

**AGENDA FOR A MEETING OF THE CITY DEVELOPMENT COMMITTEE TO BE HELD AT
WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE,
ON THURSDAY, 5 JULY 2007 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, 7 June 2007

RECOMMENDATION

That the minutes of the Meeting of the City Development Committee held on Thursday, 7 June 2007, as circulated, be taken as read and now be confirmed.



4 CONFLICTS OF INTEREST

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



5 **RODNEY DISTRICT COUNCIL: KUMEU-HUAPAI, WAIMAUKU AND RIVERHEAD WASTEWATER SERVICING**

PURPOSE OF THE REPORT

The purpose of this report is to update the City Development Committee on the options Rodney District Council is considering for servicing the Kumeu-Huapai, Waimauku and Riverhead areas for wastewater, and to provide feedback from the Committee on these options. A presentation will be made at the meeting by Rodney District Council representatives.

BACKGROUND

Rodney District Council is currently considering three options to meet its obligations of protecting public health and safety by improving sewerage services to the townships of Kumeu- Huapai, Waimauku and Riverhead. These are: a standalone treatment and disposal system located at Tapu Road Huapai, a connection to the Watercare Services Limited wastewater system, and a continuation of on-site systems together with improvements such as introduction of a Warrant of Fitness system. As part of the Quadruple Bottom Line (QBL) assessment being undertaken, Rodney District Council is seeking feedback from Waitakere on the option of connecting these communities to the Watercare system. A copy of the QBL assessment will be requested from Rodney District Council when it is completed.

Population

The townships of Kumeu-Huapai, Waimauku and Riverhead (KHWR) have a combined usually resident population of 3,435 (2006 census), together with 1,209 dwellings (occupied and unoccupied).

The "Northern and Western Sectors Agreement" (NWSA) (2001), a joint agreement between Rodney District Council, Waitakere City Council, North Shore City Council and the Auckland Regional Council drawn up as part of the Auckland Regional Growth Strategy, identifies areas for growth to the year 2021 in the north west of the Auckland region. One of Rodney District Council's key development strategies is focusing residential development in its western area in the key settlements of: Kumeu-Huapai, Helensville and Riverhead, and providing infrastructure to serve the growth which will occur in the district.

The projected 2021 total population in Kumeu-Huapai, Waimauku and Riverhead is estimated at 10,500.

Current Wastewater Servicing

Private on-site wastewater systems are currently the most commonly utilized systems to manage liquid wastes in these townships, although an area of Huapai (140 lots, mainly residential but with some commercial uses) is serviced by an existing small package treatment plant with disposal to the Kumeu River. There are, in addition, a number of 'cluster wastewater systems' serving groups of households and businesses.

A risk assessment carried out in association with Rodney District Council's Water and Sanitary Services Assessment found that the private on-site wastewater systems in all four townships were in need of upgrading to a public reticulation system to protect public health and the environment. One of the principle reasons is the unsuitability of the soil types in these townships to adequately dispose of the treated effluent on urban-sized individual sites, particularly over the wet portion of the year. Site sizes are generally less than 2000m².

Options Considered and Progress to Date

The three wastewater servicing options shortlisted by Rodney District Council after consideration of nine options (and a number of sub-options) are as follows:

1. Fully decentralised

On-site treatment with effluent transferred via small bore pressurised reticulation system to one of around 15 small treatment plants located throughout the community, and disposal to land at the treatment plant sites.

2. Standalone decentralised

On-site septic tanks or grinder pump systems connected to a small bore reticulation system. Effluent would be transferred to one of two treatment plants located at Kumeu-Huapai and Riverhead, with disposal to land and provision for a wet weather discharge to either the Kumeu River or an estuary.

3. Watercare Hybrid Decentralised

On-site grinder pump systems transfer effluent via small bore pressurized system to the Watercare Services Limited system at Brigham Creek, Waitakere City, and hence to the treatment plant at Mangere. Disposal of treated effluent would be to the Manukau Harbour.

Standalone Decentralised Solution

After considering the options, Rodney District Council at their meeting 26 May 2005 resolved to adopt the standalone decentralised approach to providing wastewater services to Kumeu-Huapai, Waimauku and Riverhead. The Watercare option was discounted primarily on the grounds that it was not wanted by many in the community, who wished to treat and dispose of their own wastewater in their own backyard, and believed that connection with Watercare would encourage more urban-style development between Waitakere and Kumeu. The concern was also raised that by sending Rodney wastewater to Watercare, Watercare could then send Auckland's wastewater to a future plant in Rodney.

Two sites at 200 School Road, Waimauku (50.94 ha) and 139 Tapu Road, Huapai (83.8 ha) were purchased in 2005 for purposes of effluent treatment and disposal, and the Tapu Road site, central to the four townships, was chosen as the site for the wastewater treatment plant. Over the past few years, considerable work was undertaken on appropriate discharge standards, environmental effects assessments and treatment plant and reticulation design. Rodney District Council is now at a point where staff are satisfied that a technically feasible solution is available, as follows:

- Small bore pressurised reticulation would be installed at the four townships to reduce infiltration. Each township would have a public pump station and rising main system to transfer the wastewater to the Tapu Road site at Huapai.
- A standalone treatment plant would be located at the Tapu Road site, achieving a high standard of treatment, including ultraviolet treatment.
- As much of the treated wastewater as possible would then be irrigated to the land at the Tapu Road site with the remainder (which cannot be absorbed by the land) being disposed to the Kumeu River via an engineered wetland.
- An option is being considered of funding land use management and riparian management projects on the river to provide greater improvements in river water quality, rather than using that money to focus on a single point discharge. Providing extremely high level treatment at the wastewater plant would mean that the quality of the effluent discharged to the river would be better than the quality of the water already in the river.

The next step in pursuing the standalone option was to have been a Rodney District Council resolution to take this solution, together with costs, especially costs to each household, back to the community and iwi for comment.

STRATEGIC CONTEXT

The Council's Three Waters strategic platform has the objective of establishing Waitakere as a centre of innovative water management. One of the success measures to indicate progress in this direction is that sustainable management solutions for stormwater, water and wastewater have been achieved in all new development areas. It is in the Council's interest to promote sustainable management solutions with adjoining councils.

ISSUES

Subsidy Withdrawal

Over the past four years, Rodney District Council has been progressing the Kumeu-Huapai/Waimauku/Riverhead wastewater project in the belief that the wastewater scheme would be affordable to existing households because the Central Government subsidy would be available. In about July 2006 the Rodney District Council was informed that the subsidy scheme was on hold pending the results of a review. In March 2007, a letter from the Minister of Health, indicated that communities such as Kumeu-Huapai, Waimauku and Riverhead, with relatively low 'deprivation indices' are unlikely to receive any of the remaining funding.

For Rodney District Council, this news brings into question the affordability of the project as it now stands. Their staff are therefore taking a step back to reconsider alternative ways of meeting the primary objective of safeguarding public and environmental health for the four communities, and the secondary objective of servicing growth. The options identified for consideration are:

- Connection to the Watercare Services Limited regional sewerage system
At a meeting of the South West Rodney Wastewater Working Party 13 February 2007, it was agreed that in view of the likely withdrawal of the subsidy, and the impact of this on affordability of the scheme, Rodney District Council should reassess the option of connecting the area to Watercare. Rodney District Council staff have commenced the process of talks with Watercare Services Limited, particularly with a view to estimating whole of life costs for purposes of comparison with the Tapu Road standalone option. The presentation to Waitakere City Council is designed to appraise Councillors of the situation Rodney District Council finds itself in, and to seek support for the application for a connection to the Watercare network, in the event that this option is assessed through the analysis as the best way forward.
- Investigating alternative means of funding the standalone treatment plant and disposal system at Tapu Road
The scheme is being designed to serve both the existing community and planned development with an emphasis on initially serving the existing properties. However, there is a significant up-front cost build key elements of the scheme and it may be better to align this more closely with development and connect the existing properties over a period of time. Initial meetings have already been held with some developers.
- Reviewing the impacts of remaining with the status quo
This involves studies to show whether a continuation of the status quo (primarily on-site wastewater disposal) could be made sustainable in the long term.

Rodney District Council is currently collecting all of the information on the three options together for assessment in light of economic, environmental, social and cultural impacts. As part of this information gathering, Rodney District Council will be taking the cost comparisons and environmental information back to the community and iwi for consideration.

It is anticipated that this information will be brought back to Rodney District Council for consideration and a decision in the New Year.

Issues for Waitakere City Council

Waitakere City Council's view on wastewater servicing of these townships, based on its 'eco city' principles, would be to support either the local treatment plant facility options or on-site wastewater treatment and disposal systems, assuming this was confirmed by a QBL (Quadruple Bottom Line) assessment. However, the public health issues arising from these options cannot be ignored if there is a genuine risk to public health. Addressing public health risk by improving the performance of existing on-site systems would seem to be a very cost effective option, if feasible, bearing in mind the comments on the unsuitability of the soil types in the area. It is considered that a clear statement from the Medical Officer of Health confirming that the public health risks posed by either the local treatment plant options or the continued use of on-site systems would be necessary before a centralised solution (i.e the Watercare option) could be supported by Council.

The matter of affordability to existing residents is also a key issue, and the matter to consider here (apart from whether the improvements are essential from a public health perspective), is whether the proposals are supported by the community, and if so, whether the cost/benefit of the proposals are robust, i.e. will the expenditure per property add that same amount or more to the value of the property. If the Watercare option is the only option that provides a satisfactory cost/benefit outcome, then it may be difficult for Waitakere City Council to counter this solution. Any commercial arrangement between Rodney District Council and Watercare Services Limited for this option would need to satisfy Waitakere City Council in terms of being 'cost neutral' to Council i.e. any new or additional Watercare infrastructural costs must be met by Rodney District Council.

RESOURCES

There is no impact on resources apart from staff time to liaise with Rodney District Council.

CONCLUSION

Rodney District Council is currently considering three options to meet its obligations of protecting public health and safety by improving sewerage services to the townships of Kumeu-Huapai, Waimauku and Riverhead. These are: a standalone treatment and disposal system located at Tapu Road, Huapai, a connection to the Watercare Services Limited wastewater system, and a continuation of on-site systems together with improvements such as introduction of a Warrant of Fitness system. As part of the QBL assessment being undertaken, Rodney District Council is seeking feedback from Waitakere City on the option of connecting these communities to the Watercare system.

Waitakere City Council's view on wastewater servicing of these townships, based on its 'eco city' principles, would be to support either the local treatment plant facility options or on-site wastewater treatment and disposal systems, assuming this was confirmed by a QBL (Quadruple Bottom Line) assessment. However, the public health issues arising from these options cannot be ignored if there is a genuine risk to public health.

It is considered that a clear statement from the Medical Officer of Health, confirming the public health risks posed by either both the local treatment plant options or the continued use of on-site systems would be necessary before a centralised solution (i.e the Watercare option), could be supported by Council.

If the Watercare option was adopted, any commercial arrangement between Rodney District Council and Watercare Services Limited for this service would need to satisfy Waitakere City Council in terms of being 'cost neutral' to Council i.e. any new or additional Watercare infrastructural costs must be fully covered by Rodney District Council.

