



Waitakere City Council  
*Te Taiao o Waitakere*

## NOTICE OF MEETING

# CITY DEVELOPMENT COMMITTEE

I hereby give notice that a Meeting of the City Development Committee will be held on:-

**DATE:**        **Thursday,     3 August 2006**                      **TIME:**                **9.30 am**

**VENUE:**        **Waitakere Central, Civic Building, 6 Henderson Valley Road,  
Henderson, Waitakere**

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

28 July 2006

Owena Schuster  
**COMMITTEE SECRETARY**

Telephone (09) 836 8000 extn 8864

### MEMBERSHIP:

Councillors	PA	Hulse (Chairman)
	LA	Cooper (Deputy Chairman)
	DQ	Battersby, JP
	MFP	Chan, JP
	JM	Clews, QSO, JP
	RI	Clow
	AK	Corban, OBE, JP
	RP	Dallow, QPM, JP
	WW	Flaunty, QSM, JP
	DE	Gilmour
	C	Harding, JP
	JP	Lawley
	VS	Neeson, JP
	CA	Stone
Mrs	M	Te Huia

Mayor RA Harvey, QSO, JP (ex officio)

(Quorum 5 members)

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

**AGENDA FOR A MEETING OF THE CITY DEVELOPMENT COMMITTEE TO BE HELD AT  
WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE,  
ON THURSDAY, 3 AUGUST 2006, 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 CONFIRMATION OF MINUTES**

Meeting Minutes - Thursday, 6 July 2006

**RECOMMENDATION**

That the minutes of the Meeting of the City Development Committee held on Thursday, 6 July 2006, as circulated, be taken as read and now be confirmed.



4 **LAND TRANSPORT NEW ZEALAND COMMUNITY FOCUSED LAND TRANSPORT ACTIVITIES - CONSULTATION DOCUMENT**

**PURPOSE OF THE REPORT**

The purpose of this report is to outline Land Transport New Zealand's Community Focused Land Transport Activities Consultation Document (the Document) and to summarise key issues for Council. These issues have been incorporated into an Officer's Report which has been submitted to Land Transport New Zealand.

**BACKGROUND**

The closing date for submissions (Monday, 24 July 2006) meant that the Officer's Report needed to be sent to Land Transport NZ prior to this meeting of City Development. The Officer's Report included feedback from a range of Waitakere City Council staff with an interest and/or knowledge of community road safety issues. The Officer's report was signed by the Group Manager: Asset Management.

The Document proposes changes to the planning, funding and management of community focused land transport activities. The change involves integrating these activities within the National Land Transport Programme from 2007/2008 onwards.

Council has been involved in the Community Road Safety Programme for over 12 years and was one of the first Councils in the region to develop programmes. Community Road Safety Programme supports local communities to participate in the development and delivery of community road safety activities. Land Transport New Zealand intends to build on this model for a wider range of initiatives with more formal involvement of local authorities. It is intended that the Community Road Safety Programme will be broadened to also address sustainability issues. Waitakere City based Community Road Safety Programme projects have won several national awards in the past few years.

Council is currently involved in the implementation of 11 school travel plans including a pilot Safer Routes-School Travel Plan project. A further 11 school travel plans are planned for the next two years and the goal is to have all schools in Waitakere City implementing travel plans within five years.

Council's workplace travel plan is being implemented with the move to Waitakere Central and it is intended that other organisations, including Unitec and Waitakere Hospital, will implement workplace travel plans with the assistance of the Council in the future.

The Document proposes that local authorities will identify the need for community focused land transport safety and sustainability activities as part of their community outcomes and action planning processes. These activities will then be included in long-term council community plans. Approved organisations, Transit New Zealand, regional councils, territorial authorities, the Auckland Regional Transport Authority the Department of Conservation and the Waitangi National Trust Board, will request funding for community focused activities from Land Transport New Zealand in their annual land transport programme.

Land Transport New Zealand will provide advice and assistance to approved organisations instead of dealing directly with community groups. This means that there will no longer be a direct agreement between Land Transport NZ and community groups. Local authorities will be responsible for arranging the delivery of approved Community Road Safety Programme activities.

A1-A9

A copy of the Officer's submission is attached at pages A1 to A9 for the Committee's consideration.

## STRATEGIC CONTEXT

The Document has the potential to positively influence Waitakere City Council's strategic platforms, particularly integrated transport and communications; active democracy; strong communities; and sustainable energy and clean air.

The strategic context is safety and sustainability on our roads and footpaths, particularly trips to schools, town centers, neighbourhoods and community key destinations.

The Document also contributes to Council's Safe City and First Call for Children priorities.

## ISSUES

The key issues for the submission are:

- Support is given for the broadening of Community Road Safety Programme to also address sustainability issues. Community activities may focus on road safety **and/or** sustainability issues.
- Assurance is sought that Land Transport New Zealand will provide suitable levels of support and guidance to approved organisations during and after the transition period.
- More clarity is required to clearly identify which organisation (either Auckland Regional Transport Authority or Territorial Authorities) the 'approved organisation' is when being referred to in the Document. The 'appropriate organisation' should be specifically referred to by name in each instance. The Auckland situation is not reflected in the Document, and it does not provide for the unique role that Auckland Regional Transport Authority has in the region.
- Support is given for the focus of Safer Routes projects broadening to encompass sustainability.
- Clarity around the use of the TravelWise travel planning process being accepted as a best practice model.
- A 75 percent financial assistance rate is supported, with a request to extend the review period from 2008/2009 to 2009/2010 and to retain this percentage as a minimum FAR after the review.

## RESOURCES

It is probable that extra administrative support will be required in the Transport Assets Road Safety and Travel Plans team, however the extent this extra support is not yet known. Extra funding should be available from Land Transport New Zealand to assist with funding extra administrative support.

Additional road safety coordination staff may also be required as a result of increased local authority direct involvement with community. Extra funding should be available from Land Transport New Zealand to assist with funding additional road safety coordination.

## CONCLUSION

The proposal to change the planning, funding and management of community focused land transport activities; including integrating these activities within the National Land Transport Programme, has the opportunity to assist local and regional organisations reach targets in safety and sustainability. When the specifics of operation and responsibility within the Auckland region are defined, communities and approved organisations should be able to deliver road safety and sustainability in a more integrated and efficient way.

## **RECOMMENDATIONS**

1. That the Land Transport New Zealand Community Focused Land Transport Activities Consultation Document report be received.
2. That the Officer's Submission be endorsed as the Council's submission on the Land Transport New Zealand Community Focused Land Transport Activities Consultation Document.

Report prepared by: Kitch Cuthbert, Team Leader: Road Safety and Travel Plans.



## **5 THE AUCKLAND REGION BUSINESS LAND STRATEGY**

### **PURPOSE OF THE REPORT**

The purpose of this report is to seek the City Development Committee's views on the Auckland Region Business Land Strategy, so that these views can be communicated to the Regional Growth Forum on 6 September 2006 and also to establish a position that can be jointly promoted with the other Councils of the Northern and Western sectors.

### **BACKGROUND**

In December 2004 the Auckland Regional Council released its draft Auckland Business Location Strategy. Territorial Authorities were asked to make submissions to the document, and the three Councils forming the Northern and Western sector (Rodney District Council, North Shore City Council and Waitakere City Council) raised significant issues regarding the availability of vacant business land, and the fact that the current supply of business land is predominantly located in the south of the region.

*A10-A13* As a result of submissions received by the Auckland Regional Council to the draft Auckland Business Location Strategy from all of the Auckland Councils, the Auckland Regional Council requested that Councils hold Business Futures Workshops and report back to the Auckland Regional Council on their outcomes by December 2005. In response to this request, and recognising that the local economies of each of the northern sectors local authorities are interconnected, the three Councils determined to hold a series of joint Business Future Forums. These forums were held in October, November and December of 2005. The forums engaged the business community, with a view to establishing a joint set of principles which would guide the Councils in planning their business land use and land capacity decisions. These Business Location Principles 'the principles', as attached at pages A10 to A13, were subsequently endorsed by each of the participating Councils in February 2006. The principles were then reported back to the Auckland Regional Council and the Regional Growth Forum.

*A14-A16* Since that time the Auckland Regional Council has attempted to finalise the original Business Location Strategy. In so doing a number of representations have been made to Auckland Regional Council officers to include the principles as an input to their process. Written comments were also provided by Waitakere City Council to the draft Regional Business Land Plan in February 2006, as attached at pages A14 to A16. The Business Location Strategy has now been renamed the Business Land Strategy, and was reported for endorsement to the Auckland Regional Council Strategy and Planning Committee on Monday, 17 July 2006.

The Auckland Regional Council Strategy and Planning Committee passed the following resolutions:

A.1 *The Business Land Strategy*

**RESOLVED**

- a) *That the report be received.*
- b) *That the Council endorses the BLS and recommend it is included as an input into the review of the RGS.*
- c) *That the Council endorses the process outlined in B 2.5, including the matters covered in Change 6 to the RPS, to identify future greenfield business land for land extensive business sectors as part of the review of the RGS.*
- d) *That the Council endorse the work programme in the BLS around ensuring the most efficient use of existing business land.*
- e) *That the Council notes the need for future business land development in both green and brown field sites to maximise the efficiency of use of the land.*

It is proposed that the Business Land Strategy be reported to the Regional Growth Forum on 6 September 2006.

**STRATEGIC CONTEXT**

The Strong Innovative Economy strategic platform includes within its vision that 'Waitakere is a place ... providing local, quality work ... for its people'. A major part of the Council's economic development strategy is concerned with increasing local work opportunities so that residents do not need to commute long distances to work. The platform also includes 'Working with other councils to develop the regional economy'. The Regional Business Land Strategy has a direct effect on the achievement of the goals of this platform, as the provision of business land will dictate the location of employment in the long-term. In order to achieve a sustainable city, it is important that there are sufficient local employment opportunities for the population growth envisaged under the Regional Growth Strategy. The Councils of the Northern and Western sectors believe that the scale of future population growth in their sectors, and the existing imbalance in the regional supply of business land, should be recognised regionally in the Auckland Region Business Land Strategy.

