



Waitakere City Council
Te Taiao o Waitakere

NOTICE OF MEETING

POLICY AND STRATEGY COMMITTEE

I hereby give notice that a meeting of the Policy and Strategy Committee will be held on:-

DATE: Thursday, 3 July 2008 **TIME:** 9.30 am

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

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

27 June 2008

Judith Moore
COMMITTEE SECRETARY

Telephone (09) 836 8000 extn 8950

MEMBERSHIP:

Deputy Mayor	PA	Hulse (Chairman)
Councillors	LA	Cooper, JP (Deputy Chairman)
	DQ	Battersby, JP
	BA	Brady, JP
	MFP	Chan, JP
	JM	Clews, QSO, JP
	RI	Clow
	AK	Corban, OBE, JP
	RP	Dallow, QPM, JP
	WW	Flaunty, QSM, JP
	MM	Jolley
	JP	Lawley, JP
	PG	Mitchell
	VS	Neeson, JP
Mrs	M	Te Huia

Mayor RA Harvey, QSO, JP (ex officio)

(Quorum 5 members)

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

**AGENDA FOR A MEETING OF THE POLICY AND STRATEGY COMMITTEE TO
BE HELD AT WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD,
HENDERSON, WAITAKERE, ON THURSDAY, 3 JULY 2008
COMMENCING AT 9.30 AM**

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1 APOLOGIES



2 URGENT BUSINESS

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

- (i) the Committee by resolution so decides; and
- (ii) the Chairman has explained at the beginning of the meeting (when open to the public) that the item will be raised for discussion and decision, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting.

The Committee may make a decision on a matter determined to be urgent.

NOTE: Urgent Business need not be dealt with now and may be delayed until later in the meeting.



3 CONFLICTS OF INTEREST

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



4 CONFIRMATION OF MINUTES

Meeting Minutes – Thursday, 5 June 2008

RECOMMENDATION

It is recommended that the Policy and Strategy Committee resolve to:

Receive the minutes of the meeting of the Policy and Strategy Committee held on Thursday, 5 June 2008, as circulated, and that they be taken as read and now be confirmed.



5 RANUI CONCEPT PLAN UPDATE

GLOSSARY

Enquiry by Design	(EBD)
Draft Growth Management Strategy	(GMS)
Ranui Action Project	(RAP)

EXECUTIVE SUMMARY

The purpose of this report is to provide an update to the Policy and Strategy Committee on progress with the development of an Urban Concept Plan for Ranui.

The report will provide an update on the Community Vision Workshop and the Enquiry by Design (EBD) workshops held in April 2008 and will inform on the progress of the preparation of a draft Urban Concept Plan, and outline the next steps to be taken by Council.

The report also seeks that the Policy and Strategy Committee nominate a Councillor to attend the next community feedback workshop in late August 2008.

RECOMMENDATIONS

It is recommended that the Policy and Strategy Committee resolve as follows:

1. **Receive** the Ranui Concept Plan Update report.
2. **Agree** to nominate a Councillor to participate in the upcoming community feedback workshop for the Ranui Concept Plan in late August 2008.

BACKGROUND

1. Ranui has progressively grown over the past four decades with a resultant neighbourhood that comprises a local centre, community facilities and social infrastructure, adjoining an industrial area and surrounding suburbs.
2. The draft Growth Management Strategy (GMS) for Waitakere was reported to Council at the Planning and Regulatory Committee on 8 August 2006. The GMS has projected significant population growth in Ranui over the next decade. A high growth scenario for Ranui would see the population more than double by 2021.
3. Development potential under the current planning framework has almost peaked. To enable and cater for the projected population growth and employment provisions, increased residential densities in existing areas and more diversity in the existing housing stock will be required. This in turn will create the critical mass necessary to support the development of additional commercial mixed use (e.g. retail sales, retail services, office space, etc) and community facilities.
4. Council agreed to explore growth, development and delivery options for Ranui via an EBD process. The Policy and Strategy Committee received the Ranui Concept Plan Update report and nominated two Councillors to participate in the EBD workshop.
5. At its meeting dated 6 March 2008 the Policy and Strategy Committee resolved as follows:

- “1. That the Ranui Village Centre Update report be received.
2. That the Policy and Strategy Committee nominates Crs Cooper and Chan to participate in the Enquiry by Design workshop.
3. That a further report be brought back to the Policy and Strategy Committee to provide an information update on the Enquiry by Design workshop and progress of the Urban Concept Plan in June 2008.”

259/2008

6. Due to unforeseen delays in completion of the draft Ranui Concept Plan the June update to the Policy and Strategy Committee has been delayed.

Ranui Community Vision and Enquiry by Design Workshop Update

7. The Ranui Community Vision workshop was held at the Ranui Baptist Church on the evening of Wednesday, 2 April 2008. The workshop was facilitated by Chow: Hill Architects (Council’s consultants), Councillor Cooper and 13 Council officers. The workshop was attended by 45 participants consisting of residents from Ranui, Henderson, Massey and Swanson, representatives from Earthsong, Walk to Work, Ranui Action Project (RAP), local church members, local shop/business owners, other community representatives and local play centres.
8. Workshop participants worked in groups to firstly identify and discuss their views on Ranui as it exists today, and then to draw their vision for the future of Ranui. Each group presented their findings to the wider workshop. Some of the key themes raised by participants in the workshop process included:
 - A desire to create a sense of place unique to Ranui;
 - A desire to create a town square with links to existing green space and community facilities that provides for a gathering place for local people, a place to “sit and reflect”;
 - Acknowledgement of the need to intensify development in Ranui but also wanting to retain the character, culture, demographics and sustainability focus of Ranui and avoid the existing community being pushed out by new residents;
 - A desire to develop the Ranui Domain to encourage greater community use and enhance its role as a community asset, possibly including better road access/frontage;
 - A desire to have additional and larger community facilities - library, community centre and early childhood services;
 - A desire to expand the neighbourhood shops into a local town centre with greater provision of retail and services that serves the local community;
 - A need to increase opportunities for commercial development in the town centre by rezoning existing land to support growth for residents and businesses;
 - A need to find options for improving the safety and movement of pedestrians, cyclists and road traffic within Ranui;
 - A desire to improve Ranui’s reputation and to make Ranui a safe place that people can enjoy and continue to live and work in.