RECOMMENDATIONS

1. That the Rodney District Council: Kumeu-Huapai, Waimaukau and Riverhead Wastewater Servicing report and presentation be received.
2. That the Rodney District Council be advised of the following feedback from the City Development Committee on the three wastewater options proposed for the Kumeu-Huapai, Waimaukau and Riverhead areas:
 - Council favours the localised solution options, these being the standalone treatment plant option and the continuation of on-site systems together with improvements.
 - Confirmation from the Medical Officer of Health that the public health risks posed by either the standalone treatment plant option or the continued use of on-site systems option are unacceptable, would be necessary before the Watercare hybrid option was supported by Council.
 - If the Watercare option was adopted, any commercial arrangement between Rodney District Council and Watercare Services Limited for this service would need to satisfy Waitakere City Council in terms of being 'cost neutral' to Council.
3. That a copy of the Quadruple Bottom Line assessment for this project be requested from Rodney District Council when it is completed.

Report prepared by: Richard Taylor, Assets and Network Manager.



6 WAITAKERE RAIL UPDATE

PURPOSE OF THE REPORT

The purpose of this report is to update the City Development Committee of recent developments and issues with rail in Waitakere and also responds to an earlier resolution of the City Development Committee:

1. *That the Waitakere Rail Update report be received.*
2. *That a report be brought back to the City Development Committee updating the Committee on rail corridor landscaping, graffiti control and billboards.*
3. *That Council write to the Minister of Transport seeking further funding for graffiti control along the rail corridor.*

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requesting an update on rail corridor landscaping, graffiti control and billboards and a similar resolution from Projects Special Committee:

That the Chief Executive Officer be requested to report back to Council on initiatives by the Mayor to reduce graffiti and vandalism in the rail corridor as discussed with the Ontrack representatives at the Mayoral Forum in 2006.

21/2007

BACKGROUND

The Waitakere rail line is the passenger transport spine of the City and a key part of the emerging regional rapid transit network. It is of immense strategic significance to Waitakere and supporting rail through transport/land use integration is the focus of much of the Council's capital investment programme, especially in Henderson and New Lynn.

The Waitakere City Council Transport Strategy 2006-2016 strongly supports the completion of the initial upgrade of the Auckland urban rail network; the future electrification of the network and ongoing rail network development, particularly the planned CBD loop rail tunnel. A rapid rail service provides an efficient and environmentally sustainable way to travel and supports the planned intensification along the rail corridor, especially at town centres.

STRATEGIC CONTEXT

The double-tracking and electrification of the western rail line will have a strong positive influence on nearly all of Council's strategic platforms, being integrated transport and communications; urban and rural villages; strong innovative economy; green network; strong communities; and sustainable energy and clean air.

Integrated transport and communication, *Te Whakaurunga Waka Te Whakawhiti korero*

Rail is the passenger transport spine for Waitakere and an integral part of the region's rapid transit network. It connects two of Waitakere three main town centres and a significant number of other town centres to each other and to the rest of the region.

Urban and rural villages, *Nga kainga taone, tuawhenua*

The ongoing development of rail strongly supports town centres that are thriving places, providing exciting options for people to live, work and play.

Strong innovative economy, *He tupuranga kaha ihi wana*

The double-tracking of the Waitakere rail line provides a congestion-free alternative to road congestion. This will support Waitakere as an even more attractive place to live and work.

Green Network, *He tuituitanga kakariki*

Over time, the Waitakere rail line will be transformed from a graffiti-ridden weed corridor to a key part of the city's green network, linking suburbs and town centres with bush and trees.

Strong Communities, *He iwi kaha*

Passenger rail in particular, and passenger transport in general, is a strong tool for community cohesion and development. It also provides critical access to jobs, housing, retail, health, welfare, leisure and social opportunities for people who, whether by choice or not, do not have access to a car.

Sustainable energy and clean air, *He kaha motuhake. He hau ora pai*

There are benefits to the general population and the environment as people choose to use passenger transport rather than cars; these include lower fuel consumption and lower CO² emissions.

ISSUES

Where we are at

Since the last rail update report to City Development Committee in April 2007, 7.5 kilometres of double-track from just east of Titirangi Road to just past Mt Lebanon Lane came into service immediately after Queen's Birthday weekend. This had an immediate positive effect on on-time train operation for inbound services which were often delayed at Henderson waiting for outbound services to clear the single-track section. Saturday train service has also been reinstated between New Lynn and Henderson while buses still replace Saturday train services between Henderson and Waitakere. By the time the Committee meets, a new rail timetable will have been introduced, doubling the peak train frequency between Henderson and Britomart in both directions. The Auckland Regional Transport Authority (ARTA) projects that the new timetable will double passenger boardings at stations between Fruitvale Road and Henderson.

Double-tracking commissioning issues

Officers from across the organisation are working on a co-ordinated, cross-council response to tidy-up issues from the commissioning of the double tracking. This includes such things as the interface between Fruitvale Rd Station and Mason Park; a range of measures to reduce the bulk and visual impact of the Glen Eden pedestrian overbridge through arts, urban design, landscaping and pedestrian accessibility measures; landscaping issues at Sunnyvale Station; and reinstatement of facilities used for track and station construction such as Mason Park.

Sturges Road, Ranui and Swanson proposed pedestrian overbridges

ONTRACK and its consultants have developed options for remedying, mitigating or avoiding the potential privacy and visual impacts of proposed pedestrian overbridges at Sturges Road, Ranui and Swanson stations.

The following is proposed by ONTRACK for each station:

- **Sturges Road Station:** At grade crossing at the same position as a present controlled by electronic gates (subject to ONTRACK being satisfied as to the safety of this option).
- **Ranui Station:** Stairs and bridge across the railway tracks with disabled access provided at-grade at Metcalfe Road. This involves a short extra travel distance for disabled people but feedback received is that disabled people would prefer to travel a little further on flat ground than to have a slightly shorter climb at a 1:9 grade.
- **Swanson Station:** Stairs, bridge and ramps across the railway tracks, with mitigation to minimise the length of ramp required and to screen the ramps with landscaping.

A1-A2 Both bridge options for Ranui and Swanson stations include architectural treatments (attached at pages A1 to A2) which reduce the visual impact of the bridge but also fit well with the arts bridge concept pioneered by Waitakere.

Consultation with the Ranui and Swanson communities (including key stakeholder organisations in each community) will be underway by the time of the meeting. Consultation with internal staff and local elected members has already taken place.

As the total cost of two enhanced overbridges plus an upgraded at-grade crossing at Sturges Road station is likely to be less than the originally planned cost of three overbridges with ramps and stairs, officers suggest that elected members request ONTRACK to meet the cost of the bridge enhancements and landscape mitigation for the Swanson Station ramps.

Graffiti abatement in the rail corridor

A3

Since the last report, ONTRACK has agreed to support the planned graffiti abatement pilot in the rail corridor around the Henderson CBD (letter from ONTRACK attached at page A3) through waiving of access fees, providing safety training and supporting safety planning work. Safe Waitakere officers have approached the Department of Corrections about providing labour for graffiti removal. The Department of Corrections has responded positively and this will be confirmed by an exchange of letters between the Council and the Department of Corrections.

The trial will commence just as soon as all the necessary safety documentation is in place and the Department of Corrections participation is confirmed. Paint is able to be sourced at a heavily discounted price through the Tag Out Trust and ONTRACK will be asked to meet this cost.

In discussions with key council staff and the various trusts that make up the Eco-matters Trust, there is much enthusiasm for expanding the scope of the trial to include weed removal and landscaping in areas that aren't included in ONTRACK and ARTA's landscaping plans. This includes areas in the immediate vicinity of the Waitakere Central Civic Centre.

The intention with the trial is to take a holistic approach within a manageable initial area, to begin the transition of the rail corridor from a graffiti and weed corridor to a green corridor of which the City can be proud.

Once the trial has been completed and evaluated, the desire is to see this extended across the length of the rail corridor in the urban part of Waitakere, maximising the opportunity presented by the stage of double-tracking works currently underway between Mt Lebanon Lane and Swanson Station.

It is likely that the trial can be resourced through a combination of Department of Corrections labour and ONTRACK support. Any council resource would need to be accommodated through existing budgets. However, any roll-out across the entire rail corridor within the city is likely to require a call on council and partner resources. Any unbudgeted resource implications for the Council in the 2007/2008 financial year will be reported to Elected Members for their consideration or for 2008/2009 it would be included in the draft Annual Plan 2008/2009.

Greening the rail corridor

Since the last report, a number of meetings have taken place between council officers, the trusts that make up the Eco-matters Trust, ONTRACK and ARTA around the issue of landscaping the rail corridor and railway stations. It has become clear from these meetings that while landscaping works by ARTA and ONTRACK will go some way to improving the level of amenity in the rail corridor, these organisation's resources alone will not deliver on the Council's desire to have the rail corridor as a key green corridor in the City.

Both ARTA and ONTRACK are financially constrained in terms of how much landscaping they can deliver to the corridor and at railway stations. ONTRACK's funding for the upgrading of rail in Auckland is tied to very-specific projects and areas and is meant to be "fit for purpose without gold-plating." ARTA's funding provides for stations to be provided to a regionally-agreed specification and standard. Both organisations provide some landscaping with their projects but are also constrained by rampant construction cost inflation in the order of 15 per cent per annum.

An example of where the Council has already added value to the rail corridor is the contribution of a large number of plants to ONTRACK who planted them as part of the reinstatement of Singer Park after double-tracking works. This planting project alone has made a significant contribution to the level of amenity in Singer Park for both park and rail users.

Council staff from across the organisation (and involving the Eco-matters Trust) are working on a multi-criteria approach to greening the rail corridor that incorporates graffiti abatement through landscaping for screening and graffiti removal; weed removal and its substitution by appropriate landscaping; and landscaping for amenity and biodiversity. It is important that this landscaping also meets the safety requirements of ONTRACK, especially in regards to electrification, signalling and sight lines for train drivers. To this end, ONTRACK will be further engaged in this process once the Council has finalised its desired outcomes for the project.

Council officers are also in discussions with Auckland Regional Council (ARC) heritage staff to integrate this work with ARC's "Greening the Rail Corridors" project.

Railside Avenue billboards and Henderson Valley Road rail overbridge

A meeting has yet to be arranged to discuss issues relating to the Railside Ave billboards and Henderson Valley Rd and Titirangi Road rail overbridges. However, ONTRACK has indicated that such a meeting can be scheduled for the near future.

Over 22,000 car drivers, car passengers, pedestrians and cyclists pass under the Henderson Valley Road rail overbridge daily. This route is in effect the portal to Waitakere Central and the currently heavily graffitied state of the overbridge does not present a good image for rail; or for the Council or Henderson.

However, ONTRACK has indicated that it is open to concepts to treat this overbridge and Council arts officers are in the process of developing such concepts based on engineering drawings of the overbridge supplied by ONTRACK.

It is possible that if such an arts treatment were acceptable to ONTRACK for Henderson Valley Road overbridge, a similar treatment might also be acceptable for the Titirangi Road rail overbridge. Titirangi Road is a key gateway to the Waitakere Ranges and again a heavily graffitied rail overbridge presents a poor image for both rail and for the city.

When officers do meet with ONTRACK's property staff, the issues of the Railside Avenue billboards and the potential treatment of the rail overbridges will be discussed.

Park and Ride Facilities

The construction of the Rangeview Park and Ride facility at Sunnyvale station is well underway with completion planned for late July 2007. Planning and design is in the final stages for the Sturges Road Park and Ride facility and planning work is also well advanced for the additional park and ride facility at Swanson Station.

