Lynn Community Centre. The alternative through-route that will be provided by the proposed Clark Street extension will result in significant traffic reduction on Totara Avenue west, allowing for the redevelopment of this zone as a pedestrian friendly high street as described in the adopted New Lynn Urban Regeneration Framework. As outlined in this framework, the redevelopment of Totara Avenue west is an important contributor to creating and enhancing the Merchant Quarter precinct.
16. During development of design concepts for this street, it is proposed to consider a "shared surface" philosophy where all road users have equal priority. Officers are working through the design implications of this approach with the Architectus design team and concepts will be brought to the Council for consideration once investigations have been completed.

17. The Urban Design and Development group are leading a work stream to expand upon the Urban Regeneration Framework. It is intended to address movement and linkages, sustainable design principles for buildings, car parking buildings, roads, spaces, social infrastructure, heritage, arts and air quality in the wider New Lynn area. The purpose of this work is to develop an urban plan to provide a detailed guide for future development within New Lynn and on the edge of the town centre.

#### **Strategic Consents and District Plan**

18. There are no Strategic Consents and District Plan updates to report.

#### **Communications**

19. There is no Communications update to report.

#### **Relationship Management**

20. Relationship management planning related specifically to New Lynn Transit Oriented Development (TOD) relationship management is incorporated in the New Lynn Stakeholder and Developer plan. The acquisitions team have progressed positively to acquire land for the pending Clark Street works, relationships have progress positively and continue to be actively managed both internally and externally.
21. Council officers have completed the first stage of consultation related to the proposed closure of Astley Avenue with positive responses from tenants/owners which is based on current discussions and issues resolution.
22. Further relationship management and advocacy with key stakeholders in the Ward/Veronica Street area continue. This relates to the June 2009 closure of Ward/Veronica rail crossing for a proposed 12 week period. Tenants and owners in the area are meeting in April 2009 to discuss future promotional activity and ensuring business continuity. These matters are being managed through appropriate relationship management processes including alignment with the communications team.
23. Development and investment options are being presented to those parties showing interest in Waitakere brown field opportunities. This forms part of the relationship management process with developers and investors.

#### **Advocacy**

24. There is no Advocacy update to report.

#### **ONTRACK TOC Status**

25. Council has commenced discussions with ARTA and ONTRACK with regard to establishing an agreed value for the TOC 2 scope, being the additional scope items, over and above the "Base Case" scope, that were not included in ONTRACK's TOC 1 agreement with the Fletcher consortium. TOC 2 is expected to be developed, to include enhancements to TOC 1 scope, but will also include a completely new scope where design processes following the setting of TOC 1 have resulted in different construction solutions.
26. Council officers met with ONTRACK and ARTA representatives in March 2009 to discuss the process of establishing a TOC 2 scope and value and at this meeting jointly agreed a preliminary programme for this work, as follows:

- Develop and sign-off agreement for TOC 2 process by end of April 2009;
  - Detailed design for TOC 2 completed by end of April 2009;
  - Packages priced and pricing reconciliation completed by end of June 2009; and
  - Approval of TOC 2 contributions (Council /ARTA) by end of August 2009.
27. The initial phase of this work, being the development of a process plan and programme for formal agreement is being lead by ONTRACK. Given the relatively tight timeframes for the development of this agreement, Council sent a letter to ONTRACK in early April 2009 advising that at the time of writing a draft process document had not been received for review and that to reach agreement by the end of April 2009, this draft document needed to be provided urgently.
28. ONTRACK has subsequently forwarded a work programme (Gantt Chart) for Council and ARTA review, although no further supporting documentation to describe the proposed process has been received as yet.

#### **ARTA Status**

29. Cost estimates received by ARTA for Option 1 of the rail-station and concourse building exceeded ARTA's approved budget. ARTA have completed an initial process of Value Engineering for Option 1 in conjunction with their design team and quantity surveyors to determine potential areas where Value Engineered cost savings could be achieved. Potential savings of approximately \$1.8 million were reported to their May 2009 Committee meeting.

#### **NZTA Funding Applications**

30. Council received informal confirmation, via email, of NZTA's approval of the Category 1 funding for Stage 1 works (including: Clark Street widening, new bridges and other roading works), following the NZTA Board meeting in February 2009.
31. A meeting was scheduled with NZTA for early April 2009, to confirm all conditions and/or requirements of their board's approval of the Category 1 funding for Stage 1 works, however due to clashes, it was necessary to reschedule this meeting and an alternative date has not yet been confirmed.

#### **Development Contributions**

32. There is no Development Contributions update to report.

#### **Legal Agreements**

33. Council is expecting to enter into a revised agreement with ARTA shortly which will expand on the 2007 Exchange of Letters, and clarify the detailed division of responsibilities between the two organisations in respect of the transport interchange.
34. An agreement is also being negotiated with Watercare to ensure the co-ordination of sewer works proposed by them in the Clark St area and the roading works planned by Council, so as to minimise the potential for disruption to both the contractors and the public.