**ISSUES**

The Regional Growth Strategy advocates a compact city/region with intensification around town centres and major transport routes. The Auckland Region has experienced population growth at the high end of regional population growth projections initially set out in the Strategy. The Northern and Western sectors have the largest residential population of the region and are experiencing (and are projected to continue to experience) the fastest population growth in the region. The Regional Growth Strategy does provide a strategy for the intensification of residential land uses and population, but it does not provide a strategy for the provision of land for employment.

While there are significant areas of vacant and potentially vacant business land in the Southern sector of the region (978 ha), there is a shortage of land in the Northern and Western sectors (341 ha vacant). Furthermore intensification opportunities are more limited in the Northern and Western sectors, as their existing business land totals only 1500 hectares, compared with 5000 hectares in the Southern & Central sectors. There is therefore a significant and immediate problem with the supply of land for business in the Northern and Western sectors, as the current vacant supply will only last seven years at current take-up rates. This may to some extent be addressed by initiatives being pursued by Waitakere City in its Northern Strategic Growth Area and by Rodney District at Silverdale. North Shore City and Waitakere City also have a number of projects underway around intensification and revitalisation of existing business areas. However, there is also a longer term issue in how to provide land for business activities whilst pursuing the compact city model promulgated in the Auckland Regional Growth Strategy, without constraining economic growth or the performance of the Auckland economy.

The Councils of the Northern and Western sectors have in place economic development strategies as part of their overall planning policies and development strategies. All Councils are seeking higher local employment levels to reduce outward commuting, energy consumption, time consumption, and environmental damage.

The revised Regional Business Land Strategy is the culmination of a two-year work programme to deliver a regional strategy on business land to cater for future growth. The absence of such a strategy was identified as a key gap in the Regional Growth Strategy. Although the final draft of the Regional Business Land Strategy takes into account a number of comments made by the Regional Growth Forum and local authority officers, there are still a number of issues that officers from the Northern and Western sectors feel are not adequately addressed. In some cases there has been disagreement with officers from Councils in the Southern and Central sectors concerning the importance or appropriateness of some of these issues.

### Alignment with Northern and Western Sector Business Location Principles

The business location principles developed by the Northern and Western sector Councils were communicated to the Auckland Regional Council in February 2006, along with detailed comments on the draft Business Land Plan. The Auckland Regional Council has gone some of the way to addressing the issues the Northern and Western sectors identified in the Business Location Principles, in particular, that a combination of new greenfield and brownfield business land development is required (see Auckland Regional Council Resolution (e) above). The table below summarises the degree to which the principles have been recognised in the revised Business Land Strategy.

PRINCIPLE		DEGREE OF RECOGNITION IN REGIONAL BUSINESS LAND STRATEGY		
		Fully Recognised	Partly Recognised	Not Recognised
1	<p><u>Shared Opportunity and Sufficient Land Supply</u></p> <p>Planning for future business location will aim to provide a balance between population growth and employment opportunities such that the Northern and Western sectors, and the Territorial Local Authorities within them, are able to provide local employment for the majority of their populations and economic growth for the Region and the Country.</p>		√	

PRINCIPLE		DEGREE OF RECOGNITION IN REGIONAL BUSINESS LAND STRATEGY		
		Fully Recognised	Partly Recognised	Not Recognised
2	<p><u>Balance</u></p> <p>Increasing the supply of new business land will be achieved through a balance of intensification of existing business land, development of greenfield land, and brownfield development to provide for the operation of the Business Land Demand Cycle.</p>		√	
3	<p><u>Equity</u></p> <p>Planning for future business location will aim to maintain an equitable ratio of employment land and opportunities with other local authorities and sectors within the region, and to respond to the demands of the business sector for locational choices in a timely way.</p>		√	
4	<p><u>Efficiency</u></p> <p>Future business locations in the Northern and Western sectors will be planned to maximise the potential for economic development of the region with regard to the location of ferry, rail, bus, and roading infrastructure, business demands, supply infrastructure, ports and airports.</p>		√	
5	<p><u>Intensification</u></p> <p>Business location planning within the Northern and Western sectors will aim to encourage intensification of appropriate business land use, by adopting policies and strategies to support business land intensification while allowing for the dynamics of the Business Land Demand Cycle.</p>		√	
6	<p><u>Innovation</u></p> <p>The Councils undertake to keep informed about, and to plan for, changes in technology infrastructure, energy supplies, and the wider macro-economic environment, so that future business locations are provided that meet the needs of business and provide for future changes in the business environment in a sustainable way.</p>	√		

PRINCIPLE		DEGREE OF RECOGNITION IN REGIONAL BUSINESS LAND STRATEGY		
		Fully Recognised	Partly Recognised	Not Recognised
7	<p><u>Location and Protection</u></p> <p>Business land should be secured from other uses, affordable, encourage clusters, be well located in relation to residential populations and infrastructure with moderate topography, and be accessible.</p>		√	
8	<p><u>Strategic Infrastructure</u></p> <p>The Councils will work together to ensure that strategic infrastructure assets are in place and protected for the future (e.g. airports, energy supply and generation, education facilities and transport infrastructure).</p>		√	
9	<p><u>Leadership</u></p> <p>The Councils of the Northern and Western sectors will continue to show strong leadership and will continue to work with economic development agencies, businesses and other agencies (e.g. Transit New Zealand, Ministry for Education, health service providers, Government).</p>	√		

In spite of the increased degree of recognition of the principles in the revised Business Land Strategy, Council officers believe that the strategy still needs to specifically recognise the sub-regional nature of the Auckland economy. This will then lead to a greater recognition of principles 1, 3, 4 and 7 by acknowledging the link between population and employment opportunities, and therefore business land. Currently the Northern and Western sector Council officers are still negotiating the extent to which they should advocate for full recognition of these principles in the strategy.

### **Ambiguities/Conflicts**

In its attempt to reconcile the views of the Northern and Western sector partners with its draft Business Land Strategy, the Auckland Regional Council made a number of adjustments and additions to the wording of the report. However, in some cases existing wording was not corrected accordingly, with the result that there are a number of ambiguities and conflicts within the Strategy. The sector Councils should seek clarification on these matters.

### **Economic Future/‘Regional Value Proposition’**

At the outset of the Business Location Strategy process in 2004, it was intended that the Strategy would be developed within the context of a comprehensive assessment of the economic future of the region, referred to as the ‘regional value proposition’. In mid-2005 it was decided to complete the ‘economic future’ part of the Strategy after the ‘business land capacity’ part. The work to produce a ‘regional value proposition’ has not yet begun. The current Strategy is therefore incomplete, and should not be used as a strategic framework to guide any policy decisions until the complementary work defining the business demand for land has been done.

## Process Issues

Resolution (d) above from the Auckland Regional Council Planning and Strategy Committee endorses a process whereby the Auckland Regional Council will identify the extent and location of future business land needs for land extensive business sectors. Notwithstanding that this can hardly be done without the economic future work described above, the sector Councils believe they should be fully involved in any process of this type.

## CONCLUSION

The Auckland Region Business Land Strategy has been in preparation for two years in response to a gap identified in the Regional Growth Strategy. The strategy has been through a number of iterations (Business Location Strategy, Business Land Plan) and at each stage Waitakere City Council has responded to the Auckland Regional Council with submissions or comments. In addition a set of nine business location principles have been developed and presented to the Auckland Regional Council in co-operation with North Shore and Rodney Councils. In spite of this level of engagement and advocacy, the Auckland Regional Council has only partially recognised the position of the Northern and Western Councils. Although it may not be realistic to expect the Auckland Regional Council to fully adopt all of the positions advocated by the Northern and Western sectors, officers still believe that there are some fundamental flaws in the Business Land Strategy that the Auckland Regional Council should address more seriously. In view of this it is recommended that the Councils of the Northern and Western sectors should retain their position as expressed by their joint business location principles at the Regional Growth Forum and throughout the review of the Regional Growth Strategy.

## RECOMMENDATIONS

1. That the Auckland Region Business Land Strategy report be received.
2. That the general comments made to the draft Regional Business Land Plan in February 2006 continue to form the basis of Waitakere's position in regard to the Auckland Region Business Land Strategy, while acknowledging that the Business Land Strategy has recognised certain issues of concern to the Councils of the Northern and Western sectors.
3. That the City Development Committee re-affirm its support for the Business Location Principles endorsed in February 2006, and that the City Development Committee recommend to the Regional Growth Forum that those principles should be included as an input to the Business/Economic Workstream that is being developed as part of the Regional Growth Strategy Review.
4. That Waitakere City Council continue to work collectively with the other Councils in the Northern and Western sectors to promote a cohesive sectoral view on business land issues; and that Council recommend to the other sector Councils that the Auckland Region Business Land Strategy is not endorsed until the full project scope has been completed.
5. That Waitakere City Council wishes to be fully involved in any process to identify the extent and location of future business land needs.

Report prepared by: Steve Wilcox, Economic Development Manager.



6 **REGIONAL START (SUSTAINING THE AUCKLAND REGION TOGETHER) PROJECT UPDATE**

**PURPOSE OF THE REPORT**

The purpose of this report provides an update to the City Development Committee on progress with the Regional START (Sustaining the Auckland Region Together) project, which is a regional partnership project being developed by all eight Auckland Councils and key Central Government agencies.

This report covers:

- Terms of Reference for the START Councillors' Reference Group.
- The summary paper from the Forces of Change series of working papers.
- A progress report on work underway, including expert groups and the START charrette.
- Discussion of the options for public involvement in the development of the Sustainability Framework for the Auckland Region.