The Council has sourced funds from within existing budgets to provide CCTV cameras and help points at Sunnyvale Station. Officers are currently working with ARTA on remote monitoring of the park and ride and help points, together with a security response to incidents. Britomart station has surveillance staff working 24 hours a day together with roving security patrols across the rail network.

Electrification

The 2007 Budget included an announcement confirming that the Government will fund ONTRACK to provide the above-track infrastructure for electrification of the core of the Auckland urban rail network. For the western line, this extends as far as Swanson Station but not beyond due to the size limitations of the Swanson rail tunnel. The budget also set in place a mechanism (subject to legislation being passed) to enable the region to raise funds through a regional fuel tax which could provide a funding stream to service the debt from acquiring rolling stock for the electrified network.

Officers are keeping close tabs on the development of the rail electrification project and the regional fuel tax and these developments will be reported to this committee as required.

One of the potential impacts of electrification is a further delay to the introduction of Sunday rail services west of New Lynn. Initially, Sunday rail services were planned to be extended to Waitakere upon completion of double-tracking in 2009. However, the demands of the electrification project now put this in doubt. This means that there could be a further extended period in which Waitakere Village, Swanson, significant parts of Ranui, Western Heights and Sunnyvale as well as the area around Fruitvale Road Station continue to have no Sunday public transport service. Officers propose that the City Development Committee requests that the Chief Executive Officer writes to ARTA requesting that a Sunday rail bus service be provided between New Lynn and Waitakere until such time as Sunday rail service can be provided on the whole western line. A suggestion resolution is appended to this report for Member's consideration.

RESOURCES

The Long Term Council Community Plan 2006-2016 budgeted for infrastructure improvements in relation to rail stations and station precincts. These improvements include park and ride facilities, access, lighting, security, landscaping and toilets. Any potential financial implications for the Council from work identified in this report will be reported to the Council for its consideration.

CONCLUSION

The double-tracking of the rail corridor; the upgrade of railway stations and the forthcoming electrification of the rail corridor provides exciting opportunities for engagement between a wide range of council's functions to add significant value to the work being delivered by ARTA and ONTRACK so that the rail corridor delivers on a wide range of the Council's strategic platforms.

However, officers are concerned that measures to avoid, mitigate or remedy effects of these projects, such as enhancements to the planned pedestrian overbridges at Ranui and Swanson Station should be funded by the agency creating the impacts, not by the community as a whole through rates. To this end, officers suggest that the Chief Executive Officer write to ONTRACK requesting that ONTRACK meets the costs of planned enhancements to pedestrian overbridges at Ranui and Swanson stations.

Officers are also concerned that the electrification project may delay the introduction of Sunday public transport services to areas served by rail. Officers suggest that the Chief Executive Officer write to the Auckland Regional Transport Authority requesting that a rail replacement service be provided on Sundays between New Lynn and Waitakere Village until such time as rail service can be provided.

RECOMMENDATIONS

1. That the Waitakere Rail Update report be received.
2. That the Chief Executive Officer write to ONTRACK requesting that ONTRACK funds planned enhancements to the pedestrian overbridges at Ranui and Swanson stations.
3. That the Chief Executive Officer write to the Auckland Regional Transport Authority requesting that a Sunday rail replacement bus service be provided between New Lynn and Waitakere Village until such time as Sunday rail service can be provided on the whole western rail line.

Report prepared by: Darren Davis, Strategic Advisor: Transport.



7 PIHA DOMAIN FOOTBRIDGE REPLACEMENT

PURPOSE OF THE REPORT

The purpose of this report is to obtain approval from the City Development Committee on the proposed design for the Piha Domain Footbridge replacement.

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.

In December 2002, during the annual structures inspection programme the concrete beams on the Piha Domain pedestrian footbridge were identified to be at risk of failure in the near future. The Piha footbridge was temporarily closed and steel beams with new decking and handrails were installed to reinstate the foot linkage between the beach and Piha Domain. The temporary bridge is approximately 1.2 metres wide with plywood sides to the handrail. The steel beams are located on the existing piles and the old concrete beams are still in place. The provision of the steel beams was only a temporary short term solution to provide pedestrian access over the Piha Stream.

The existing bridge piles have been assessed and it has been identified that the current piles can not take a loading of bridge over a width of 1.5 metres. A width of 1.5 metres is not suitable for cycle way/high pedestrian traffic under the New Zealand accessibility code.

Therefore, it was proposed to commence the design process for the full replacement of the bridge, to allow for a wider pathway and two way pedestrian and cycle traffic.

STRATEGIC CONTEXT

The strategic content for this project is to contribute to Council's strategic platforms of Urban and Rural Villages and Integrated Transport and Communication where the objectives are to:

- Enhance village centres in the City's rural areas;
- Provide for a safe, pleasant and direct pedestrian and cycle access.

One of the draft Parks and Open Space Strategy 2005 objectives is to involve communities in the design and management of parks and continue with providing and managing key pedestrian linkages through our parks in high use areas.

ISSUES

The adopted Project Plan involved working with the Council's Arts Manager in the engagement of three artists to each produce a schematic/concept design of a possible footbridge replacement. Each design was assessed by a design evaluation team comprising of two members of Piha Ratepayers and Residents Executive, the Chairman and one other representative of the Waitakere Community Board, a member from the City Development Committee, the Arts Manager, Parks Manager and an Engineer.

Three artists produced concept design options and together with the parks standard bridge design, these were put on display in the Piha library and presented to the Piha Ratepayers and Residents Executive (meeting held on 1 September 2006) for feedback from the community.

Iwi were presented with all four designs for consideration and are in support of the "Story of the Eel" concept design.

The feedback from surveys submitted at the Piha library and posted to Council identified the "Story of the Eel" bridge as being most popular with 55 percent of votes.

The design evaluation team met on 10 October 2006 to assess and consider the comments from the community and to evaluate the designs. From the four designs considered, the "Story of the Eel" design created by local Piha artist, Mandy Patmore was selected.

A4-A7

The concept design has been further developed taking into consideration the structural engineering requirements to make the bridge a reality. Development of a more detailed design has been undertaken in conjunction with the artist, Council's Senior Arts Project Coordinator, Council's project manager and an Engineer. Drawings of the proposed concept design are provided in attachment at pages A4 to A7.

A mail drop to the community will be undertaken following the Waitakere Community Board and City Development Committee meetings in July to update the community on the design selected and advise them of progress on the project.

Following approval of the proposed concept design by the City Development Committee, the process would involve gaining of resource and building consents and preparation of tender documents. Physical works are programmed to begin in February 2008 as there is potential risk of the bridge not being operational during the peak summer season should construction begin prior to Christmas.

Decision Making

The "Story of the Eel" concept design is appropriate for the proposed location. This option and three others were presented to the community for consultation. This option has been assessed against relevant criteria in accordance with Section 77 of the Local Government Act 2002.

RESOURCES

Funding has been allocated for the replacement of the Piha Domain footbridge in the draft 2007/2008 Annual Plan as set out below:

Account from draft 2007/2008 Annual Plan	Budget	Committed to this Project
Structures Renewals	\$847,000.00	\$450,000.00
TOTAL	\$847,000.00	\$450,000.00

CONCLUSION

The proposed "Story of the Eel" design was strongly supported by the community and agreed upon by the design evaluation team. The design is in keeping with the environment and has strong links to Iwi.

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 on the progress of the project.

RECOMMENDATIONS

1. That the Piha Domain Footbridge Replacement report be received.
2. That the "Story of the Eel" concept design for Piha Domain footbridge replacement be approved.

Report prepared by: Debbie Chapman, Parks Project Development Officer.



8 MASSEY MATTERS PROJECT UPDATE

PURPOSE OF THE REPORT

The purpose of this report is to update the City Development Committee on the establishment phase of the Massey Matters project and presents some next steps for the project in 2007/2008.

BACKGROUND

In early 2006, SHORE Research interviewed around 50 community leaders in Massey to look at key issues of local concern and opportunities for the establishment of a locality project in the area.

Key findings from the Massey Community Inquiry were:

- Massey is made up of not one but many diverse communities;
- There are many good aspects about living in Massey, for example:
 - housing affordability;
 - diversity of people and cultures;
 - nearness to green space;
 - motorway proximity;
- Areas where people felt that improvements could be made included:
 - more Massey specific events;
 - building of a stronger Massey identity and pride of place;
 - coordination among Massey agencies;
 - a central community hub in the Westgate town centre and more local community focal points;
 - upgrading the local urban form e.g. safety, art and design, mix of shops and facilities;
 - development of local parks and more local recreation opportunities;
 - public transport and local connectivity;
- Strong support for a collaborative and community based locality project in Massey.

The Massey Matters Project was formally initiated by the Council in March 2006. The broad aim of the project is for the Council to work alongside the local community and other partners to develop a programme for long term, community driven, sustainable neighbourhood renewal and development in the Massey area. Given the size of Massey and the complexity of the project, this project has been initiated with a ten year timeframe.

There are two key platforms within the project:

- Building and strengthening community activity, networks and sense of local identity and pride;
- Improving the way Massey looks and feels and functions - eg. public transport, walking and cycling connections, shops, community services and facilities, parks and recreation opportunities, the natural environment, more local jobs etc.

Four key principles continue to guide the project's development:

- Working with the Massey community;
- Sustainable suburban development;
- Collaboration and partnership;
- Concurrent planning and action.

The 2006 Massey Community Inquiry asked local leaders to identify positive changes that could be expected in five years time if the Massey Matters project was successful. Key areas of visible changes noted included:

- Lots of local festivals and concerts;
- Stories of positive changes in Massey;
- More working and talking together;
- Positive vibes compared to 5 years ago;
- More people staying in Massey for work and play;
- More club membership and participation;
- Migrants have meeting places of their own;
- A strong Massey identity;
- A strong community "hub";
- A place known for its unique art and design.

Sitting alongside the Massey Matters vision and principles, these medium term 'change' indicators have become key platforms in the development of the initial Massey Matters Project framework that was approved by the City Development Committee (2199a/2006) and Massey Community Board (1862/2006) in October 2006. Massey Matters is ambitious, innovative and based as much on energy and opportunity as careful pre-planning. This means that a key part of the model outlined below is flexibility and responsiveness to change as the project grows and develops over time.

About Massey Matters

Massey Matters is an umbrella 'brand' for a range of community building projects happening across Massey at different levels and places (e.g. within neighbourhoods, schools, communities of interest, marae, etc).

Massey Matters is not an entity that 'does' or controls things. The role of the project is to promote, network, broker, catalyse and assist Massey focused discussions and projects. Decision making and ownership, lies with individual projects and project teams.

Rather than an upfront focus on community governance and visioning, the initial focus of Massey Matters has been on getting new collaborative projects on the ground and promoting Massey. Although the community are at the forefront of the project, Massey

Matters builds on the principles of city wellbeing collaboration and partnering which recognises the need for local government, central government, iwi/Maori, business, community sector organisations and local residents to work together to make long term, sustainable change.