35. Discussions also continue with ONTRACK about the acquisition of 1A Rankin Ave for the Clark St flyover - ONTRACK now appear willing to sell Council the land given recent assurances from ARTA that Park and Ride facilities in New Lynn don't form part of their (or Council's) strategy.

### **Risk Management**

36. 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**

37. The New Lynn Community has been involved in the future planning of New Lynn since the 1996 and 2005 Planning Charettes.
38. 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**

39. Ongoing consultations are held with affected property owners and tenants on Clark Street with regard to the proposed land acquisitions required for the widening of Clark Street. The Council has allocated a dedicated resource to provide an ongoing liaison channel and ensure that all issues raised by these parties are fully discussed with them and suitable solutions are engineered by technical officers to meet their needs.
40. Council officers will continue consultation with affected parties in the Ward/Veronica Street area in relation to the closure of Ward/Veronica rail crossing.
41. Council officers continue to liaise with ONTRACK in regard to matters affecting the community and assist ONTRACK with community consultation where possible.

### **STRATEGIC CONTEXT**

42. 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 2009-2019. The project delivers on the following strategic platforms:
- Urban and Rural Villages;
  - Strong Communities; and
  - Integrated Transport and Communications.
43. 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 2009 - 2019;
- Growth Management Strategy; and
- Economic Development Strategy.

## RESOURCES

### Financial Status

44. \$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.
45. 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.
46. 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.
47. At the Council meeting held on 17 December 2008 the Council resolved to:

*The Council resolved to:*

1. **Receive** the New Lynn Transit Oriented Development Project - Delegated Authority To Make Payments To ONTRACK report.
2. **Agree** that the Chief Executive Officer be authorised to make payments to ONTRACK for the New Lynn Transit Oriented Development project, provided that the payments do not exceed the amounts in the Annual Plan 2008/2009 and Long Term Council Community Plan 2009-2019 once approved.
3. **Direct** the Chief Executive Officer to provide regular reports to the Infrastructure and Works Committee on payments made to ONTRACK and cash flow forecasts for the New Lynn Transit Oriented Development project".

2144/2008

48. The following summary report in Table 2 is provided in response to this direction;

Item	Payments Scheduled or Made	Agreed Total Amount
WCC contribution to Rail Trench Project		\$20,000,000
• 1st Instalment	\$2,000,000	
TOC 1 and 2 Costs		\$35,000,000
• Stormwater and Wastewater diversions	\$2,657,000	
• Ventilation Modelling Costs	\$318,000	
• TOC 2 Design Costs	\$168,000	
Total TOC Costs to date	\$3,143,000	

**Table 2 - Updated project expenditure**

## IMPLEMENTATION ISSUES

### Timeline/Milestones

49. The timeline and milestones for the project will continue to be developed as the project progresses.
50. Current established key milestones for the transport interchange include:
- Develop and sign-off agreement for TOC 2 process by April 2009;
  - Detailed design for TOC 2 completed by end of April 2009;
  - Packages priced and pricing reconciliation completed by end of June 2009;
  - Approval of TOC 2 contributions (Council/ARTA) by end of August 2009;
  - Train tracks installed in trench and new station (TOC 1) complete - April 2010;
  - ONTRACK TOC 1 works complete - July 2010; and
  - Completion of transport interchange (incl. TOC 2 scope) - October 2010.
51. Current established key milestones for Council roading works include:
- 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.
52. Further programming workshops have taken place and an updated timeline for the roading projects will be reported to the May 2009 meeting of the Infrastructure and Works Committee.

### Project Risks

53. Securing sufficient funding to achieve interchange Option 2.
54. A major risk is that property owners' concerns are not managed adequately as part of the land acquisition process, resulting in formal objections to the statutory process and consequent delay to construction. This risk is being mitigated by assigning a dedicated and skilled Council officer to manage the relationships.
55. Land acquisitions for the Clark Street Flyover. Council officers have continued 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. At a meeting with ONTRACK on 10 March 2009 this issue was discussed further and the following key action points identified to reach resolution of this issue:
- ONTRACK would have no requirement for a park and ride facility if ARTA agrees that one is not required. Council to seek confirmation from ARTA, in writing and advise ONTRACK of the response.
  - The Council's legal services department is to prepare a report stating the reasons why the Council believes that it is not necessary for the Crown to follow the process to offer land back, if the land is to be transferred to a road controlling authority; and
  - Subject to resolution of the two matters above, it was agreed that both parties would reach a settlement by 1 August 2009.