**BACKGROUND**

The START Project, previously referred to as the Long Term Sustainability Framework, was reported to the Council 19 April 2006, and Waitakere's involvement in the project was endorsed with the following resolutions passed:

- “1. *That the Proposed Long Term Sustainability Framework for the Auckland Region report be received.*
2. *That a presentation on the Long Term Sustainability Framework for the Auckland Region from members of the programme's Steering Group be received.*
3. *That Council endorses the development of a Long Term Sustainability Framework for the Auckland Region.*
4. *That the Regional Growth Forum be recognised as the region-wide forum for discussion and development of the Long Term Sustainability Framework for the Auckland Region.*
5. *That Council endorses the establishment of an Elected Members Reference Group under the Regional Growth Forum to provide regular input into the Long Term Sustainability Framework's development.*
6. *That Mayor Bob Harvey and Cr Hulse be nominated as the Council's representatives and Crs Clews and Cooper as the alternate representatives to take part in the Long Term Sustainability Framework Elected Members Reference Group.”*

643/2006

The proposed Long Term Sustainability Framework for the Auckland Region has subsequently been renamed START - Sustaining the Auckland Region Together. The START project will inform the first stage in the Regional Growth Strategy review. START is expected to deliver the following outcomes:

- A shared long-term view of the key transformational actions that will make the Auckland region more sustainable, acting as a touchstone for decision-making and activities.
- A sustainability frame and tools to assist central and local government and key corporates to make decisions that are more integrated, prioritised, and resilient.
- Alignment and coordination of efforts to achieve sustainable outcomes, working from the basis of the respective strengths of Councils, Central Government and other stakeholders.
- Ensuring the Auckland region's development is more resilient and adaptable to respond to change, in particular its built form.

The START project is an opportunity for Councils, Central Government and other stakeholders to work together to determine priority focus areas to make Auckland sustainable over the long-term. There is currently a high level of interest in this subject – both politically and in the media and the wider community. The process of developing the framework offers an opportunity to harness this interest and better debate a way forward for Auckland.

## **STRATEGIC CONTEXT**

The START Project sits comfortably within the framework of long-term commitments and principles to guide decision-making adopted by the Council as part of the Long Term Council Community Plan Councillor workshops held earlier this year. It establishes a discipline about planning for the City's long-term future in a way which addresses resilience, liveability and sustainability.

It also provides a high level connection across a growing number of often single-issue regional and local strategies.

## **ISSUES**

### **(i) START Councillors' Reference Group**

A17 A START Councillors' Reference Group has been established under the auspices of the Regional Growth Forum, to provide a strong ongoing connection to Councils, and act as a sounding board for key messages as they emerge from the project. Terms of Reference have been developed for the Councillors' Reference Group and endorsed by the Regional Growth Forum. This is attached at page A17. Waitakere's representatives on the START Councillors Reference Group are Mayor Bob Harvey and Councillor Penny Hulse with Councillors Cooper and Clews nominated as alternates.

Two workshops of the START Councillors' Reference Group have been held (Wednesday, 7 June and Wednesday, 12 July). The workshops have provided valuable guidance from Councillors for the direction of the project.

**(ii) Forces of Change for The 21<sup>st</sup> Century**

As part of the START project, six “forces of change” have been identified as being likely to impact the Auckland region and its people over the next century. The forces are:

- Climate Change and Natural Hazards
- Resource Availability
- Demographics
- Worldviews
- Globalisation
- Technological Transformations

All of these forces have the potential to drive significant changes - some positive opportunities for the region, and some not. Understanding these forces and their potential impact on Auckland is an important step in developing a long-term plan for the region’s sustainability.

A series of ‘working papers for debate’ has now been prepared for internal discussion as part of the START project. The papers reflect a range of views, and cover:

- Historical Patterns
- Key Issues for The 21<sup>st</sup> Century
- Possible Implications for the Future of the Auckland Region
- Our Ability to Respond

A18-A36

The Summary Paper is attached at pages Ax18 to A36. Copies of the full series of Forces Papers can be made if available on request.

**(iii) Work In Progress - Themes**

Themes have been developed from the forces papers to focus in more depth on what will need to be addressed in sustaining Auckland’s future. Seven themes have initially been chosen to focus on this year, with expert groups convened to consider a range of critical issues for the region, namely:

- Built Environment
- Urban Form and Infrastructure
- Energy
- Economic Transformation
- Social Development
- Cultural Diversity and Community Cohesion
- Environmental Quality

Each group (comprising experts from a range of backgrounds including academia, business, and community) are identifying a desired future direction for their issue, reviewing the effect of the forces, and identifying possible actions to contribute to long-term sustainable change.

**(iv) Work Proposed - START Planning Charrette**

A Charrette is an interactive planning process that harnesses the talents of a range of parties to resolve planning or design challenges. It is an effective way to solving complex problems as they bring different perspectives to the table, build stakeholder support and integrate strategic elements into one plan.

The START Charrette is programmed for 23-25 August at the Aotea Centre. It will bring the results of the expert groups together, identify a series of potential 'headline' sustainability strategies for a Sustainable Auckland, and develop a provisional list of priority responses. It will be critical for Waitakere's political representatives from both the START Councillors Reference Group (Mayor Harvey and Councillor Hulse or alternates Councillors Clews and Cooper) and Regional Growth Forum representatives (Councillor Stone and Mayor Harvey), be involved in as much of the charrette as possible.

Councillors are invited to attend the closing session of the charrette on the afternoon of Friday, 25 August 2006, in order to engage with participants and to provide feedback to their proposals.

**(v) Public Consultation - START Project**

Options for public engagement in the START Project were reported to the July Regional Growth Forum meeting. Auckland Regional Council officers outlined options for public engagement, and recommended that engagement be managed in tandem with consultation for the Regional Growth Strategy Review. The report indicated that it may also be appropriate for local Councils to include START in any consultations that they plan for 2007, to ensure a consistent region-wide approach.

The report explained that the START process until November 2006 is focused on identifying the potential scope of a sustainability framework, and the range of actions that could result. All eight Councils in the Auckland region, key central government agencies, and a range of experts and stakeholders are currently engaged in this process. Further work is underway to detail a plan for iwi engagement. There is also a strong connection with the Auckland Metro Project. Business representatives who participated in the Metro Project will be offered an opportunity to engage in the START charrette in August.

It is considered more appropriate to publicly consult once this first phase of work has been completed (after November 2006). By this time, there will be clear proposals and strong supporting information for the community to consider.

A further report will be presented to the Regional Growth Forum in October, outlining the specifics of the proposed consultation approach with a project plan and cost implications and this will subsequently be informed back to all the Auckland Council's.

**RESOURCES**

Waitakere has contributed all the funding that was requested from the Auckland Regional Council for the Regional START project in the 2005/2006 financial year. At this stage no additional funding has been requested, however, this may need to be reviewed once a further report assessing the options for public consultation and associated cost implications is reported by the Auckland Regional Council to the Regional Growth Forum in October 2006.

## CONCLUSION

The purpose of this report is to update and inform the Committee on the Regional START Project. START (Sustaining the Auckland Region Together) is a major project involving local and central government and drawing on expertise across the academic, business and community sectors. START aims to set a shared long-term direction for the region and co-ordinate government efforts in creating a sustainable future. The report outlines work that has been completed, in-progress and that which is planned, namely the planning charrette scheduled for the 23-25 August. It is recommended that Waitakere's representatives on the START Councillors Reference Group and the Regional Growth Forum are encouraged to take part in as much of the charrette as possible.

## RECOMMENDATIONS

1. That the Regional START (Sustaining the Auckland Region Together) Project Update report be received.
2. That Council's representatives on the Regional START (Sustaining the Auckland Region Together) Councillors Reference Group and the Regional Growth Forum are encouraged to attend and participate in the START planning charrette 23-25 August 2006.
3. That Councillors note the invitation to attend the Regional START (Sustaining the Auckland Region Together) planning charrette on the afternoon of Friday, 25 August 2006 for the final reporting session.

Report prepared by: Vanita Ranchhod, Senior Strategic Advisor: Urban Design.



## 7 RAIL UPDATE

### PURPOSE OF THE REPORT

The purpose of this report is to update the City Development Committee on progress towards the double tracking of the western rail corridor and other rail issues.

### BACKGROUND

Waitakere City Council has been working alongside key regional organisations in the planning and development of the rail network. These organisations include the Auckland Regional Transport Authority, ONTRACK, other local authorities and Auckland Regional Transport Network Limited. Changes in governance of rail currently occurring within the Auckland Region will impact upon how the rail project is delivered. It is critical that all parties continue to work towards the implementation of improved rail infrastructure and services across the region.

## STRATEGIC CONTEXT

The Regional Land Transport Strategy and the Regional Growth Strategy guide transport planning at a regional level. Waitakere City Council has been a key stakeholder in the development of these documents and the direction that they provide. Development of the rail network is a key component of meeting Council's Integrated Transport and Communication strategic platforms, particularly given that the rail network runs through some of Waitakere City's main town centres. Development of the rail network and its integration with other transport modes are key components of meeting the goals of the Regional Land Transport Strategy and the Regional Growth Strategy.

## ISSUES

This section updates the City Development Committee on work underway in planning and upgrading the rail network and services.

Station location, development, and linkages are important parts of developing the rail network. Stations are the key interface between the rail corridor, town centres and communities. Their location and design is critical, in terms of the tone they set for the rail corridor and the way in which they interface with the town centre or community. Therefore, it is important that stations are sited in the best possible location and that design work is undertaken to a high standard.

### Rail Patronage and Operations

Rail patronage in the Auckland region climbed to five million passengers in the 2005/2006 financial year. This compares favourably with one million passengers only fourteen years ago in 1992, with a 500% increase in network patronage and a 600% increase in Waitakere Line patronage. Waitakere Line patronage in the 2005/2006 financial year increased by 40% compared with the previous year, with a total of 1.9 million trips. This growth rate is significantly higher than the growth rate on the southern and eastern lines and higher than the 30% increase in rail system patronage overall.

Council officers are very pleased to note the significant improvement in the on-time operation of trains on the Waitakere Line as a result of the new timetable introduced in October 2005. The current 83.6% on-time operation rate for trains - that is, where trains are within five minutes of their timetable departure time - is an enormous improvement over the preceding period where on-time performance on the Waitakere Line at times dipped below 50%. Improvements in on-time operations have been achieved alongside a 25% increase in the number of train services on the network. The remaining delays in the network, while still of concern, are largely outside of the direct control of the service provider, Veolia Transport Auckland. Three-quarters of the remaining delays in the network are due to signalling, track and rolling stock issues. The causes of these issues are being actively addressed with improved rolling stock maintenance, the double-tracking project and through the progressive upgrade of signalling across the network.