Council has taken on a leadership role in establishing the project. A part-time Massey Matters Project Leader has been engaged by Council to work with local agencies and individuals as required and be part of any project teams that may evolve. To assist community capacity building and locally led action, Council has established the Massey Matters Fund. This is a new annual contestable fund of \$25,000 to encourage and assist community led projects in Massey that contribute to the broader Massey Matters' project goals

Forums to Support Massey Matters

To date, two parallel discussion forums to support the project have been initiated. At a local level, quarterly Massey Matters Community forums were established in March 2006, with meetings hosted in different community venues each time. Community Forums have been attended by a range of agencies and individuals, with those attending generally being people that live or work in Massey and/or care about Massey and its future.

Each forum generally involves a mix of presentations and updating from the Massey Matters Project leader, workshops around key topics (e.g. project communications, reviewing project goals, priorities for families in Massey etc), invited speakers, open forum and report backs from Massey Matters funded community projects.

Recognising its role as project initiator, the Council has also established its own 'in house' quarterly forum for different parts of Council to come together to discuss Massey based issues and opportunities. This process enables Council to enhance internal communication and coordination around its own diverse work programmes in Massey. Based on the Long Term Council Community Plan 2006-2016, a 'Massey Investment Plan' is currently being prepared and will identify key operational and capital expenditure targeted for Massey over the next ten years.

STRATEGIC CONTEXT

Massey Matters is a flagship sustainable development project for the Council. It provides a major new opportunity for leading edge, community based sustainable suburban development thinking and action. This project can be clearly linked to all Waitakere's community outcomes and impacts on all nine of Council's strategic platforms. In 2006/2007 however, there have been three platforms where alignment has initially been strongest:

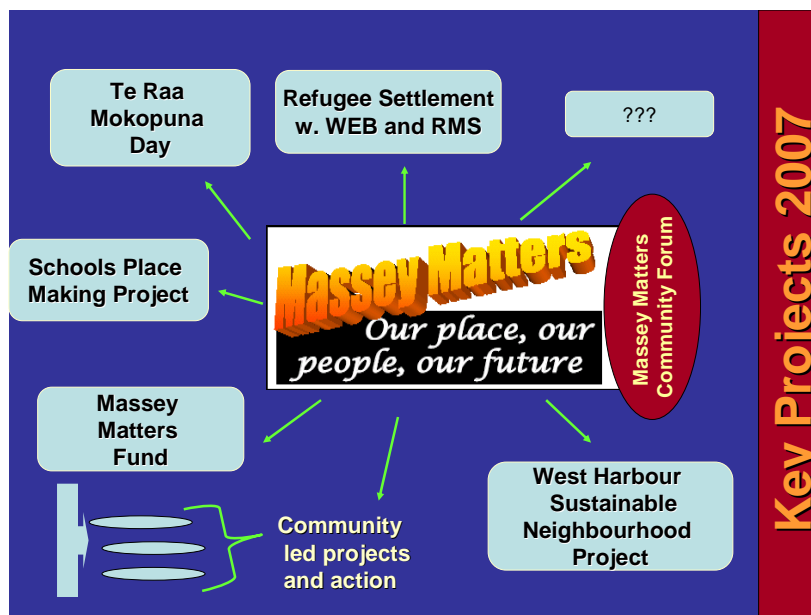
- a) **Strong communities**: supporting the health and wellbeing of the city's residents, building community pride and local identity
- b) **Active democracy**: people feeling that they can make a difference, resulting in high levels of community participation and respect for each other
- c) **Urban and rural villages**: ensuring people have choices in housing, transport, employment and recreation in their neighbourhoods and in the City's town centres

As noted earlier, Massey Matters is committed to supporting and enhancing the ability of the various communities in Massey to create their own pathways to sustainable development. This is reflective of Agenda 21 which promotes community participation and involvement and ownership in both local issues and solutions. It is also consistent with the intent of the new Local Government Act (2002) which actively seeks to enhance local community participation in decision making.

ISSUES

1. Key Achievements in 2006/2007

Over the last year, Massey Matters has focused on project establishment. This has involved reflecting on success factors and learning from Council supported locality projects elsewhere in Waitakere (e.g. Ranui Action Project, Henderson South - McLaren Park, Project Twin Streams) and working with the community and other agencies to develop some initial goals, ways of working and getting started. As noted earlier, initial projects have been driven by a mix of pre-planning and opportunities arising, with key Massey Matters activities in 2006/2007 reflected in the diagram below:



Key aspects of progress and achievement related to the 2006/2007 Massey Matters work programme are noted below:

1.1 Support for Massey Matters Concept and Direction

A wide range of community groups and leaders, government and community agencies, and local and central government politicians have supported the establishment and vision of Massey Matters. Many have commented that a focus on Massey is timely, especially with projected population growth to the north. There is also general recognition of Massey's needs and challenges, the need for collaborative approaches to moving forward and to building things slowly. A Mayoral led strategic briefing about Massey Matters was held at Council in April. Although a crowd of 30 was anticipated, in fact 63 local and regional leaders and agencies attended the briefing, with a cross section of media also in attendance. This reflects the interest and support Massey Matters is generating both in Waitakere and beyond.

1.2 Community Forums

Attendance at quarterly forums over the last 12 months has been consistent and growing, with approximately 40 people attending the last two community forums. Venues for forum meetings have purposely switched between Massey West and East and held in a range of community and Council facilities. This process has allowed for a different "host" to offer a welcome each time and share a little of their organisation and its key goals. It is interesting to note that different venues have attracted different attendees, with key community leaders in most sectors now aware of the project e.g. Maori, Pacific, local schools, sports clubs, local community organisations, churches. The next community forum will be held at the Massey Rugby Club on 22 August 2007.

1.3 Te Raa Mokopuna Day

Held at Moire Park on 31 March 2007, the event was a free, fun, family day out for local children, young people and their families. The event was initiated by Matua Wiremu Heteraka of Te Piataata Trust and organised collaboratively by a range of local organisations including:

- Te Piataata Trust
- Te Ukaipo
- Lincoln Heights School
- Nor West Baptist Church
- Massey Anglican Church
- Sport Waitakere
- Barnardos
- Massey Leisure Centre

Funding for the event funding came from the Council, \$5,000 Te Piataata Trust, \$1,250 and Te Korowai Manaaki, \$1,000 with the latter funding enabling payment of a part time event coordinator. It should be noted however, that much of this event coordination role was undertaken by a Massey local, Denise Job, on a voluntary basis.

Around 2,000 people attended the event, with a range of activities, stalls, and entertainment opportunities provided. There was also a stage with many local and Waitakere groups performing. Feedback from those attending the event was that it was just what people were looking for, with requests for a bigger event to be held again next year. Given the success of this year's event, a date of 29 March has now been set for Te Raa Mokopuna 2008.

A8-A14

As part of the event, a community survey was undertaken that focused on needs of local families and perceptions of the local environment. Around 100 face to face interviews were undertaken, with nearly all those interviewed opting to also join the Massey Matters project database. A summary of survey results are attached at pages A8 to A14. The Survey results provide valuable information for ongoing action planning and interagency engagement around local needs. Moire Park was nominated people's favourite place in Massey, with priorities for making Massey an even better place to live said to be:

- More events like Te Raa Mokopuna;
- Activities and events for kids;
- Hang out places for teenagers;
- Stopping graffiti and vandalism;
- More police presence;
- Better public transport.

Specific questions also asked on best ways to support local families. Responses to this question differed for parents with preschool, primary school age and teenage children as can be seen below:

- Priorities for parents with preschool children - parenting support;
- Priorities for parents with primary school age children;
- Priorities for supporting teenagers.

1.4 Massey Matters Fund

A15

To support and encourage community led action in Massey, \$25,000 was set aside from the Massey Matters project funding to enable the creation of a local projects funding pool. Twenty five applications were received, with 20 community initiatives allocated funding in this round. Recipients of the 2006/2007 Massey Matters Funding are attached at page A15. Projects funded range from a street BBQ in Cedar Heights, to youth development and leadership programmes, to Pacific cultural workshops, to oral history training and local research on early childhood education needs. As part of funding accountabilities, Massey Matters Fund recipients must report back to a Massey Matters forum on outcomes from their project and how funds were spent. This process is designed to increase linkages between organisations and to promote knowledge and ideas about local issues and solutions. Recipients are also requested to provide photos from their event or project to add to the Massey Matters pictorial database which has been established both for communication and evaluation purposes.

1.5 West Harbour Sustainable Neighbourhood Project (Tatou West Harbour)

A16

Given the size of Massey and ambitious aspirations of Massey Matters, parallel effort has also gone into developing a neighbourhood level pilot project within Massey, a kind of mini-Massey Matters. This project has been established in the West Harbour area – in and around the West Harbour Primary School in Oriel Ave – see map attached at page A16. The School has taken a key role in helping the project become established, with the project building on the school's motto of Tatou Tatou (together, together). Since February, a 'stakeholders' group has been meeting monthly at the school, with a wide range of representatives attending including; local churches, health agencies, Sport Waitakere, Eco Matters, Housing New Zealand, Beacon, Ministry of Social Development, Safe Waitakere, Accident Compensation Corporation, Massey High School, Te Piringatahi Marae, and the New Zealand Police.

The model and working principles for Tatou West Harbour is very similar to that of Massey Matters as can be seen below:



The stakeholders group has worked quickly to prepare a draft action plan with many of the key projects in the action plan seen in the diagram above. Tatou West Harbour was officially launched at the West Harbour Top Team community event held at Moire Park on 27 May. This event was organised by Council's Leisure team and Sport Waitakere, with thirty three local teams taking part in a range of fun activities from orienteering, to pot painting, basket ball shooting and stilt walking. Through sponsorship, a great range of spot prizes were provided, with the 'top team' receiving a new BBQ. Feedback from the event was positive, with people really enjoying the opportunity to try new activities. Exploring Moire Park (via the orienteering activity) was particularly popular, with many families commenting that they hadn't actually been into the 'bush' part of Moire Park before.

Support for the sustainable neighbourhood project has been fantastic, with a number of agencies committing both people and financial resources to the project. For example, the Ministry of Social Development has now confirmed pilot funding to enable the appointment of a school/community liaison worker who will be based at West Harbour School. This position is expected to make a significant difference to student learning outcomes and support for local families. Road safety and physical activity projects have also been initiated and sustainable neighbourhood and housing research and action planning continues as part of the Beacon sustainable neighbourhoods research stream.

A17

- 1.6 Active Massey** – the establishment of Massey Matters has provided a catalyst for other agencies to look at their programmes and planning to see how and what they provide for Massey residents. Key findings of the Auckland Regional Physical Activity and Sport Strategy showed that some of Waitakere's lowest levels of physical activity are in the Massey area (see page attached at A17).

In the case of Sport Waitakere, this statistic combined with the establishment of Massey Matters has resulted in the development of a new targeted Massey focus for their organisation over the next three years. As well as targeting their own programmes and activities in Massey, Sport Waitakere has taken on a lead role alongside Council and the Waitemata District Health Board in engaging other 'healthy lifestyle' stakeholders involved with the newly formed "Active Waitakere – Call to Action". It is envisaged that 'Active Massey' will be a strategic priority within this new Call to Action, enabling and facilitating a coordinated interagency approach to improving health and wellbeing outcomes in Massey. Active Massey has 3 long term goals:

1. To increase participation in physical activity in Massey;
2. To encourage the development of sustainable physical activity opportunities;
3. To promote new and existing physical activity opportunities to Massey community.