**Report prepared by:** John Scherbrucker, Special Projects Manager and Clare Sarney, Senior Project Manager.



12 **METROPOLITAN URBAN LIMIT SHIFT - INTEGRATED CATCHMENT MANAGEMENT FOR PC13, PC14 AND PC15 RESOURCE CONSENT CONDITIONS**

**GLOSSARY**

Integrated Catchment Management Plan	(ICMPs)
Network Discharge Consents	(NDCs)
Auckland Regional Council	(ARC)
Metropolitan Urban Limit	(MUL)
Low Impact Development	(LID)
Auckland Regional Plan: Air, Land and Water	(ALWP)

**EXECUTIVE SUMMARY**

Council prepared Integrated Catchment Management Plans (ICMPs) for the Totara (Massey North), Waiarohia (Hobsonville Village) and Hobsonville Peninsula catchments to support applications for network discharge consents associated with the Metropolitan Urban Limit (MUL) shift. These ICMPs were submitted to the Auckland Regional Council (ARC) in August 2006.

The stormwater Network Discharge Consents (NDCs) for all three catchments were granted on 11 November 2008. The Hobsonville Peninsula wastewater NDC was granted on 12 December 2008, while the Totara Creek and Waiarohia Stream wastewater NDCs are imminent. Council will need to implement and ensure compliance with the consent conditions which include implementing low impact design, education and monitoring.

The purpose of the report is to advise the Infrastructure and Works Committee of the NDC conditions.

**RECOMMENDATION**

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

**Receive** the Metropolitan Urban Limit Shift - Integrated Catchment Management Plan For PC13, PC14 and PC15 Resource Consent Conditions report.

**BACKGROUND**

1. The proposed Auckland Regional Plan: Air, Land and Water (ALWP) requires that territorial authorities prepare ICMPs. Within the ICMPs is the documentation to support stormwater and wastewater network discharge consent applications.
2. The purpose of an ICMP is to undertake a review of the resource management values and issues that apply to the catchment, and identify objectives for future stormwater management. In addition to the ALWP, the objectives of the catchment study must take in to account other local and regional policies such as the Auckland Regional Policy Statement and relevant planning documents.
3. The Totara, Waiarohia and Hobsonville Peninsula ICMPs were prepared to support Council's application to the ARC to shift the MUL.
4. These ICMPs form the basis of a comprehensive stormwater and wastewater discharge consent application, and are consistent with requirements of the ALWP.

5. An overview of the issues to be addressed in these ICMPs is as follows:
  - low impact development;
  - natural values of streams;
  - contaminant potential for receiving environments from stormwater run-off and wastewater overflows;
  - stormwater flooding;
  - stream channel stability and erosion;
  - institutional capability; and
  - management options.
6. There are no structures affected by flooding in the Totara, Waiarohia and Hobsonville Peninsula catchments as these are clear of the 1 in 100 year floodplain.

## DECISION MAKING

### Issues

#### Stormwater Network Consent Condition Issues

7. The key requirements of the stormwater network consent conditions are set out below.
  - Sustainable Low Impact Design measures are to be adopted. This will require cooperation and design integration between various parts of Council, from urban design to transport;
  - Stormwater is managed according to the respective recommended management options. This includes the construction and maintenance of identified key stormwater quality and quantity works;
  - For new development, all required stormwater management devices are to be in place prior to upstream development occurring;
  - An Operation and Maintenance Plan is to be provided, covering routine and preventative maintenance and details of agreements and easements regarding the management of private devices;
  - A Monitoring Plan is to be approved and implemented to ensure that the management options are achieving the environmental objectives;
  - Bi-annual reporting of the level of subdivision and development occurring in the catchment, construction of stormwater and sediment control devices, resource consents granted by Council, remedial and upgrading works undertaken, environmental monitoring, significant policy changes to district or regional plans that may have an impact on the ICMPs and general compliance with the conditions of the consent;
  - Preparation and implementation of a stormwater education programme consistent with the objectives, policies and guidelines of the ICMP, designed to increase the general public's understanding of stormwater management and the ways in which they can minimise the contamination of stormwater and impedance of stormwater flow; and
  - An Infrastructure Catchment Liaison Group comprising ARC representatives, Council officers and any interested parties is required under the proposed consent conditions for both wastewater and stormwater. The group is required to meet six-monthly. The purpose of this group is to receive an annual report comprising operational and performance information, to receive an update on development in the catchments, and to provide an opportunity for feedback and discussion on any issues raised.