Anecdotal evidence suggests that more Council staff are using the train since the move to Waitakere Central. Initial feedback by staff is that they are pleased with the quality of service, noting especially the high-quality of customer service provided by Veolia Transport's on-board staff.

## Governance

A new funding regime for the development of rail was implemented from 1 June 2006. This has resulted in the broad areas of responsibility listed below. Details on the split between Auckland Regional Transport Authority and ONTRACK are currently being worked through.

- ONTRACK - tracks, signalling, platform (but not the infrastructure on the platform) and pedestrian overbridges.
- Auckland Regional Transport Authority - signage, infrastructure on platforms including shelter, lighting and Closed-Circuit Television.
- Council - development of the broader station precinct. This is generally outside the rail corridor and includes walking and cycling connections and related safety items such as lighting and Closed-Circuit Television, park and rides, and kiss and rides.

Key issues arising from the changes in funding include:

- Rail funding previously allocated to Land Transport New Zealand has been reallocated to Treasury to directly fund ONTRACK in relation to double tracking and platforms.
- Land Transport New Zealand is being directed to no longer fund rail works. This affects the Council's ability to be funded by Land Transport New Zealand for rail supporting infrastructure such as park and rides. It is likely that the Council will apply to Auckland Regional Transport Authority for these funds.
- ONTRACK now leads the construction of Stage Two double tracking.
- Land Transport New Zealand funding will continue on a 60/40 basis for the remainder of the 14 SA/SD trains already approved for construction.
- The Government intends to reimburse the Auckland region or the costs of Stage One of the double tracking of the Western Line which was funded by an Infrastructure Auckland grant (approximately \$23 million).

## Electrification

In the absence of a robust business plan from Auckland Regional Transport Authority electrification is not currently supported by central government, nor has any funding been identified for the first stage of implementation. Auckland Regional Transport Authority and the Auckland Regional Council are continuing to investigate options for electrification, and in May 2006 the Auckland Regional Council resolved that the Transport Policy Committee:

“2 (ii) Strongly believes that the Western Line needs to be electrified to deliver an attractive, high-frequency service between Britomart and New Lynn by 2011, thus meeting some essential travel demands of the World Cup event, and providing a long term legacy to the people of Auckland, and catalysing the electrification of the wider commuter network as called for by Auckland Regional Transport Authority.”

Auckland Regional Transport Authority is preparing a business case in respect of electrification. Auckland Regional Transport Authority has prepared a Rail Development Plan but has not released this to stakeholders to date.

## Double Tracking

The City Development Committee is reminded that double tracking within Waitakere City is being undertaken in three stages. Stage One double tracking within Auckland City was completed in 2004.

- Stage Two - West of New Lynn to Mt Lebanon Lane, Henderson;
- Stage Three - Avondale to Titirangi Road;
- Stage Four - Mt Lebanon Lane, Henderson to west of Christian Road, Swanson.

Waitakere City Council is working alongside the organisations responsible for double tracking to ensure that:

- The planning and development occurs in a manner which best meets the needs of the City.
- Precinct development occurs alongside double tracking as much as practicable and that this best meets the needs of the City.

### Stage Two - West of New Lynn to Mt Lebanon Lane, Henderson

Work has commenced on the double tracking of 7 km of track between New Lynn and Henderson, and the upgrade of the Fruitvale, Glen Eden, Sunnyvale and Henderson rail stations. Much of this work has been focused around Henderson and Sunnyvale stations. Auckland Regional Transport Authority and ONTRACK are working closely with the train operator Veolia Transport to carefully plan construction activities to minimise the effects of the works on passengers, especially at peak times. Track construction, particularly heavy earth moving as part of track formation is being done on weekends and public holidays to minimise disruption to passengers. Changes to rail timetables required as part of double tracking are being advertised through the MAXX website and through posters at affected stations and on trains.

The Council's role with Stage Two double tracking is ensuring that implementation occurs in accordance with ONTRACK's Outline Plan of Works and upgrading the station precinct, taking account of the outcomes from community consultation undertaken in 2005. The following generic issues were raised as part of consultation at all stations:

- the desire for a toilet at stations;
- safe access to stations including lighting, Closed-Circuit Television and passive surveillance;
- quality integration with transport to the station - walking and cycling, park and ride, drop-off facilities and bus stops;
- safe crossing points on adjacent roads.

Council officers have met onsite with ONTRACK and Auckland Regional Transport Authority officers to consider options for precinct development. Information from the community consultation and onsite investigations will provide the basis for concept designs which the Council will develop for each of the stations. These will be reported to the Committee at a later date.

### Stage Three - Avondale to Titirangi Road, New Lynn

A verbal update will be provided at the meeting regarding progress on Stage Three including the New Lynn Transit Oriented Development.

#### Stage Four - Mt Lebanon Lane, Henderson to Swanson

Concept designs for the double tracking of the western rail corridor between Mt Lebanon Lane, Henderson to just north of Christian Road Swanson have been completed for Auckland Regional Transport Authority and are available for viewing in the Councillors' Lounge. These are being used by ONTRACK to assist in their detailed design of the rail corridor. It should be noted that there have been several small track realignments since the finalising of the report and ONTRACK have indicated that it is unlikely that there will need to be any land take from private property owners as part of double tracking. They have indicated that current plans may require a small amount of Council land at Ranui and Swanson Stations to facilitate standard platform design. The Committee is reminded that a portion of the Ranui Station platform is currently located on Council land and was allowed for on a temporary basis through a Licence to Occupy, with a view to formalising this at a later date. At the time of building the Ranui Station, Auckland Regional Transport Network Limited, the holder of the station lease did not have the authority to compulsorily acquire the land. ONTRACK is currently working through details on both land sites and this will be reported to the Council once the exact area is identified.

Key areas of note in the concept design plans are:

- Replacement of all pedestrian level crossings (except at O'Neills Road) with pedestrian over bridges. The pedestrian crossing at O'Neills Road has low usage and the existing at-grade crossing will be retained and upgraded. The location of the Swanson pedestrian bridge has been developed with input from the Council's parks officers.
- Park and ride at Swanson - plans for the development of the Swanson station include a park and ride in southern side of the rail corridor. Council officers are continuing to work with officers from ONTRACK to ensure that double tracking, station and park and ride development occurs in an integrated manner.

Part of the detailed design works will involve ONTRACK and Auckland Regional Transport Authority providing information to the community. Council officers are working with staff from ONTRACK and Auckland Regional Transport Authority regarding information provision and consultation for stage four double tracking. This is expected to take place in early August. ONTRACK will provide information on double tracking, and the location of platforms and pedestrian over bridges. Auckland Regional Transport Authority may consult on platform facilities. Waitakere City Council is consulting on the station precinct. There may be some concern from immediate neighbours at Sturges Station and some screening may be required. Further details on this work will be reported to the Committee.

Outcomes from this consultation will provide the basis for development of concept designs for the station precinct.

#### **Henderson Rail Station Name Change**

At its meeting on Wednesday, 21 September 2005 the Council resolved:

*“That the Council advise the New Zealand Geographic Board that it has resolved to change the name of Henderson railway station to Waitakere Central railway station and to change the name of Waitakere railway station to Waitakere Village railway station and requests that the New Zealand Geographic Board consider and implement the changes.”*

1798/2005

A37 In February 2006, the Council formally requested the New Zealand Geographic Board Nga Pou Taunaha o Aotearoa to implement these changes. Further supporting evidence was provided between this date and the Board considering and declining the proposal in May 2006. A copy of the letter declining the proposal is attached at page A37. Reasons given for declining the proposal are:

- the grounds provided in the six objections received (officers have requested a copy of these submissions);
- the Waitakere Central Railway Station proposal was not supported by the Henderson Community Board;
- the potential for confusion between the proposed railway station names and the existing suburb of Henderson and the existing locality of Waitakere, particularly for emergency services;
- the desire to preserve the long term community identity and the history of these areas in respect to upholding their existing place names;
- the concerns expressed in the letter from ONTRACK of 11 April 2006; and
- the concerns expressed in the letter from Auckland Regional Transport Authority of 20 April 2006.

While both ONTRACK and the Auckland Regional Transport Authority submitted against the Council's proposal on safety grounds, in their submission they indicated a willingness to work with the Council to develop a name and signage for the public interface which is acceptable to all parties. Council officers are currently working with staff from ONTRACK and Auckland Regional Transport Authority and appear to be making pleasing progress. Further details on this work will be reported verbally to the Committee.

## **RESOURCES**

Council has included in the 2006/2007 Long Term Council Community Plan \$3,243,000 for the development of station precincts including park and ride and in the 2007/2008 Long Term Council Community Plan \$2,362,000 for the development of stations precincts including park and ride.

## **CONCLUSION**

Rail provides a key public transport function within Waitakere City and the stations provide an interface between town centres and the rail network. Double tracking and upgrade of stations will result in a network which provides a viable transport alternative for many residents.

## **RECOMMENDATION**

That the Rail Update report be received.

Report prepared by: Glenda Lock, Project Manager.



## **8 STURGES ROAD RAIL OVERBRIDGE REPLACEMENT - ANALYSIS OF OPTIONS**

### **PURPOSE OF THE REPORT**

The purpose of this report is to provide information to the City Development Committee on the various options for the Sturges Road Rail Overbridge Replacement and recommend an option to proceed with design.

### **BACKGROUND**

The existing road rail over bridge at Sturges Road, Henderson was built around 1940 by New Zealand Railways to permit vehicle traffic to pass over the single rail track to new housing developments. The present condition of this bridge is poor with severe Alkali Silicate Reaction producing extensive cracking with the long term safety and life of this structure being limited. New Zealand Railways Corporation (ONTRACK) has posted a load limit on the bridge in an attempt to ensure vehicle and rail safety. In late 2006 ONTRACK intends to commence with double tracking of stage 4 of the Western Line from Mt Lebanon Lane to Swanson Station. The existing piers of bridge 58 are aligned such that it is not possible to achieve double tracking without undertaking major structural changes. Accordingly, a decision has been made by ONTRACK and Council to demolish the old bridge and to rebuild a new wider and an integrated transport bridge in its place. It is envisaged that the new bridge will be completed by late 2007.