An initial 'get your top team active' event was recently held in West Harbour to launch the West Harbour Sustainable Neighbourhood Project (see below). Two further events are also planned; a Massey-wide schools, families, clubs based interschool sports competition/have a go day in October and some community walking events in early 2008.

Sport Waitakere has recently been successful in applying to the Healthy Eating, Healthy Action Fund for three year evaluation funding to track both the process and outcomes from interagency collaboration in Massey. An update will be provided to the Committee as this project progresses.

1.7 Refugee Settlement Support Project

After discussion with Refugee and Migrant Services and looking at local Massey statistics, an emerging need within the local refugee community in Massey is the area of preschool support services and early childhood education. A number of families from Myanmar (Burma) now based in Massey have young children, with issues of transport, social support and language highlighted by cross cultural workers. Discussions have begun on the potential to establish a refugee playgroup at an existing local early childhood facility in Massey. A project team has recently come together to scope the project and a verbal update on progress will be made at the meeting.

1.8 Arts Place Making Project

As outlined to the Committee in October, to advance project goals of identity building, celebration and improving urban form and amenity, this project was to focus initially in the nine local schools in Massey and getting young people to reflect what is precious to them in Massey. With the help of an arts coordinator, these concepts could then be developed into an actual community art work. Building on the success of community arts initiatives developed within Project Twin Streams, the aim of the intention is to engage local children and communities in a conversation about 'their place' in a way that results in a visible and long lasting expression of what Massey means both now and into the future.

Strengthening the links between people and place is increasingly being recognised as critical component of strong, healthy and sustainable neighbourhoods, especially in urban areas.

While there is strong support from local schools for this project, internal staff resourcing issues have meant that this project has not yet been progressed. However, given the support for the project and the key role that it can play in engaging local people, it is now proposed that the arts place making project become a key project for the 2007/2008 year. Further discussion on this is included under staff resourcing below.

2. Planning for 2007/2008 – Opportunities and Issues Arising

Due to the complexity of the project and the importance of building solid and sustainable foundations for the project, it is anticipated that the establishment phase of Massey Matters will continue into the 2007/2008 financial year. Practically, this will see an ongoing combination of:

- community and stakeholder dialogue and engagement
- on the ground collaborative projects
- changes to the Massey Matters model

Some of the key programme platforms for 2007/2008 and challenges arising are briefly discussed below:

2.1 Community Engagement and Communication

This currently happens at a number of levels via informal discussions, quarterly community forums and planning and undertaking collaborative projects. While initial community and government agency stakeholder engagement has largely been successful, there are a number of gaps in grass roots engagement and project communications.

Community Development broker role: it is hoped that in 2007/2008, additional support for grass roots community development will be affected through the employment of additional part time community broker positions. The intention is for these position(s) to be based within a local Massey organisation if possible. Further work will need to be undertaken to scope and articulate the role and where/how it could be based, supported and managed to maximise connections and outcomes for local community organisations.

Quarterly Community Forum: while operating successfully, there have been issues raised around the size of the forum, frequency and format of the meetings and the need for quarterly forums to be supported by specific topic based discussions and/or project meetings as well.

Strengthening Key Connections: to date, community engagement has been at a 'community' generic rather than sector specific level. It is likely sector based discussions (e.g. health, education, preschool age) will naturally evolve over time depending on local priorities for action, local leadership and funding opportunities emerging. However, two key sectors where special processes will need to be proactively developed in 2007/2008 are engagement with local business and youth.

- **Local economic development** will be critical to making Massey more sustainable. Dialogue and background work will need to be undertaken to better understand the profile of existing employment and local businesses. It will also be important to identify economic development synergies/gaps/opportunities going into the future - especially with the proposed expansion of new employment and retail areas in Massey North and along the Hobsonville Corridor.
- Given its young population, **youth** is a key sector in Massey. While there are a number of existing 'youth groups' and sporting and cultural programmes for young people in Massey, a very common complaint is that there are not enough local activities for young people to do. Engagement with young people should not be thought of in terms of consultation around youth programmes, but in terms of the future vision for Massey and assisting and empowering young people to develop projects and initiatives themselves.

2.3 Community Information Gaps

The Massey Community Inquiry highlighted information gaps in terms of local knowledge and shared understanding around what services, activities and opportunities are available in Massey. These gaps continue to be raised at Massey Matters Community Forums and within West Harbour Sustainable Neighbourhood Project discussions. Potential solutions suggested have included a Welcome to Massey Pack for new residents, a Massey Community Directory, a local Massey events calendar, Massey Community newsletters or a newspaper, local radio, networking meetings for local community organisations and fridge magnets with key local community services and organisations. Discussions with a range of stakeholders, including the Massey Community House, the Massey Citizens Advice Bureau, Family and Community Services, Community Waitakere and Waitakere Online, will need to be progressed as to the most effective and coordinated ways to develop local service and information sharing tools.

2.4 Social Infrastructure Planning

In 2006/2007, Council's emphasis on social infrastructure planning has been on the proposed Northern Strategic Growth corridor from Westgate to Hobsonville. However, the need to concurrently plan for this new area alongside existing Massey and the need to ensure town centres are supported by strong neighbourhood hubs has also been a key part of this new social planning framework. Recognising the predominantly 'residential nature' of existing Massey and the general relative lack of community infrastructure, work has now begun on identifying ways to potentially 'retrofit' some key sites to enhance neighbourhood access to retail and community facilities. An update on this work will be provided to the Committee at a future meeting.

2.5 School Travel Planning for Massey West

The school travel wise programme has also recently been launched with a Massey West cluster of 6 schools and the appointment of a cluster coordinator funded by the Auckland Regional Transport Authority. The reality is that many local issues and opportunities will be raised as part of school travel plan consultations that are unable to be addressed solely through travel plan processes. However, working alongside Massey Matters and Active Massey, it is hoped that safe and sustainable travel planning and local neighbourhood development issues and outcomes can be progressed in tandem – with maximum benefits for both projects and participating local communities.

2.6 Healthy Housing

Over the last year discussions around a framework and scope for a Waitakere "healthy housing" project have been ongoing. Key players include the Waitemata District Health Board, Housing New Zealand, Energy Efficiency and Conservation Authority, Council and local community agencies such as Eco Matters Trust, who are currently delivering an insulation retrofit programme to selected low income households in Waitakere. Other healthy housing models in New Zealand have also involved a 'social' component, with the broader wellbeing needs of households considered, alongside more physical retrofit processes.

Given current Beacon's intensive work in the West Harbour area to assess local housing condition, there is considerable potential to develop and test some innovative new sustainable housing retrofit models in both West Harbour and the wider Massey area as part of the Massey Matters umbrella. It is also hoped that innovative sustainable behaviour change programmes will be developed to work alongside physically based retrofit projects at a neighbourhood level.

2.7 Future Staffing Support for Massey Matters

To date, Massey Matters has been supported by a part time project leader. Although much has been achieved, additional coordination and broker resources will be required to enable the project to reach the next level. Provision for this has been made in the 2007/8 Annual Plan. As noted in section 2.1, community broker resource will make a significant difference to more hands on engagement and capacity building with local organisations and neighbourhoods in Massey.

Section 1.8 also proposes the establishment of a contract Community Place Maker position. This new role will enable more 'grass roots' based participation with the role encouraging the translation of local visions, aspirations, and identity into 'place making' projects such as creative arts and drama, oral history and DVDs, sculptures, neighbourhood branding, community signage, iwi/māori and other culturally based markers. The Place Making role can thus be seen as an innovative way to stimulate community involvement in the future development of the Massey urban area.

2.8 Changes to the Massey Matters Model

A decision was made in 2006, that community governance and large scale visioning would not be progressed in the establishment phase of Massey Matters. This was to enable the initial emphasis of Massey Matters to be on community discussion and involvement in action projects.

At some point over the next twelve months both of these decisions may need to be reviewed. When the Massey Matters model was initially put together, flexibility and responsiveness were seen as key principles, with a clear understanding that the model could be changed as the project progressed.

The “where to next” for Massey Matters discussion will likely be broached again at Community Forums later in 2007 as part of a general commitment to making sure that the project is on track and delivering on the vision and objectives it has set.

RESOURCES

Council has signalled a significant commitment to the Massey Matters Project with the funding included in the Long Term Council Community Plan 2006-2016. This funding is critical not just to the project’s establishment but also in attracting funding from other external organisations. In the case of the Ministry of Social Development, Council’s financial commitment to Massey Matters has played a key role in their decision to provide \$40,000 per annum for a school-community liaison broker in West Harbour.

For the 2007/2008 year, Council’s Massey Matters project budget will be around \$146,000. It is recommended that Council’s investment be generally directed to the following areas:

- Community development coordination: enabling the employment of part time community based brokers to support both Massey Matters and the West Harbour Sustainable Neighbourhood projects.
- Place Making Project: employment of a contract position based in the Public Affairs arts team to inspire and assist the Massey community to undertake arts based activities and projects.
- Strategic project leadership and internal council integration.
- Council contribution to Active Massey Project, likely delivered through Council’s contract with Sport Waitakere.
- Massey Matters Quarterly Forums: venue hire and catering costs
- Local events: including Te Raa Mokopuna Day, Outdoor Movies in Moire Park and public liability insurance for Massey Matters branded projects.
- Massey Matters Fund: contestable community projects fund of \$25,000.
- Evaluation: to enable interviews with key stakeholders and analysis/reflection on progress to be made at the end of 2007.
- Small projects fund to support engagement with key sectors and communities

Other external project specific funding will continue to be sought on an ongoing basis, with Council needing to play a key role in attracting government and philanthropic funding to assist the implementation of Massey based projects. However, it’s likely that these additional funding streams will go directly to community organisations in Massey or collaborative initiatives based in Massey.

CONCLUSION

Massey Matters has now been formally established for 18 months with a core vision of improving quality of life in Massey – both in terms of people and the local environment. During this time, significant progress has been made in engaging local stakeholders, developing processes and mechanisms to support the project and working alongside other organisations to develop and implement Massey based projects.

Massey Matters is a complex and long term project. Internally, Council staff are now meeting quarterly to enhance and coordinate Council's long term investment in Massey, with this process is being paralleled by a quarterly forum based in the Massey community.

Massey Matters is a collaborative initiative. Although Council has taken a leadership role in getting Massey Matters established it is envisaged that this leadership role may transition to the community over time. Long term, its success will depend upon strong involvement from not just the local community but also government agencies, local business, iwi/Maori organisations and the Council.

Massey Matters provides an exciting opportunity to develop a new way of implementing Council's Eco City vision at both neighbourhood and suburb levels. It is being viewed locally, regionally and nationally as innovative and leading edge in terms of sustainable development and locality based initiatives. Council has provided funding to support Massey Matters in the Long Term Council Community Plan 2006-2016 and a Massey Investment Plan is now being prepared.

RECOMMENDATIONS

1. That the Massey Matters Project Update report be received.
2. That the City Development Committee approve the ongoing development and implementation of Massey Matters in 2007/2008.

Report prepared by: Megan Courtney, Massey Matters Project Leader and Tony Rea, Group Manager: Social and Cultural Strategy.



9 STATE HIGHWAY 16 – WESTGATE PEDESTRIAN FACILITY CONSULTATION

PURPOSE OF THE REPORT

The purpose of this report is to seek the City Development Committee's approval to commence a consultation process on the options to address pedestrian safety on State Highway 16, near the Westgate shopping centre.