### Wastewater Network Consent Condition Issues

8. The key features of the wastewater network consent conditions are as follows:
- A performance target of no more than 10 wet weather overflow events over a five year period. It is noted that no wet weather overflows from the Council wastewater network are anticipated for the Greenfield catchments in the NorSGA catchments, this target is one which is being used regionally, and is desirable for consistency reasons;
  - A three yearly works programme is to be provided to the ARC comprising of works planned for the next three years, works completed in the previous three year period compared to planned works for that period, and an indication of the improvements in network performance as a result of the works completed to date;
  - An Operation and Maintenance Plan is to be provided, covering routine and preventative maintenance, response to wastewater blockages and overflows, and other incident response measures; and
  - Annual reporting of network performance, remedial works undertaken, environmental monitoring, and general compliance with the conditions of the consent.
9. It is important to note that these consents are among the first to be issued under the ALWP for stormwater and wastewater networks, and therefore set a precedent for both Council and other regional network operators. A Citywide wastewater network discharge consent for the City is currently being prepared, and it is proposed that the wastewater network conditions proposed for the Totara, Waiarohia and Hobsonville Peninsula catchments will be included for the Citywide consent. This will provide consistency across the City in terms of consent conditions covering maintenance, operations, planning and reporting requirements.

### STRATEGIC PLATFORMS AND COMMUNITY OUTCOMES

10. Implementation of resource consent conditions for ICMPs is part of the Green Network and Three Waters Strategic Platforms. The programme contributes to the following community outcomes:

Mauri Ora - Access to Maori Resources	Environmental protection of streams
Strong Communities - He iwi kaha	Flood prevention
Sustainable Environment - Kauneke Tauwhiro Taiao	Stormwater Treatment
	Flood Prevention
Toiora - Healthy Lifestyles	Flood Prevention
Waiora - Environmental Protection	Stormwater treatment
	Flood prevention

11. The Local Government Act 2002 requires that local authorities consider how it will contribute to community outcomes in the areas of social, environmental, cultural and economic wellbeing. Stormwater control has a major impact environmentally on both the quality of the water (contaminants flowing into streams) and on the quantity of water discharged (flooding). These are mitigated through the following:

- Protecting properties from flooding;
  - Improving community understanding of, and support for, environmental protection (for example, through education programmes);
  - Protecting and enhancing recreational aquatic resources;
  - Ensuring that actions taken for the collection of stormwater into rain tanks acknowledge the principles of the Treaty of Waitangi and respect the cultural and spiritual values that Maori hold about the mixing of waters from different sources;
  - Encouraging efficient development of new infrastructure / networks and effective management of the existing networks;
  - Minimising contaminated discharge to streams and coastal waters to ensure runoff is contained (for example, by the use of stormwater treatment devices and supporting community groups and individuals to plant stream banks);
  - Reducing stream erosion by, for example, stream restoration and plantings to control slippage and erosion;
  - Encouraging stormwater management practices, especially in new developments that mimic natural runoff patterns, thereby reducing the downstream flooding impacts of 'normal' subdivision practices; and
  - Meeting public health and safety standards.
12. The provision of low impact development, stormwater and wastewater infrastructure is essential to advance Council's strategies for sustainable urban development, with an emphasis on economic growth and good urban design, for the development of the Northern Regional Strategic Growth Area.

## RESOURCES

13. The cost of infrastructure will be substantially recovered by Development Contributions. However, the monitoring, operation and maintenance of stormwater treatment devices will require adequate funding to achieve the intended environmental outcomes. Funding of \$35,068,800.00 has been provided in the draft Long Term Council Community Plan 2009-2019 to cover the cost of implementing the consent conditions.

## IMPLEMENTATION ISSUES

### Implementation Programme

14. The proposed Implementation Programme is detailed below:

Item	Due	Status
ICMP Final	21 February 2009	Issued. Ongoing updates.
Construction of identified key stormwater catchment wide devices and submission of as-builts.	Before upstream development occurs	Development yet to occur. Will be ongoing.
Monitoring Plan	21 May 2009	Submitted. Awaiting approval from the ARC
Stormwater Operations and Maintenance Plan	To be updated within 6 months of each device being installed	To be prepared. Will be ongoing.
Education Programme	Within 5 years, latest 21 November 2013	To be prepared. Will be ongoing.
Wastewater	Prior to construction of network	To be prepared. Will be ongoing.

Item	Due	Status
Operations and Maintenance Plan		
Wastewater Programme of Works	Every 3 years after the LTCCP budget is confirmed.	To be prepared. Will be ongoing.

15. Although the NDCs require low impact design it does not quantify nor detail the amount and type of low impact development (LID). To this end the Council is working closely with the ARC and University of Auckland to develop a LID Code of Practice and to work closely with developers. However, successful implementation of LID will require cross council acceptance, i.e. within Council and by the ARC.
16. The implementation of the NDC conditions as proposed will be incorporated into the normal business activities of Council using the current asset systems and processes. One area of change will be the increased number of private stormwater detention and treatment devices which will need to be managed. New processes using the Pathways Licensing Module are currently being put in place to deal with these. Enforcement of maintenance of private devices has yet to be resolved by Council's legal department.

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