### **STRATEGIC CONTEXT**

The Waitakere City Council's 'Integrated Transport and Communication' platform provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for city travel facilitated by integrated, environmentally responsible, and innovative design, with a focus on meeting the essential needs of all, for access, communication, and safety. Replacing the Sturges Road Bridge will provide an integrated link between Swanson and Sturges Development maintaining the safety of pedestrians, vehicles, cyclists and trains.

### **ISSUES**

In August 2005 a "Strategic Cycle Network Feasibility Study" was completed and adopted by Council. This study identified the section of Sturges Road involving the bridge to include on-road facilities for a cycle network.

Council's commitment to public transport includes provision for Bus pre-emption signals at intersections. The intersection of Swanson Road and Sturges Road will include this treatment if two lane queuing is provided.

ONTRACK requires raising of the beams of the new bridge to achieve a 5.5m clearance between the tracks and bridge beams to accommodate future electrification of the trains.

Due to the timing of Stage 4 of the Northern Railway Line Double Tracking Project, ONTRACK requires commencing the physical works for replacing the Sturges Road Bridge by February 2007. Therefore, the Council may be required to bring forward the construction budget allocated for this project from 2007/2008 to the 2006/2007 financial year.

ONTRACK has indicated that it is willing to fund the replacement costs. This issue is under negotiation at present.

## ANALYSIS OF OPTIONS

Several options were considered at the time of preparing the application for funding assistance from Land Transport New Zealand for this project.

Common to all options is the retention of the existing footpath on each side of the bridge and all options will attract subsidy from Land Transport New Zealand.

The options are:

### Option 1

#### Existing Level of Service

Cost Estimate - \$3,500,000

This option involves duplicating the existing bridge with a replacement to the same standard as currently provided.

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Lowest cost of all options.</li> </ul>	<ul style="list-style-type: none"> <li>• Does not provide for future traffic growth.</li> <li>• Does not solve existing queuing problems from Swanson Road Traffic Signals.</li> <li>• Does not facilitate Bus pre-emption at signals.</li> <li>• Does not improve safety for cyclists.</li> <li>• Does not satisfy requirements of Councils adopted Cycling Strategy.</li> </ul>

### Option 2

#### Provision of Cycle Lanes (each direction)

Cost Estimate - \$4,000,000

This option involves the current single lane arrangements in each direction with the addition of a cycle lane in each direction.

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Medium cost of all options.</li> <li>• Provides cycle lane in both directions.</li> </ul>	<ul style="list-style-type: none"> <li>• Does not provide for future traffic growth.</li> <li>• Does not solve existing queuing problems at Swanson Road Traffic Signals.</li> <li>• Does not facilitate Bus pre-emption at signals.</li> </ul>

### Option 3

#### 3 Lanes, and Cycle-lanes Each Direction

Cost Estimate - \$4,800,000

This option involves replacing the existing bridge with a 3 lane structure, i.e. one lane towards Sturges Heights as currently provided and 2 lanes towards the Swanson Road intersection. Additionally a cycle lane adjacent to the foot path on each side will be provided.

Advantages	Disadvantages
<ul style="list-style-type: none"><li>• Future proofs against future traffic growth.</li><li>• Solves existing queuing problems at Swanson Road Traffic Signals.</li><li>• Facilitates Bus Pre-emption</li><li>• Provides Cycle Lanes.</li><li>• Satisfies requirements of Councils adopted Cycling Strategy.</li></ul>	<ul style="list-style-type: none"><li>• Most expensive option</li></ul>

### RESOURCES

Funding of \$300,000 in the 2006/2007 Annual Plan and \$3,114,000 in 2007/2008 has been included in the 2006-2016 Long Term Council Community Plan.

Council's share of the cost and timing of expenditure is subject to negotiation with ONTRACK, and once this is known a report will be submitted to the Finance and Operational Performance Committee.

### CONCLUSIONS

After consideration of the options, Option 3 is recommended. This conclusion is based on the benefits that this option provides and although the price of this option is relatively high than the lowest priced option, the overall advantages reflect a perfect compliance with Council's Integrated Transport Strategy.

### RECOMMENDATIONS

1. That the Sturges Road Rail Overbridge Replacement - Analysis of Options report be received.
2. That the recommended Option 3 - "3 Lanes and Cycle Lanes each direction", being the preferred option for the replacement of the Sturges Road Rail Overbridge be approved.
3. That a report be submitted to the Finance and Operational Performance Committee on any funding issues with the preferred option for the replacement of the Sturges Road Rail Overbridge.

Report prepared by: Brent Piggott, Senior Transport Engineer.



## 9 PROPOSED LOCATION FOR THE PIHA HELIPAD

### PURPOSE OF THE REPORT

The purpose of this report is to obtain approval from the City Development Committee to establish a permanent helipad on Piha Strand - Piha for use by the emergency response helicopter and for emergency services training.

### BACKGROUND

Piha Domain is a City-wide park and therefore jurisdiction for development on this park resides with the City Development Committee. The Waitakere Community Board Members have been involved in the progress of the project and developing recommendations from the public meeting.

Currently there is an informal grassed area on Piha Strand alongside the Mid Beach toilet block which has been classified under the Reserves Act 1977 as a Local Purpose Reserve (for a Helicopter Landing Pad) this classification occurred in 1982. This area is currently used infrequently for emergency helicopter response due to the lack of lights and flat area for the landing of a helicopter.

There was a submission to the 2005/2006 Annual Plan by the Auckland Helicopter Trust which was successful in obtaining Council's support for the construction of a permanent hard surfaced helipad at Piha. In the 2005/2006 Annual Plan \$20,000 was committed to commence the process to establish a permanent helipad at Piha. Council approved that \$100,000 be budgeted for in the 2006/2007 year of the Long Term Council Community Plan for the construction of the facility.

During 2005, and early 2006, there were several meetings with the management of the Auckland Helicopter Trust to identify their needs and design requirements for a helipad at Piha. The Trust identified their preferred site as an area approximately 85 metres south of the current pad on the Mid Beach area next to Marine Parade North roadway. It is proposed that the helipad be constructed of 15 metres x 15 metres concrete area with pilot activated in ground lights and with a large white H symbol on the surface of the concrete pad. One of the main needs of the Trust was the establishment of safe helipad that could be used at night and/or in poor weather conditions.

A38-A39

A plan showing the location of the Trusts preferred option for a helipad at Piha is attached at pages A38 to A39.

This site has been chosen for the following reasons:

- it is still located within Council reserve;
- the approach and departure flight paths are clear of obstructions, and are therefore much safer;
- the turbulence resulting from the helicopter rotor blades will be minimised;
- suitable guidance lighting and safety marking can be provided; and
- noise exposure to nearby residents will be similar to what is currently experienced.

### STRATEGIC CONTEXT

The key strategic priority that this project contributes to is that Waitakere City is a Safe City, with the Vision being Waitakere City - a safe place to be.

The provision of a night accessible helipad at Piha contributes substantially to this priority through the establishment of a well-serviced emergency landing location in a rural village that has both a permanent and visitor population that requires such services to be available to them.

The strategic content for this project also contributes to Council's strategic platforms of Urban and Rural Villages and Strong Communities where the objectives are to:

- Enhance quality of public spaces in rural villages.
- People feel connected with others and a sense of belonging (including children and young people).

## ISSUES

This option was presented to a meeting of the Piha Ratepayers and Residents Association on 7 April 2006 to commence the communication process to inform residents and ratepayers of the proposed new helipad site.

On Wednesday, 3 May 2006 letters were sent out to the residents and ratepayers that were directly affected by the proposed helipad informing them of the proposal and requesting any feedback and inviting them to an on-site meeting to discuss the proposal.

Several residents contacted the Council expressing their concerns with the sighting of the helipad, concerns included noise, sand movement, commercial use, the need to use a large concrete pad or whether this site was the best location.

A meeting at Piha was held on Sunday, 18 June 2006 with the affected residents, Surf Club representatives, Community Board Members, Piha Ratepayers and Residents Executive, Coastcare representatives, Council Officers and the management of the Auckland Helicopter Trust. Nineteen Piha residents were in attendance at the meeting. The majority of these attendees were residents that would be directly affected by the proposed helipad.

At the meeting Greg Brownson, Manager of Auckland Helicopter Trust, addressed the meeting and proposed a compromise which involved keeping the helipad in its current location outside the mid beach toilet block (Piha Strand).

Greg Brownson proposed that the existing grassed helipad outside the mid beach toilet would be a suitable compromise with some modifications. The existing pad would need to be slightly extended to accommodate an open flat area of grass 15 metres x 15 metres and be provided with night lights installed flush with the ground (helicopter activated). The helipad surface will remain in grass but the Trust would require a blue light on top of the toilets to assist in the identification of the pad during bad weather and at night (helicopter activated). The large trees in front of the mid beach toilets on the roadside would need to be removed (2 x Banksia, 1 x Pohutukawa), several small trees moved and replanted and the other trees around the toilet block kept to a maximum height of approximately 3 metres. The current fencing of the area would need to be extended around the pad for safety purposes.

This was an extremely good compromise offered by the Trust to help resolve a number of concerns related to their earlier proposals and this new proposal had the support of the majority of the attendees at the meeting.

The majority of the attendees at the meeting also requested that the helipad only be used for emergency purposes or the training of emergency services. This may have an impact on other possible helipad users i.e. film crews and helicopter transport of special guests to Piha or for assisting with house construction which are all uses that have been permitted in the past through application to Council. These other users would require consent to be granted in order to use the helipad and this may take up to twenty days to obtain. Council's experience with film crews is that they normally request permission only several days prior to their needs and the implication is that they may not apply for permission. The condition for emergency only use was acceptable to the Trust as it would not impact on their operations.

The Trust would still have preferred the new pad to be concrete and in the new location but they are willing to compromise on their original proposal and move back to the existing site outside the Mid Beach toilet block (Piha Strand) to assist in achieving a suitable outcome which addresses concerns from the local community.

Letters have been sent to the Piha Ratepayers and Residents Committee, affected residents and attendees at the meeting to inform them that the recommendation of the public meeting is being referred to the City Development Committee for deliberation. The final decision of the City Development Committee will also be communicated back to the Piha Residents and Ratepayers Association, affected residents and attendees at the meeting, displayed at the Piha Library and placed in the Piha News.