BACKGROUND

Transit New Zealand has commissioned an Options Report to address safe and efficient pedestrian and cyclist facilities to accommodate the existing and future needs of the local community in traversing State Highway 16 (SH16) between Hobsonville Road and Royal Road. This report will identify a preferred option which will be investigated in further detail in a Scheme Assessment Report to follow.

STRATEGIC CONTEXT

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

ISSUES

Crash information for a five year period (1999-2004) was obtained from the Land Transport New Zealand (LTNZ) Crash Analysis System (CAS). This revealed a total of 116 crashes, 26 of which were injury crashes (8 serious, 18 minor). The only pedestrian accident was the fatality in October 2004 that has been recorded in the CAS database.

This report outlines a number of options to improve pedestrian & cyclist safety in crossing State Highway 16 between Hobsonville Road and Royal Road. All options involve installing a debris cage blocking the existing culvert, to prevent pedestrian use. Options involving preventing pedestrians crossing, providing pedestrians with alternative more direct routes and bridging were considered.

The objectives of this project are as follows:

- To ensure the safety of pedestrians and traffic and this is the primary objective;
- To provide better linkages for walking and cycling;
- In the long term to provide linkages for more effective movement of people and goods.

Whilst other options were less expensive as a whole, their impacts on the community environment and effectiveness in diverting youths from using the culvert (and subsequently crossing at grade when the culvert was blocked) meant they simply did not deliver against the main objective.

It is therefore recommended that as a minimum operational requirement, to safe guard the State Highway network, a new culvert grate and security grade palisade fence be installed. However, the recommended option is to install a new pedestrian and cyclist bridge, in line with the existing culvert (Option 4) and that these should be further investigated at the Scheme Assessment Stage.

The current problem arises from the fact that the most direct route for pedestrians to travel between Oreil Avenue (in the vicinity of St Margarets Park) and the Westgate Shopping Centre is either through the culvert (approximately 800m) taking approximately 11 minutes, or across SH16 at the culvert location. The only alternative is to travel northeast, along Oreil Avenue to Hobsonville Road, then travel west to the shopping centre (approximately 1450m) taking approximately 20 minutes. This is a considerably longer distance to travel, and is in the opposite direction to the desire line to get to the shopping centre. As a result, pedestrians will likely continue to cross SH16 at grade and use the culvert if nothing is done.

As mentioned, there was one fatal accident involving a pedestrian. An inquest was completed on 7 April 2005, and the coroner concluded that "the provision for an overpass bridge, designed with user requirements as paramount considerations, would add too community safety and amenity".

All options involve installing a grate to prevent pedestrian usage (not a debris cage) of the existing stormwater culvert. Currently youths use the areas by the culvert ends to gather as they are isolated from public view. If the access through the culvert is not blocked, then it will continue to encourage crossing at this location and subsequent crossing over the SH when the culvert is blocked.

Option 1 – Standard Fencing

A18 This option requires the erection of 2.0m high wire mesh and galvanised tubular steel post fencing (similar to that shown in attachment at page A18). This will be installed only on the western side around the proximity of the culvert, as the eastern side already has a level of palisade security fencing around the culvert.

The benefits are that this option would help to deter pedestrians crossing SH16 at grade at this section. Also, this option does not require any land severance or public consultation.

The disadvantages of this option are that it will not completely prevent crossing, as it would only cover the area around the western culvert. Also, this option will not reduce travel time for pedestrians. Vandalism is also known to be prevalent in this area and consequently this option was considered inappropriate.

The total cost for this option is estimated at \$94,500.

Option 2 – High Security Palisade Fence

A19 This is the 'Do Minimum' option after the completion of the Westgate sediment pond. To prevent pedestrians crossing SH16, a minimum 2.0m high, 200m long palisade fence will be installed on the shoulder of both sides of the highway (attached at page A19 – Option 2 drawing). The fence line would extend approximately 200m south (from chainage 9500 – 9700) from the corner of the Westgate Shopping Centre car park. Design of this tie in to the adjacent properties would be crucial to the effectiveness of this option.

The benefits of this option are that it directly addresses the current problem by blocking the entrance to the culvert and fencing off both sides of SH16 forcing pedestrians to use the safer pedestrian facility at the Hobsonville Road intersection. Historically, this fence style has been consistently effective in being vandal resistant and difficult to climb over. Also, this option does not require any land severance or public consultation.

The disadvantages of this option are that it will not improve the travel time for pedestrians or cyclists currently using the existing pedestrian facility at Hobsonville Road intersection.

The total cost for this option is estimated at \$189,375.

Option 3 – Cycleway to Hobsonville Road

A20 The proposed Hobsonville deviation includes pedestrian and cyclist improvements to the Hobsonville Road / SH16 intersection. This option could be implemented with this upgrade or in advance of it. This option provides a 3m wide cycleway/pedestrianway alongside the proposed city bound on-ramp, separated by a motorway fence, as outlined in option 2, and a retaining wall and boundary fence (attached at page A20 – Option 3 drawing). This connects to a boardwalk bridge that links with Oreil Avenue opposite the southern end of St. Catherine Crescent.

The benefits of this option are that it would help provide a safer and more direct passage for pedestrians and cyclists. It avoids the need to travel eastward, away from the shopping centre which is believed to be a significant sociological barrier to travelling along Oreil Avenue. It forces pedestrians to use the existing signalised intersection at Hobsonville Road as well as separating them from SH16, improving connectivity and reducing the journey distance by 50m. The boardwalk bridge provides a more gradual slope connection to Oreil Avenue.

The disadvantages are that this option would be disliked by residents as it has a significant detrimental effect in terms of security to the rear of their properties.

The total cost for this option is estimated at \$2,057,813.

Option 4 – Pedestrian Footbridge

A21

This option would provide a pedestrian footbridge over SH16, directly connecting Westgate Shopping Centre to Oreil Avenue (attached at page A21 – Option 4 drawing). With recent detailed ground level information taken from the Westgate Wetland project, it has been established that the alignment and vertical profiling of this bridge are non compliant (having 18m long ramps between platforms and a grade of >8.3% with or without adjustment of the SH16 vertical profile to account for the Upper Harbour Corridor Project). The revised design uses 9m long ramps between platforms and grades of up to 8.3%.

The benefits are that this option would allow for direct access over SH16, providing pedestrians with an alternative route that is safer than taking a short-cut via the culvert or motorway, as well as quicker than crossing at the Hobsonville Road intersection. An over bridge will remove conflict with vehicles and encourage walking and cycling.

This option currently links to the car park at the south eastern corner of the Westgate Centre. There is also an opportunity to provide a stepped connection down to the Westgate Wetland. Though this could not accommodate the disabled, it would encourage usage of both the bridge and the wetland area and further improve connectivity between the two ends of the culvert. The addition of this facility would increase the above costs by \$100,000.

The disadvantages are that this would be an expensive option. Privacy to adjacent properties was also considered to be negatively impacted upon with the bridge approaches overlooking over the rear of the adjacent properties and possibly interrupting the sunset line. Security is also a concern of residents, IMF Westland and the Police, although this could be mitigated in part by the erection of Closed Circuit Television Cameras linked to either the Police or existing IMF security cameras.

The total standalone cost for this option is estimated at \$3,611,250. However, there is an opportunity to combine this project with the PA2000 Upper Harbour Corridor Project, Hobsonville Section. There would be significant saving resulting from amalgamation of preliminary items, with an estimated cost saving of \$400,000.

Consideration has been given to the viability of using the bridge as a gantry for signage on the revised Upper Harbour Corridor Project. However, the relocation of the last gantry signage prior to Hobsonville Road would make the signage non-compliant with TNZ's Manual of Traffic Signs and Markings (Figure 2.11). The weaving distance to the signals would be reduced from 720m to 400m increasing the probability of accidents at this location and as such is not recommended. If however, the two were to be combined, there would be a saving of approximately \$55,000.

Option 5 – Alternate Footbridge

A22

This option would also provide a pedestrian footbridge over SH16, connecting Westgate Shopping Centre to Oreil Avenue. However, while this option provides a more direct route, it involves the purchase of one residential property (property number 49) on Oreil Road (attached at page A22 – Option 5 drawing).

The benefits are the same as those stated in Option 4; however, the construction costs for this option are less than those of option 4 as the bridging structure is shorter, with additional costs for land taking.

The disadvantages are that while having a cheaper overall construction cost, this is not seen as a viable option due to increased land severance costs and visual intrusion on adjacent properties. There are also concerns that it may not be close enough to the desire line and as a result the culvert may remain a desirable route.

The total cost for this option is estimated at \$3,376,875.

Option 6 – Central Median

This option would provide a concrete barrier (Jersey barrier) in the centre of SH16. The barrier would extend approximately 500m south from the existing Hobsonville Road Intersection. However, due to the narrow space between the two carriageways (3.8m), a physical median cannot be installed in accordance with Section 6.3.3(b) (ii) 1 of the State Highway Geometric Design Manual. This section states that 1.8m clearance is needed on either side of the barrier. The barrier will be 0.4m wide; which would require a 4.0m median (1.8+0.4+1.8).

The benefit of this option is that it would passively discourage pedestrians crossing SH16 as they are unlikely to attempt a crossing where there is no sight line to the other side and where physical barriers would need to be traversed adjacent a live motorway lane.

The disadvantages are that if this option were to be utilised, consent for a reduced lane to median clearance (1.7m) would have to be acquired from Transit. This, together with the increased probability of an accident if anyone were to try to cross at grade, rule out this option.

Option 7 - Road Bridge linking Oriel Avenue to Westgate Drive

A23

This option would provide a road bridge linking Oriel Avenue to Westgate Drive (attached at page A23 – Option 7 drawing). There has been only preliminary planning for this option and thus it is only possible to provide an indicative cost, estimated at \$10 to 15 million.

The benefit of this option is that it provides an effective link between the two parts of the Massey community that have been divided by the motorway.

The disadvantage of this option is that it is high cost and it may not be located in the desired path for pedestrians, so that pedestrians are likely to continue to take the shortest possible route.

This option therefore does not address the pedestrian safety issues. It has merit in the longer term to provide an effective transport linkage.

Council has indicated at its submissions on the Local Government Act Auckland provisions that in the long term it will provide this linkage once it is justified in terms of a quadruple bottom line assessment.

Summary of Options

The options are summarised in the table below for ease of reference:

Option	Estimated Cost (\$)
Option 1 – standard fencing	\$94,500
Option 2 – high security palisade fence	\$189,375
Option 3 – cycleway to Hobsonville Road	\$2,057,813
Option 4 – pedestrian footbridge Oriel Avenue to Catherine Crescent	\$3,611,250
Option 5 – alternate footbridge	\$3,375
Option 6 – central median	Not v
Option 7 – road bridge linking Oriel Avenue to Westgate Drive	\$10 million - \$15 n

Consultation Process

It is proposed to produce a consultation newsletter that will be sent to residents within the catchment of likely users, but will be at least within a 1 kilometre radius of the proposed crossing.

The consultation newsletter will be sent out on 16 July 2007, with submissions closing on 16 August 2007.

As well, it is proposed to consult with the Massey & Birdwood Settlers Association and the Massey Matters Group.

Decision Making

This is a City-wide issue in terms of Council's undertakings to the Local Government Act Auckland Amendments hearings held by the ARC, whereby Council gave an undertaking that transport connectivity issues would be addressed by Council. Therefore submissions will be considered by the City Development Committee and it is recommended that the Massey Community Board makes a submission to the City Development Committee on its preferred option.