Following the approval of a permanent helipad site by the City Development Committee, and if it is in the current location, the process would then involve gaining of resource consents to upgrade the helipad on the existing site, install helipad lights, remove the trees, undertake minor earthworks, and also to operate the site as a helipad for emergency services and training of emergency groups.

Preliminary discussions with the regulatory section of Council has identified that the consent for this project will most likely be processed as a non notified application although this can only be fully determined once resource consent has been lodged. It is intended that the upgraded pad will be fully operational by the summer period.

A38-A39

Attached at pages A38 to A39 are photographs showing the area for the location of the second proposed helipad option.

## **RESOURCES**

Funding of \$100,000 has been budgeted for in the 2006/2007 year of the Long Term Council Community Plan for the design, specification, documentation and construction for the establishment of the Piha Helipad.

## **CONCLUSION**

The proposal put forward for consideration by the City Development Committee represents a compromise that meets the needs of the Auckland Helicopter Trust and residents.

If the option of upgrading the current helipad site at mid beach (Piha Strand) is approved by the City Development Committee then resource consents will be sought to establish a permanent and formal helipad at mid beach and also to operate the site as a helipad for emergency services and training of emergency groups. It is proposed to commence the works once consent has been obtained.

Piha Domain is a City-wide park and therefore jurisdiction for development on this park resides with the City Development Committee. The Waitakere Community Board members have been kept fully informed with regular reports and updates on the progress of the project.

## **RECOMMENDATIONS**

1. That the Proposed Location for the Piha Helipad report be received.
2. That the City Development Committee approve the location of the Piha Helipad to be outside the Mid Beach toilets on Piha Strand.

Report prepared by: Grant Jennings, Parks and Open Space Manager.



## 10 NAMING OF INTERNAL ACCESS ROAD AT OLYMPIC PARK

### PURPOSE OF THE REPORT

The purpose of this report is to seek approval from the City Development Committee for naming of the internal access road that links Portage Road and Olympic Place in Olympic Park, New Lynn.

### BACKGROUND

A40 The Council has received a request from the Eco-matters Trust and the Olympic Park Trust to name the internal access road that links Portage Road and Olympic Place to "Portage Eco Way". Eco-matters Trust is located on Olympic Park in Olympic Place. The internal access road has been identified on the location map as attached at page A40.

The draft 2005 Parks Strategy identifies Olympic Park as a City wide Park and therefore jurisdiction for development on this park resides with the City Development Committee.

At the July 2006 meeting of the New Lynn Community Board a report was presented seeking approval for the naming of the internal access road. The New Lynn Community Board resolved the following:

- "2. That the New Lynn Community Board recommends to the City Development Committee that the internal access road between Portage Road and Olympic Place in Olympic Park be named "Portage Eco Way"."

1270/2006

### STRATEGIC CONTEXT

Council's Parks Naming Policy requires that renaming may be considered where it is desirable to recognise an important person from the area or city. In this situation the Eco-matters Trust and the name Portage is considered to be an organisation and a historical name of significance to Olympic Park, New Lynn and the City as a whole.

This project contributes to Council's strategic platform of Active Democracy where the objective is that residents feel that they are able to participate in public decision making.

### ISSUES

The internal access road that links Portage Road and Olympic Place is not designated as a legal road. The road is formed as a driveway and acts as a link through the park. Therefore it does not fall under Council's Road Naming Policy.

Council currently has no formal process of delegated authority for naming internal access roads. It is proposed to follow the same naming process for naming of a park. The current process for renaming a park or access road in this instance is as follows:

- Where possible, names should be easily pronounced and brief, and should not be offensive in any way.
- Renaming may be considered where it is desirable to recognise an important person from the area or city.

The Eco-matters Trust significantly contributes to Council's ongoing Eco-City objectives for the City as a whole. The Eco-matters Trust encourages residents and ratepayers to be more sustainable, environmentally active and ecologically aware in their everyday lives creating stronger communities.

The Olympic Park Trust has contributed substantially to the development of the park with new car parking areas, playgrounds, walkways, landscaping art features and an art bridge to link both sides of the park over the Whau River.

There has been consultation between the two Trusts, operating on this reserve, and they have agreed to the naming of this internal access as "Portage Eco Way".

"Portage Eco Way" is considered a suitable name for the internal access road because it is home to the Eco-matters Trust, the Sustainable Living Centre and Garden and that considerable funding through the Olympic Park Trust has been provided by the Portage Licensing Trust.

### **CONCLUSION**

The Eco-matters Trust and Olympic Park Trust has requested to Council that the internal access road be given the name "Portage Eco Way". As there is currently no policy for delegated authority for naming internal access roads, approval is requested by the City Development Committee under their delegated authority for City wide parks (as Olympic Park is a City wide park).

### **RECOMMENDATION**

1. That the Naming of Internal Access Road at Olympic Park report be received.
2. That the City Development Committee approve that the internal access road between Portage Road and Olympic Place in Olympic Park be named "Portage Eco Way".

Report prepared by: Tracey Hamilton, Parks Project Development Officer.



## **11 BETHELL'S BEACH PUBLIC TOILET WASTEWATER SYSTEM REPLACEMENT/SURF CLUB CONNECTION**

### **PURPOSE OF THE REPORT**

The purpose of this report is to enable the City Development Committee to consider the implementation of a combined wastewater treatment system for the Bethell's Beach public toilet and the Bethell's Beach Surf Club.

### **BACKGROUND**

The draft 2005 Parks Strategy identifies Bethell's Beach/Te Henga Park as a City Wide Park and therefore jurisdiction for development on this park resides with the City Development Committee.

The Parks Asset Management Plan has identified the need to replace the current wastewater treatment system associated with the Bethell's Beach public toilet block and the Surf Club as the systems do not comply with current standards. Replacing the wastewater system will ensure that the wastewater treatment facility will comply with the design standards of Auckland Regional Council Technical Publication No. 58 (TP58).

At the April 2006 meeting of the Waitakere Community Board a report was presented outlining the need for the replacement of the Bethell's Beach public toilet wastewater system and the possibility of a wastewater connection with the Bethell's Beach Surf Club. The Waitakere Community Board resolved the following:

- “2. That the Waitakere Community Board approves in principle the proposal to install a combined wastewater treatment system with the Bethell's Beach Surf Club, with a report back to the Board in July 2006 with more detailed information on the implementation issues.
3. That the local Bethell's community be consulted on the Bethell's Beach Wastewater System Replacement/Surf Club Connection and that this consultation be in tandem with the Bethell's Beach Public Toilet local community consultation.”

510/2006

A meeting was held with the Te Henga/Bethell's Community at the Surf Club on Thursday, 11 May 2006 to discuss the proposed combined wastewater system. The community group was in favour of a combined system servicing both the public toilets and the Surf Club. The community group recommended that the Surf Club should not have to contribute funds towards the project as the Surf Club is the only community building in the area. At the July 2006 meeting of the Waitakere Community Board a report was presented detailing implementation issues surrounding a combined wastewater system with the Bethell's Beach public toilet and the Bethell's Beach Surf Club. The Waitakere Community Board resolved the following:

- “2. That the Waitakere Community Board recommend to the City Development Committee that the proposed combined wastewater treatment system with the Bethell's Beach Surf Club be approved.
3. That the Waitakere Community Board recommend to the City Development Committee that Council make provision for connection of the Bethell's Beach Surf Club in funding for the Bethell's Beach public toilet wastewater system.”

1278/2006

## STRATEGIC CONTEXT

This project contributes to Council's Urban and Rural Villages strategic platform and the strategic priority of a Safe City.

## ISSUES

Investigations have taken place regarding implementation issues surrounding a combined wastewater system with the Bethell's Beach public toilet and Surf Club. The implementation issues regarding design flow, proposed level of wastewater treatment, a recommended treatment option and land disposal for the system are outlined below.

### Design Flow

Monitoring of the effluent flow from both the public toilet and Surf Club was required to proceed further in designing a wastewater system compatible with the buildings' flows at present and to insure that future demands are met. Design flow monitoring of the public toilet block over the peak summer period had already been completed when it was discovered that the proposed new wastewater system would be required to service the Surf Club also. This meant that the opportunity to monitor the Surf Club's water usage over the peak summer period was missed, and therefore had to be estimated.

The peak flow recorded for the public toilets over the 2004/2005 summer monitoring period was 3,750 litres per day, which will be used for the design flow for the public toilet.

The Surf Club facilities are not open to the general public, however over the four peak summer months the Surf Club becomes home to at least twenty life guards. Two scenarios were used for calculating the flows for the Surf Club, this included an overnight stayers flow scenario and a community hall/functions scenario. Using these scenarios it has been calculated that the peak flow for the Surf Club would be approximately 3,000 litres per day.

The design flow for the new system is the combined flows of 6,750 litres per day.

### **Proposed Level of Wastewater Treatment**

It is proposed that a system capable of advanced secondary treatment be used. This will provide a higher level of treatment, enabling the disposal area to be loaded at a higher rate.

The key reason for using an advanced secondary treatment for the joint system is that it will reduce the required groundwater separation distance, thereby allowing the existing disposal area to be used.

A grease trap will need to be installed at the Surf Club due to the nature of the facilities and the type of activities at the club rooms.

### **Wastewater Treatment**

It is proposed to use a Recirculating Textile Filter to treat the effluent. This system uses an engineered fabric which increases the effective surface area available for treatment and will significantly reduce the footprint of the treatment system.

The Recirculating Textile Filter has a low maintenance requirement and if overloaded with biological sludge it will be easier to renovate than sand filters, which could be implemented as an alternative system. Some of the relatively new systems on the market such as Recirculating Textile Filter are capable of achieving a higher quality effluent than the requirements outlined in TP58. With the additional recirculation function Recirculating Textile Filter is capable of achieving a higher level of denitrification (up to 70%). This level of treatment will allow the existing disposal area to be used without the need to import soil.

### **Land Application (Disposal) System**

The existing disposal field is a 600m<sup>2</sup> Evapotranspiration Bed. These beds were a common disposal method in the West Coast area at the time the original system was installed. This is no longer an approved method for a category three soil (sand) found at Bethell's Beach.

Providing a higher level of treatment enables the disposal area to be loaded at a higher rate, requiring less area for disposal. This means that the area currently used for disposal would be sufficient for the new joint disposal system.

Based on the design flow of 6,750 litres per day, and advanced secondary treatment, it is recommended that the existing disposal area be utilised for the joint system. Reasons for this are as follows:

- Preliminary calculations have shown that it is likely to be large enough to cope with the increased flows.
- Flood hazard investigations have confirmed that the existing disposal area is outside of the one in twenty year floodplain.
- Alternative disposal sites are limited.
- It is the most economical option.

The current evapotranspiration bed is not an approved method of disposal for category three soils. The use of Sub-surface Pressure Compensating Dripper Irrigation is recommended. Pressure Compensating Dripper Irrigation is the best practicable option for the following reasons:

- Pressure compensating systems do not require irrigation lines to be installed perfectly level, and therefore provide more certainty with regards to even distribution through the disposal areas.
- Using Pressure Compensating Dripper Irrigation optimises evapotranspiration.
- Dripper lines can be pinned to the ground with minimum vegetation alteration/disruption (requiring no trenching or damage to root systems) which would be beneficial to the environment.

## RESOURCES

Funding of \$207,380 has been allocated in the 2006/2007 Annual Plan for the upgrade of the Bethell's Beach public toilet wastewater system only. There are currently no funds allocated for an upgrade of the Surf Club wastewater system.

The total cost estimates are shown below and include one year's maintenance for separate wastewater systems for the public toilet and the Surf Club. The cost estimates for two separate systems are \$155,371 as outlined in the Table 1 below.

Separate Systems		
Cost Components	Public Toilets	Surf Club
Design Fees	\$10,450.00	\$10,450.00
Resource Consents	\$14,630.00	\$14,630.00
Supply and Install Wastewater System	\$42,350.00	\$45,100.00
Contingency	\$6,743.00	\$7,018.00
<b>Sub Total</b>	<b>\$74,173.00</b>	<b>\$77,198.00</b>
Maintenance (per year)	\$2,000.00	\$2,000.00
<b>TOTAL</b>	<b>\$76,173.00</b>	<b>\$79,198.00</b>

Table 1: Summary of Estimated Total Costs for Separate Systems

An option for funding the joint system would be that costs could be divided based on the ratio of estimated flows, with the Surf Club additionally paying for the installation cost of the grease trap (\$3,000). This option is summarised in Table 2 below.

<b>Combined System</b>			
<b>Cost Components</b>	<b>Council 55% (3750 litres per day)</b>	<b>Surf Club 45% (3000 litres per day)</b>	<b>Total Cost of a Joint System</b>
Design Fees	\$6,655.00	\$5,445.00	\$12,100.00
Resource Consents	\$10,164.00	\$8,316.00	\$18,480.00
Supply and Install Wastewater System	\$44,165.00	\$39,435.00	\$83,600.00
Contingency	\$6,279.90	\$5,138.10	\$11,418.00
<b>Sub Total</b>	<b>\$67,263.90</b>	<b>\$58,334.10</b>	<b>\$125,598.00</b>
Maintenance (per year)	\$1,100.00	\$900.00	\$2,000.00
<b>Total</b>	<b>\$68,363.90</b>	<b>\$59,234.10</b>	<b>\$127,598.00</b>

**Table 2: Summary of Total Costs to Each Party for a Joint System Based on Cost Splitting by the Ratio of Estimated Flows**

Comparison of table 1 and table 2 shows that the combined system has a lower cost than a separate system with a saving of \$27,773.

The Surf Club have identified they do not have funding available and that they would be required to seek funds from various funding institutions that provide financial support to local voluntary groups.

Council is unable to assist the Surf Club as specific budget provision is not provided. However, the budget allocated for Council's upgrade is sufficient to cover both the Council's and the Surf Club's requirements, should the Council desire to do so. The Surf Club could be eligible for a small amount of financial assistance from the Community Wellbeing Fund (a maximum of \$15,000), however Council Staff can provide assistance to identify other funding institutions for the Surf Club.

If the Surf Club was unable to provide their financial contribution, the old wastewater system would not be available for the Surf Club to use and this would result in the Surf Club needing to close as there would be no method of disposal for their effluent.

The potential closure of the Surf Club would not be a suitable situation and a possible contingency plan would be for Council to fund the full project.

## **CONCLUSION**

The current wastewater system of the Bethell's Beach public toilet and Surf Club requires replacement to meet the design standards of Auckland Regional Council Technical Publication No. 58 (TP58).

It is recommended to use a recirculating textile filter as the method of wastewater treatment as it has the advantage of having a smaller footprint than sand filters. The best practicable disposal option is sub-surface pressure compensating dripper irrigation.

By providing advanced secondary treatment, groundwater separation distances can be achieved within the existing disposal area. Therefore, it is recommended that this area continue to be used for disposal.

The level of treatment recommended, allows the use of the existing areas for the upgrade and new joint system ensuring as little disruption as possible to the surrounding environment and community. Due to this limited disruption the Resource Consent requirements would be reduced.

The current Bethell's Beach Wastewater budget of \$207,380 is sufficient to fund the combined wastewater system for both the Bethell's Beach public toilet and Surf Club Connection.

Bethell's Beach/Te Henga Park is a City Wide Park and therefore jurisdiction for development on this park resides with the City Development Committee. The Waitakere Community Board members have been kept fully informed with regular reports and updates on the progress of the project.

### **RECOMMENDATIONS**

1. That the Bethell's Beach Public Toilet Wastewater System Replacement/Surf Club Connection report be received.
2. That the City Development Committee approve the combined wastewater treatment system with the Bethell's Beach Surf Club, at no cost to the Surf Club.
3. That the City Development Committee authorise funding for the connection of the Bethell's Beach Surf Club from funding for the Bethell's Beach public toilet wastewater system.

Report prepared by: Tracey Hamilton, Parks Project Development Officer.



## **12 ALDERMAN DRIVE / EDMONTON ROAD INTERSECTION - ANALYSIS OF OPTIONS**

### **PURPOSE OF THE REPORT**

The purpose of this report is to present to the City Development Committee the results of analysis undertaken to date in relation to the Alderman Drive/Edmonton Road intersection and its surroundings and recommend an option to proceed with for detailed design.

### **BACKGROUND**

Over the past decade significant work has been undertaken to plan for the future of Henderson. This includes:

- The Henderson Roding and Transport Workshop in 1996 to identify essential road links, improved town centre circulation, by-pass routes and public transport systems to manage the future high-density development.
- The Henderson Concept Plan Design Workshop in 2001 which reinforced the need for the road link from Edmonton Road to Trading Place to provide a direct entrance to Henderson and to stimulate the redevelopment opportunities in Trading Place.

Considerable traffic modelling has been undertaken to develop the outcomes from these workshops and assess the options for meeting Henderson's future transport needs.

Accordingly, funding has been provided in the 2006-2016 Long Term Council Community Plan.

### **STRATEGIC CONTEXT**

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

The provision of a more direct road link to the Henderson Central Business District, installation of intersection controls that better provide for pedestrians and cyclists, and reducing critical congestion on a key bypass route, all contribute to achieving this strategic vision.

### **ISSUES**

A number of issues have been identified with the operation of the existing network.

- Poor access to and from Trading Place;
- The entry to the Henderson Central Business District from Edmonton Road is not direct;
- There is no provision for cyclists on the existing road network;
- The existing two lane roundabouts with pedestrian crossings in close proximity provide an unsafe and unfriendly pedestrian environment; and
- The bypass route via Alderman Drive and Sel Peacock Drive is severely congested during the evening peak with severe queues disrupting the operation of the adjacent intersections. The roundabouts also operate close to capacity during the off-peak, resulting in the likelihood that severe queues will occur throughout the day within a few years. This also affects bus services.

As well, Council has a commitment to UNITEC to improve access to Trading Place by constructing a bridge from Trading Place to Edmonton Road.

### **ANALYSIS OF OPTIONS**

Three options have been considered and are detailed below, a do minimum option and two different upgrading options.

The options are:

#### **Option 1**

##### Existing level of service (Do minimum)

This option retains the existing road layout and intersection controls. It proposes only minor road marking changes and the conversion of the two existing pedestrian crossings in Alderman Drive to a single signalised pedestrian crossing in the vicinity of the Falls Hotel.

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Low cost.</li> <li>• Safer pedestrian crossing.</li> </ul>	<ul style="list-style-type: none"> <li>• Roundabout's capacity problems during peak hours are not addressed.</li> <li>• Congestion on the bypass route will result in higher traffic on Great North Road through the Henderson Central Business District.</li> <li>• Roundabout will reach capacity during off peak within a few years</li> <li>• The proposed signalised pedestrian crossing is separated from desire lines at intersections so less convenient for pedestrians.</li> <li>• Pedestrian safety issues are not fully catered for (only crossing of Alderman Drive is addressed).</li> <li>• Access to Henderson Central Business District from Edmonton Road remains poor.</li> <li>• No provision for cyclists.</li> <li>• No future provision for bus priorities.</li> <li>• Does not meet the commitment to UNITEC.</li> </ul>

**Cost Estimate: \$200,000**

## Option 2

### Trading Place Link and Capacity Upgrade With Roundabout Controls

This option involves maintaining a roundabout control with the addition of the Trading Place bridge link to the Henderson Central Business District. To address capacity at the intersection of Edmonton Road, Alderman Drive and the new link it is necessary to enlarge the roundabout, providing three circulating lanes and three entry lanes on all approaches except the new link. This option requires removal of the pedestrian crossings adjacent to the roundabouts. As with option 1 a new signalised crossing can be provided outside the Falls Hotel to provide for pedestrians crossing Alderman Drive.