It is recommended that submissions be heard at the City Development Committee's meeting of 6 September 2007.

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

RESOURCES

There are no resource implications arising from the consultation process. The 'do minimum' option will be funded by Transit New Zealand. However, if public consultation establishes another preferred option, then funding will be to be considered as part of the 2009-2019 Long Term Council Community Plan.

Therefore the timeline and resources for this project will be as follows:

- Consideration of submissions – September 2007;
- QBL analysis of options for Council consideration in the draft 2008/2009 Annual Plan – February 2008;
- Consideration for funding in the draft 2009-2019 Long Term Council Community Plan – February 2009;
- Planning and consent approval – 1 July 2008 to 30 June 2009.

CONCLUSION

Transit New Zealand and Council have a duty of care in terms of public safety to avoid accidents and fatalities due to pedestrians crossing the motorway at a location between Westgate Drive and Oriel Avenue.

Seven options have been developed to address this issue, and it is recommended that a public consultation process be undertaken to determine a preferred option. At this stage, funding has not been provided for any option in the 2006-2016 Long Term Council Community Plan.

RECOMMENDATIONS

1. That the State Highway 16 – Westgate Pedestrian Facility report be received.
2. That authority be given to carry out consultation jointly with Transit New Zealand on the options to address pedestrian safety issues on State Highway 16 at Westgate.
3. That the hearing of submissions be included in the City Development Committee's meeting of 6 September 2007.

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



10 PROPOSED RE-ORDER OF RESERVE MANAGEMENT PLAN PROGRAMME

PURPOSE OF THE REPORT

The purpose of this report is to propose a re-ordering of the current programme for the preparation of reserve management plans for the 2007/2008 year in order to address some critical issues currently facing Lloyd Morgan Reserve and to bring forward the development of a management plan for that reserve.

BACKGROUND

At the February 2007 Henderson Community Board meeting the following resolution was passed.

- “4. *That the preparation of a Reserve Management Plan for Lloyd Morgan Reserve be prioritised as a matter of urgency and that no further community buildings be erected on the reserve until this is prepared*”.

166/2007

This resolution was initiated due to concerns that the neighbourhood reserves within the Henderson Ward, in particular reserves such as Lloyd Morgan Park, were coming under increased pressure for use by community groups (Lloyd Morgan Park a particular example of this) and that with no current management plan in place for this or most of these reserves, planning for and responding to the community demands was becoming increasingly difficult.

STRATEGIC CONTEXT

Reserve Management Plans are prepared within the context of the Waitakere City Council's Strategic Priorities and Platforms. The Strategic Platforms particularly relevant to Reserve Management Plans are the Green Network, Urban and Rural Villages, Strong Communities and Three Waters.

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 peoples everyday lives and filling the streams and forests with life*’.

Reserve Management Plans are also prepared in the context of the draft Parks and Open Space Strategy (update of the 1999 Parks Strategy), which provides guidelines on the management of parks within the City. The objectives and policies outlined in Reserve

Management Plans are guided by the objectives of the Parks Strategy. The Parks Strategy aims to improve the quality of parks and provide parks services in a fair and equitable way for Waitakere communities within financial constraints.

ISSUES

A24

A programme for completing all the Reserve Management Plans within Waitakere City has been developed. This programme outlines which Management Plans will be undertaken over the forthcoming years in order to complete Reserve Management Plans for the City by 2014, after which a programme of renewal of Reserve Management Plans is undertaken. The programme for the Reserve Management Plans is attached at page A24.

Two Reserve Management Plans are started each financial year. One a City-wide park, which consists of an individual Management Plan for a City-wide Park while the other is a 'group plan' which includes neighbourhood parks and covers a range of reserves within a particular area or environment type. For the 2007/2008 year, currently the Oratia/Opanuku Stream Corridor is the group plan and Henderson Valley Park is the City-wide plan.

The Henderson Community Board has requested that a Management Plan for Lloyd Morgan Park be brought forward within the programme. Lloyd Morgan Park is included in the Henderson Ward Neighbourhood Reserves Management Plan. Currently this Reserve Management Plan is scheduled for starting in 2009.

There are no particular issues relating to the re-ordering of the group plans as requested and Council staff are unaware of any issues that might arise in postponing the Oratia/Opanuku Stream Corridor Reserve Management Plan until a 2009 start date. The programme has the flexibility to allow for modifications in timeline such as this, as long as one plan of each type is undertaken each year.

The Henderson Ward Neighbourhood Reserves are located within a densely populated area within Waitakere City and there are a number of demands being placed on these reserves. It is considered that bringing forward this Reserve Management Plan will enable a number of issues to be addressed for these reserves in line with the redevelopment of the Henderson Town Centre.

RESOURCES

Reserve Management Plans are currently carried out in-house by a dedicated staff member. The resource allows for two management plans only to be started within any one year. As such, there is no resource available to undertake an additional Reserve Management Plan over and above the current programme.

As such, in order to accommodate a Reserve Management Plan being included in the work programme, a re-ordering of the current programme is required.

This has no financial impact on Council.

CONCLUSION

The re-ordering of the Reserve Management Plan programme as proposed in this report does not have any significant impacts on the programme for completion of Reserve Management Plans but does provide the ability to address some key issues relating to Henderson Neighbourhood Reserves within a timeline that fits with other Henderson initiatives being undertaken by Council.

RECOMMENDATIONS

1. That the Proposed Re-order of Reserve Management Plan Programme report be received.
2. That the reserve management plan for the Oratia/Opanuku Stream Corridor Reserves proposed to be started in the 2007/2008 year be swapped for the reserve management plan for Henderson Ward Neighbourhood Reserves to be started in the 2008/2009 year.

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



11 **KUMEU-KAIPARA DRAFT INTEGRATED CATCHMENT MANAGEMENT PLAN ISSUES**

PURPOSE OF THE REPORT

The purpose of this report is to advise the City Development Committee of the issues that have arisen from the preparation of the Kumeu-Kaipara draft Integrated Catchment Management Plan and to possible development restrictions proposed in Waitakere to minimise downstream flooding.

BACKGROUND

A25

Rodney District Council and Waitakere City Council have prepared a draft Integrated Catchment Management Plan for the 270 square kilometres Kumeu-Kaipara River catchment. Council's interest is that approximately 5% of the catchment is under its jurisdiction. This catchment area discharges to the Kaipara Harbour and ultimately to the Tasman Sea, as shown at attachment at page A25.

An Integrated Catchment Management Plan (ICMP) also acts as supporting documentation for a stormwater and wastewater discharge consent application from the Auckland Regional Council. There is no intention that the two Councils be joint applicants for the Kumeu-Kaipara ICMP; each Council will act independently in this regard.

The purpose of an Integrated Catchment Management Plan is to undertake a review of the resource management values and issues that apply to the catchment, and identify objectives for future stormwater management. In addition to the proposed Auckland Regional Council Air, Land and Water Plan, the objectives of the catchment study must take in to account other local and regional policies such as the Auckland Regional Policy Statement, the Waitakere City Council and Rodney District Council District Plans, and other relevant planning documents.

An Integrated Catchment Management Plan must cover the following:

- stormwater flooding,
- stream channel stability and erosion,
- natural values of streams,
- contaminant potential for receiving environments from stormwater run-off and wastewater overflows and discharges,
- low impact development,
- institutional capability, and
- management options for future development in the catchment.

The planning work includes the modelling of stormwater flood flows through the catchment and the identification of properties at risk of flooding. The modelling is also used to assess the impact of new development in the catchment, and to confirm the need for mitigating stormwater runoff.

Rodney District Council has managed the preparation of the Kumeu-Kaipara draft Integrated Catchment Management Plan as the majority of the catchment area is within their district. A draft document has now been prepared, and it is proposed to carry out public consultation as required by the Resource Management Act 1991.

STRATEGIC CONTEXT

Council's three waters platform has the objective of establishing Waitakere as a centre of innovative water management. One of the success measures to indicate progress in this direction is that sustainable management solutions for stormwater, water and wastewater have been achieved in all new development areas. This project also relates to the Urban and Rural Villages and Green network strategic platforms.

ISSUES

The draft Integrated Catchment Management Plan considers a range of management options for future development in the catchment and the preferred approach for the catchment area within Waitakere is to implement "low impact design" (LID) to minimise stormwater effects on the environment, and various development options will be considered as part of the planning process.

The LID approach takes the natural features of a catchment and focuses on enhancement and protection being incorporated into the design. LID devices utilise natural processes to attenuate flows and remove contaminants. LID also promotes "at-source controls". At source controls means managing affects at the point of generation. It refers to both flow and contaminants.

The key issues that have arisen from the study are as follows:

- Possible restriction on development in the Waitakere catchment area as flood modelling has shown that further development would exacerbate downstream flooding, particularly in Taupaki within Rodney District.
- The need for LID methods for any development within the catchment and its probable effect on traditional construction techniques, site intensification opportunities, urban aesthetics and layout.
- Institutional capabilities – Council's ability to implement, manage and monitor the preferred option which includes the use of on-site, privately owned, stormwater mitigation and retention devices.
- Development Contributions for works in Rodney District.
- Land owner consultation with regards to the proposed restriction on development, drainage reserves and riparian margins.

Policies that may have to be adopted by Council to meet the recommendations of the draft Integrated Catchment Management Plan includes the following:

- Possible stormwater bylaws to give Council enforcement rights over privately owned stormwater devices,
- Monitoring and inspection regimes for the privately owned devices, with associated cost recovery,

- Adoption of specific LID conditions applying in only certain areas of the City, covering such items as road width, clustering of dwellings, minimum earthworks and reducing stormwater runoff.

A26

The modelling shows that flooding in Taupaki is very sensitive to development in the Waitakere portion of the catchment, due to the fact that this area is at the very head of the catchment, and Rodney District Council staff have indicated that they would like to prohibit all further development in the Waitakere catchment area, where that development results in increased stormwater runoff. A plan showing the extent of the 1 in 100 year floodplain is shown at pages A26.

Waitakere's response has been that development to current Waitakere City Council District Plan requirements must be provided for, subject to adequate LID and other stormwater runoff mitigation measures being undertaken. However, it is evident that any future significant development (such as that proposed in the Dilworth and Pakanui Structure Plan Areas), will be subject to intense scrutiny by Rodney District Council and the Auckland Regional Council in terms of exacerbating flooding and creating adverse effects in the Taupaki area and other areas downstream, including Kumeu-Huapai.

Rodney District Council have recently proposed that the wording in the draft Integrated Catchment Management Plan be changed to: 'No further development should occur upstream of Taupaki until all related existing flood problems have been addressed, or acceptable alternative mitigation measures are implemented'.

In order to enable the affected property owners, iwi and Waitakere communities to fully understand all the issues raised in the draft Integrated Catchment Management Plan, the Council, in conjunction with Rodney District Council, will be conducting consultation meetings and workshops later in the year, when further information on the extent of further LID measures required with new development on a typical property is available. A further report will be submitted to the City Development Committee to seek approval of the consultation process.

RESOURCES

Provision has been made in the 2006/2007 Annual Plan and 2006-2016 Long Term Council Community Plan for the preparation of Integrated Catchment Management Plans (\$563,000 for 2007/2008). In addition, part of the costs incurred will be reimbursed by the Auckland Regional Council through the funds they received from the former Infrastructure Auckland, now Auckland Regional Holdings.