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Capacity issues during peak hours are addressed for a number of years.</li> <li>• Direct access to Henderson Central Business District from Edmonton Road.</li> <li>• Safer pedestrian crossing on Alderman Drive.</li> <li>• Meets the commitment to UNITEC.</li> </ul>	<ul style="list-style-type: none"> <li>• Extensive land take required.</li> <li>• Capacity of roundabout will be reached within 10 years of implementation.</li> <li>• Reduction in safety for pedestrians crossing Edmonton Road.</li> <li>• Layout does not adequately cater for heavy vehicles and buses.</li> <li>• Inadequate for cycle movements.</li> <li>• Loss of a large number of parking spaces.</li> <li>• Economic evaluation of the project showed the project will be economically unviable and will not attract Land Transport New Zealand subsidy.</li> <li>• No future provision for bus priorities.</li> </ul>

**Cost Estimate: \$6,900,000**

### Option 3

#### Fully Signalised Intersection With a Link to Trading Place

This option involves the installation of traffic signals at the intersection together with a link to Trading Place via a new bridge over Oratia Creek. For the signals to operate effectively it is also desirable to include signalising the intersection of Alderman Drive and Sel Peacock Drive together with widening of the existing bridge on Alderman Drive. This allows coordination of the signals for more efficient operation of the intersections and improves access to Cranwell Park. This option allows for future proofing of the bypass route linking Great North Road with Lincoln Road around the Henderson Central Business District. In this option all existing pedestrian crossings are removed and replaced by pedestrian signals at the intersections.

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Pedestrians are adequately and safely catered for.</li> <li>• Intersection will have adequate capacity for at least 15-20 years.</li> <li>• Cyclists are catered for within the signalised intersection.</li> <li>• Direct link to Henderson Central Business District from Edmonton Road.</li> <li>• The use of signals allows for future inclusion of bus priority measures such as signal pre-emption at a later stage.</li> <li>• Less pavement area required than a three lane roundabout.</li> <li>• Less land take required than a three lane roundabout.</li> <li>• Project's economic evaluation resulted in a high benefit cost ratio and therefore will receive Land Transport New Zealand subsidy.</li> <li>• Improved traffic flow through the bypass route will reduce congestion on Great North Road through the Henderson Central Business District.</li> <li>• Meets the commitment to UNITEC.</li> </ul>	<ul style="list-style-type: none"> <li>• Relatively high costs.</li> <li>• Loss of a number of parking spaces (less than for option 2).</li> </ul>

**Cost Estimate: \$7,340,000**

### RESOURCES

Funding of \$4,914,000 has been provided in the 2006/2007 Annual Plan and \$2,428,000 for 2007/2008 has been provided in the 2006-2016 Long Term Council Community Plan.

### CONCLUSIONS

Option 3 is recommended as although it is a higher cost option it provides the best long term outcome for integrated transport in and around the Henderson Central Business District.

## **RECOMMENDATIONS**

1. That the Alderman Drive/Edmonton Road Intersection - Analysis of Options report be received.
2. That Option 3, including construction of the new link to Trading Place via a new bridge over the Oratia Stream, the conversion of the two existing roundabouts to traffic signals controlled intersections, and the widening of the existing bridge on Alderman Drive, be approved.

Report prepared by: Adam Moller, Principal Transport Engineer: Design.



## **13 DRAFT BIODIVERSITY STRATEGY**

### **PURPOSE OF THE REPORT**

The purpose of this report is to present the draft Biodiversity Strategy to the City Development Committee to consider for adoption.

### **BACKGROUND**

New Zealand has an obligation, as signatory to the international Convention on Biological Diversity, to protect its indigenous biodiversity. Domestic legislation, such as the Resource Management Act 1991 and the Biosecurity Act 1993 reinforce this obligation. Towards meeting this obligation, the New Zealand Biodiversity Strategy (2000) was prepared to provide a framework for action. The Council's own Green Network strategic platform holds the vision that streams and forests will be full of life, and seeks to link the Waitakere Ranges and the sea, connecting the everyday lives of the people of Waitakere with the natural world. The draft Biodiversity Strategy has been developed to give effect to this vision.

At its meeting of 10 August 2004, the Environmental Management Committee adopted the draft Biodiversity Strategy as a document for consultation and further development (1495/2004). That draft has undergone further development with relevant staff and has been circulated to conservation groups working in Waitakere City, Auckland Regional Council and iwi.

A41-A76

A revised draft with graphics has been placed on the Waitakere City Council website for further comment during July this year. The final outcome is now attached at pages A41 to A76 for the Committee's consideration for adoption.

### **STRATEGIC CONTEXT**

The Council's Long Term Council Community Plan, prepared under Section 93, identifies sustainable development as one of the City's five priorities, including through supporting ecosystem capacity and respecting environmental limits. A key indicator of sustainability is the maintenance of local biodiversity. The concept of sustainability is also supported by the Community Outcomes mandated through consultation with the community, that is: Sustainable Environment and Environmental Protection. The Council's nine strategic platforms include the Green Network, which is about caring for natural areas.

The Long Term Council Community Plan targets the Waitakere Ranges for a higher level of protection, in particular, through managing weeds and pests, ensuring ecosystems are not compromised by urban sprawl or visitor pressure, and re-establishing corridors to link the Ranges to the sea. The Long Term Council Community Plan includes funding to support this programme. Delivery is through the Green Network strategic platform.

The 2020 vision for the Green Network is that the Waitakere Ranges will be permanently protected. There will be a network of bush and trees from the Ranges, through town centres and suburbs, to the coasts, bringing the natural world into people's everyday lives and filling the streams and forests with life. This platform is about caring for natural areas. The City's parks, bush and streams form a green network that provides homes and highways for wildlife and recreational areas for people. It also assists with managing and filtering stormwater. Protection and enhancement is sought on both public and private land, community involvement is encouraged, as is the protection of landscapes, native plants, wildlife and ecosystems.

## **ISSUES**

The purpose of this Biodiversity Strategy is to collate and re-focus many of the policies and actions already adopted by the Council and the community for a range of different purposes, and to propose some new actions, to provide good biodiversity outcomes from all land management practices. The strategy does not duplicate policies already contained in the District Plan, draft Parks and Open Space Strategy, reserve management plans, Stormwater Strategy and integrated catchment management plans.

Although there are numerous active restoration programmes underway in the City, being undertaken by both the Council and the community, there is currently a lack of targeted biodiversity outcomes in relation to these. The Biodiversity Strategy draws together and summarises existing information and provides specific biodiversity objectives and outcomes and an action plan to achieve the biodiversity vision for the City.

Implementing the strategy relies on community action as well as actions undertaken by the Council and Auckland Regional Council.

## **RESOURCES**

No resources in addition to existing budgets provided in the 2006/2007 Annual Plan and 2006-2016 Long Term Council Community Plan are required to implement the Biodiversity Strategy.

## **CONCLUSION**

The draft Biodiversity Strategy has been developed over the last two years with input from staff and community groups. It is now at a stage where it can be adopted and implemented. The strategy will be reviewed within five years.

## **RECOMMENDATIONS**

1. That the draft Biodiversity Strategy report be received.
2. That the City Development Committee adopt the Biodiversity Strategy as attached at pages A41 to A76.

A41-A76

Report prepared by: Carol Bergquist, Senior Analyst Environmental Policy.



**REPORTS FROM THE SUBCOMMITTEES**

**14 CULTURE, ARTS AND EVENTS SPECIAL COMMITTEE**

**THE SPECIAL COMMITTEE SUBMITS THE FOLLOWING REPORT OF ITS MEETING HELD ON WEDNESDAY, 12 JULY 2006**

**1. DRAFT EVENTS STRATEGY**

**The Special Committee Recommends:**

*A77-A117*

That the draft Events Strategy, as attached at pages A77 to A117 be adopted.

**2. OTHER MATTERS CONSIDERED**

*A118-A121*

The Special Committee dealt with a number of items for which it has delegated powers to act and a copy of the minutes of the meeting is attached at pages A118 to A121.

**The Special Committee Recommends:**

That the Meeting report of the Culture, Arts and Events Special Committee held on Wednesday, 12 July 2006 be received.

JP Lawley  
**CHAIRMAN**



**15 PROJECTS SPECIAL COMMITTEE**

**THE SPECIAL COMMITTEE SUBMITS THE FOLLOWING REPORT OF ITS MEETING HELD ON WEDNESDAY, 5 JULY 2006**

**MATTERS CONSIDERED**

*A122-A125*

The Special Committee dealt with a number of items for which it has delegated powers to act and a copy of the minutes of the meeting is attached at pages A122 to A125.

**The Special Committee Recommends:**

That the Meeting report of the Projects Special Committee held on Wednesday, 5 July 2006 be received.

RP Dallow, QPM, JP  
**CHAIRMAN**



**RECOMMENDATIONS FROM OTHER MEETINGS**

**16 RECOMMENDATION FROM NEW LYNN COMMUNITY BOARD**

**New Lynn Community Board recommends to the City Development Committee:**

That the internal access road between Portage Road and Olympic Place in Olympic Park be named "Portage Eco Way".



**17 RECOMMENDATIONS FROM WAITAKERE COMMUNITY BOARD**

**Waitakere Community Board recommends to the City Development Committee:**

1. That the proposed combined wastewater treatment system with the Bethell's Beach Surf Club be approved.
2. That Council make provision for connection of the Bethell's Beach Surf Club in funding for the Bethell's Beach public toilet wastewater system.



**PUBLIC EXCLUDED MATTER**

**18 MARINE PRECINCT UPDATE**

This item will be considered in the Confidential Supplement of the agenda, and has been circulated to members separately with this agenda.

**PROCEDURAL MOTION TO EXCLUDE THE PUBLIC**

That the public be excluded from the following part of the proceedings of this meeting, Marine Precinct Update.

The general subject of the matter to be considered while the public is excluded, the reason for passing this resolution in relation of the matter, and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of the matter to be considered.	Reason for passing this resolution in relation to the matter.	Ground(s) under Section 48(1)(a) for the passing of this resolution.
<ul style="list-style-type: none"><li>• Marine Precinct Update</li></ul>	<p>The withholding of information is necessary in order to:</p> <ul style="list-style-type: none"><li>• Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</li></ul>	<p>That the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist.</p>

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 7(2)(i) of that Act which would be prejudiced by the holding of the relevant part of the proceedings of the meeting in public as follows:

- *The report contains information which if released could affect Council's negotiations.*