The cost of any infrastructural requirements will be included in the draft 2009-2019 Long Term Council Community Plan.

CONCLUSION

A draft Integrated Catchment Management Plan for the Kumeu-Kaipara Catchment has been prepared. The stormwater modelling work shows that flooding in the Taupaki area is very sensitive to development in the Waitakere portion of the catchment, due to the fact that this area is at the very head of the catchment.

Enhanced stormwater runoff mitigation measures, including LID will be necessary to ensure no adverse effects from future development in the Waitakere portion of the catchment. The draft Integrated Catchment Management Plan includes a series of tactical action plans and management options to address stormwater issues in the catchment.

It is evident that any significant development in the catchment, will be subject to intense scrutiny by Rodney District Council and the Auckland Regional Council in terms of exacerbating flooding and creating adverse effects in the Taupaki area and other areas downstream.

Work is required to develop guidelines, procedures, practices and policies in order to meet the recommendations of the draft Integrated Catchment Management Plan including low impact design and enhanced stormwater mitigation measures. This is in line with Council's strategic vision to mitigate the adverse effects of development on the environment and to comply with the Auckland Regional Council's requirements.

Consultation meetings and workshops will be carried out later in the year, jointly with Rodney District Council, when further information on the extent of further LID measures required with new development on a typical property is available. The consultation process will be reported back to the City Development Committee for approval.

RECOMMENDATIONS

1. That the Kumeu-Kaipara Draft Integrated Catchment Management Plan Issues report be received.
2. That a report detailing the proposed consultation for the Kumeu-Kaipara Integrated Catchment Management Plan be submitted to the City Development Committee for approval.

Report prepared by: Richard Taylor, Assets and Network Manager, EcoWater



12 COMMUNITY JUSTICE CENTRE PROPOSAL

PURPOSE OF THE REPORT

The purpose of this report is to outline to the City Development Committee progress on assessing the proposal to establish a Community Justice Centre in Waitakere.

BACKGROUND

Judge Fred McElrea presented a proposal to pilot a Community Justice Centre in Waitakere at the City Development Committee in October 2006. The Committee resolved:

“That the Chief Executive prepare a report for City Development exploring the feasibility of a “Community Justice Centre” Pilot in Waitakere.”

1969/2006

A27-A28 A copy of Judge McElrea's proposal is attached at pages A27 to A28.

A29-A32 A consultant was contracted to undertake a preliminary report on the proposal. This is attached at pages A29 to A32.

STRATEGIC CONTEXT

The principles of restorative justice are strongly aligned to both the Strong Communities and Active Democracy Platforms of the Long Term Council Community Plan 2006–2016.

In addition restorative justice processes would reinforce the Council's strategic priority to be a Safe City.

ISSUES

A29-A32

The issues associated with this proposal are canvassed in the report attached at pages A29 to A32.

The key findings are:

- The proposal significantly departs from the current Ministry of Justice Crime Prevention Unit funded models of Restorative Justice. In particular it seeks to parate the restorative process from the court/judge based system. It would be sited in the community and be community run. There are a number of operational issues arising as a consequence.
- The Minister of Justice will have a report on the concept by July 2007. His approach to it may be known soon after.
- The Crime Prevention Unit has allocated its entire budget for the 2007/2008 year; there is no funding available for any new pilot. Any new funding would either have to be provided via the Minister, or sought in the Ministry's estimates for the 2008/09 financial year.
- Even if funding for a pilot was found, the Crime Prevention Unit may consider other areas before Waitakere, on the grounds that it already funds Hoani Waititi Marae and the mainstream court based project.
- Nevertheless, there is significant interest in the potential for a multi agency, collaborative approach which might emerge in Waitakere if Council was to take on a facilitative role, given the city's record. For this reason, it is recommended that Council continue to indicate an interest in facilitating such an approach

Judge McElrea is now using the term "Community Restorative Centre" to distinguish his concept from other models either currently funded or being proposed.

RESOURCES

Facilitation of the next stage of discussion and investigations could be carried out within the Social and Cultural Strategy Group 2007/2008 budget allocation. Costs for this next stage are estimated to be in the \$10,000 to \$15,000 range. A request could be made to share these costs with the Ministry of Justice. Funding for any actual pilot is unlikely to be available until 2008/2009.

CONCLUSION

Judge McElrea's proposed model differs significantly from the currently funded models of restorative justice. The Ministry of Justice is currently preparing a report on Judge McElrea's proposal. Given local interest in the concept of a "Community Restorative Centre" it is suggested that Council indicate to the Minister an interest in facilitating further inter agency discussion and request funding support.

RECOMMENDATIONS

1. That the Community Justice Centre Proposal report be received.
2. That further inter agency discussion on the "Community Restorative Centre" proposal be endorsed.

3. That an approach be made to the Minister of Justice indicating the Council's interest in furthering work on the "Community Restorative Centre" proposal and seeking funding support.

Report prepared by: AJ (Tony) Rea, Group Manager: Social and Cultural Strategy.



13 **AUCKLAND TRANSPORT STRATEGIC ALIGNMENT**

PURPOSE OF THE REPORT

The purpose of this report is to consider the recommendations of the Auckland Transport Strategic Alignment Project and to propose a Waitakere City Council view to be conveyed to the Auckland Transport Strategic Alignment Project Political Engagement Group.

BACKGROUND

At a meeting on 9 May 2006, Auckland mayors, the Auckland Regional Council Chairman and Ministers of the Crown agreed that before decisions could be made on specific Auckland transport issues, a common strategic vision for Auckland transport was required. This was identified as a pre-requisite for additional funding for transport in the Auckland region.

Central Government did not consider it had been fully engaged in either the Auckland Regional Growth Strategy 1999 or the Auckland Regional Land Transport Strategy 2005. The Auckland Transport Strategic Alignment Project has enabled central Government Ministers and Auckland elected representatives to be in alignment regarding the long term vision for Auckland transport. This is a prerequisite for agreement about the proposed projects that make up the strategy and/or the level of funding needed.

A33-A40

The Minister of Finance announced additional funding for transport in the Auckland region as part of the 2007 Budget announcements in May (attached at pages A33 to A40). The implications of this announcement are still being considered by Council officers and will be reported to elected members in due course.

STRATEGIC CONTEXT

The Council's Integrated Transport and Communications Platform provides local context for this report.

The Auckland Regional Growth Strategy 1999, adopted by all councils in the region, provides for a compact urban form and identifies nodes and corridors for intensive mixed-use growth.

The Auckland Regional Land Transport Strategy 2005 supports the growth strategy and allocates significant funding for major improvements to the roading and public transport networks over the next 10 years. The Passenger Transport Network Plan 2006 indicates a funding gap in relation to the provision of public transport infrastructure and services over the next 10 years. That Plan is more aligned with the rapid rollout of public transport.

ISSUES

A41-A53

A regional report (attached at pages A41 to A53) provides a summary of the draft Common Strategic View reached in the Auckland Transport Strategic Alignment Project. That report sets out the project group's recommendations to Ministers and Auckland political leaders.

The two key issues in relation to the draft Common Strategic View are:

1. The pace of rollout of public transport in the region;
2. The extent of commitment to push factors.

The Auckland Regional Land Transport Strategy 2005 and the Passenger Transport Network Plan 2006 provide for investment in public transport infrastructure and services consistent with a rapid rollout of public transport. Treasury has concerns about the ability to fund a rapid rollout and the risk that demand may not keep up with the capacity or supply of public transport services.

The 2007 Budget announced a regional fuel tax of up to 10 cents a litre. It is understood that approximately five cents per litre of this fuel tax would be applied to the region's share of the cost to service debt in respect of public transport infrastructure. If approved, that could result in \$750 million of infrastructure, with the regional fuel tax servicing the debt over a 35 year period. This would also free up funds in Auckland Regional Holdings which could be applied to fund public transport services and operational costs. This would provide the region's share of the cost of increased public transport at a level higher than contemplated in the steady growth scenario. Analysis is required to determine whether the additional funds would enable the rapid growth scenario to be achieved.

It is important to recognise that the draft Common Strategic View on transport in the Auckland region should not preclude further development of the next Regional Land Transport Strategy to take into account the region's Long Term Sustainability Framework, the region's desire for a "One Plan", the Government's approach to climate change and a range of other strategies and initiatives. These are the subject of a separate report to the Council.

The 2007 Budget announcements by the Minister of Finance regarding a proposed regional fuel tax of up to 10 cents a litre in the Auckland region are based on a level of agreement about a common vision for transport in the Auckland region. The Auckland Regional Council is expected to consult with the public. These projects could not otherwise be funded by the region.

The following public transport infrastructure projects have been signalled by the region as priorities for the regional fuel tax:

1. Electrification;
2. Electric trains;
3. Train station upgrades;
4. Integrated ticketing;
5. Ferry terminals at Beach Haven and Hobsonville.

The Auckland Regional Council will consult with the public and stakeholders through the 2008-2009 Annual Plan process before reaching a decision on the regional petrol tax.

It is critical that the Auckland Regional Transport Authority commits soon to purchasing new electric trains to enable these to be put in service as soon as the urban rail network is electrified.

Officers believe that there needs to be push factors to support the rapid growth scenario which will encourage greater use of public transport.

RESOURCES

No resources other than staff time are required in relation to this project.

CONCLUSION

A high level of agreement has been reached on a draft Common Strategic View on transport in the Auckland region. The rapid growth scenario for public transport better aligns with the region's Passenger Transport Network Plan. The introduction of a regional fuel tax is expected to enable public transport services to be provided at a level higher than the steady growth scenario. Further analysis is required in order to reach an agreed position in respect of the pace of rollout of public transport services.

RECOMMENDATIONS

1. That the Auckland Transport Strategic Alignment report be received.
2. That the Political Engagement Group be advised that the Waitakere City Council:
 - (a) Endorses the high degree of agreement described in the draft Common Strategic View on how transport in Auckland should be developed over both the short and long term;
 - (b) Endorses the need to implement push factors to encourage greater use of public transport; and supports the rapid growth scenario for public transport;
 - (c) Notes that work is required to better understand the demands placed on the local roading network, and the funding implications of these demands, and that preparation by the Auckland Regional Transport Authority of the Regional Arterial Road Plan is an important step in developing this understanding.
3. That officers be directed to undertake analysis of the steady growth scenario and report back to the Council on the services that would be provided under that scenario, the infrastructure that would be required to support those services, and the funding implications of providing those services and infrastructure.
4. That the Waitakere City Council supports public consultation by the Auckland Regional Council regarding the levying of a regional fuel tax for priority public transport infrastructure projects.

Report prepared by: Kevin Wright, Manager: Transport Strategy



REPORTS FROM THE SUBCOMMITTEES

14 PROJECTS SPECIAL COMMITTEE

**THE SPECIAL COMMITTEE SUBMITS THE FOLLOWING REPORT OF ITS MEETING
HELD ON WEDNESDAY, 6 JUNE 2007**

MATTERS CONSIDERED

A54-A56

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 A54 to A56.

The Special Committee Recommends:

That the Meeting report of the Projects Special Committee held on Wednesday, 6 June 2007 be received.

RP Dallow, QPM, JP
CHAIRMAN