In addition to comments gathered from the Community Vision Workshop, 23 feedback forms were also received from the community.

9. Following the community vision workshop, an EBD process explored place-based solutions for Ranui. The EBD process was held at the Ranui Baptist Church on 4 and 5 April 2008. The workshops involved Council officers from a wide range of disciplines; Councillor Cooper, Councillor Chan, and Massey Community Board Chairman, John Riddell. In addition the workshop was attended by key local stakeholders and landowners including RAP (Ranui Action Project), Earthsong, Walk to Work, Project Twin Streams, Chapman Properties and the Ranui Medical Centre and Pharmacy. The participants worked with Council's design team to develop and test a series of design options (concept plans) for the overall town centre, Ranui Station Road and connections to the train station, the 'main street' of Swanson Road and the wider residential neighbourhood of Ranui.

Draft Ranui Concept Plan

10. The Ranui Concept Plan is intended to guide the development of Ranui over approximately the next 10-15 years. The concept plan presents place based options to resolve local issues and creates a design framework to guide address business and population growth.
11. The main outcomes of the concept plan have focused on the re-development and growth around the retail core on Swanson Road; connections to the train station down Ranui Station Road and improvements to safety and accessibility of the Ranui Domain. The town centre is proposed to become a two-sided 'main street' with more flexible land use options. The key intersection would be signalised to improve pedestrian and vehicle safety whilst slowing traffic. Public spaces would incorporate local community and culture and include a town square within the main street that connects through to Ranui Domain. Opportunities for more intensive housing and a variety of housing types have also been identified.

Next Steps

12. The Ranui Concept Plan is currently in a draft format that requires further community consultation prior to finalisation. It is intended to present the draft concept plan to the Ranui community at the end of July (options currently being considered are 21, 22 or 28 July 2008). This report seeks nomination of an Elected Member to attend this community consultation evening.
13. Following the workshop and analysis of feedback from the community, the Ranui Urban Concept Plan will be finalised by Chow:Hill. It is intended to report the final Ranui Urban Concept Plan and an Implementation Plan detailing key workstreams, priorities and funding requirements to the Policy and Strategy Committee for adoption in approximately September 2008.

DECISION MAKING

There are no decisions arising from this report.

STRATEGIC CONTEXT

14. The Ranui Concept Plan and Implementation Plan contribute to the following four Strategic Platforms:
 - **Urban and Rural Villages** - A concept plan and vision for Ranui will provide a clear direction for any future development. This will ensure the area develops as a thriving place for people to work, live and play;
 - **Integrated Transport and Communication** – The access and circulation around the town centre by walking, cycling and passenger transport in preference to private vehicle usage are being considered as part of the concept plan;

- **Strong Innovative Economy** – The Ranui Concept Plan seeks to enable further employment and business opportunities which will have flow on benefits to the local economy;
- **Strong Communities** – The process of developing the concept plan is based on a high level of business and community participation. The desire to create more active streets in the town centre, improve pedestrian safety and to upgrade essential community infrastructure will contribute to an improvement in the over all well-being of the community.

CONSULTATION

15. The Ranui Concept Plan is being prepared in consultation with a wide range of Council officers. Representatives from Transport Assets, Transport Strategy, Leisure Services, Libraries, Parks Planning, Strategic Projects, Sustainable Development, Social Infrastructure, EcoWater, and Urban Design and Development will continue to be involved in the project.

RESOURCES

16. Resources are allocated for the development of the Ranui Concept Plan in the 2007/2008 budget. No funding has been allocated for the implementation of the Concept Plan at this time.
17. Council's Long Term Council Community Plan 2006-2016 provides \$617,000 in the 2007/2008 budget and \$634,000 in the 2008/2009 budget for the redevelopment of the Ranui Library.

IMPLEMENTATION ISSUES

18. A further report will be presented to the Policy and Strategy Committee in September 2008 to consider the Ranui Concept Plan and Ranui Implementation Plan.

Report prepared by: Melanie McKelvie, Senior Strategic Advisor: Urban Design and Development.



6 **HOBSONVILLE TOWN CENTRE PROJECT UPDATE**

GLOSSARY

Comprehensive Development Plan	(CDP)
Growth and Transport Integration Programme	(GTI)
Local Government (Auckland) Amendment Act 2004	(LG(A)AA)
Metropolitan Urban Limit	(MUL)
Northern Strategic Growth Area	(NorSGA)

EXECUTIVE SUMMARY

The purpose of this report is to provide the Policy and Strategy Committee with an update on work being undertaken by Council officers to facilitate the development of a new Town Centre to the north of the existing Hobsonville Village, and to achieve the vision and policy direction set down by Proposed Plan Change 14.

This report provides the Committee with an overview of key design tasks being undertaken by the Council to be in an informed position to process a Comprehensive Development Plan (CDP) application for a new Town Centre at Hobsonville Village, and to align this project with a number of cross cutting projects under the Growth and Transport Integration (GTI) programme.

This report is intended to be received by the Committee as an information update and no decisions are required. It provides an overview of urban design advice and infrastructure requirements that have been considered as part of planning for a new town centre.

RECOMMENDATION

It is recommended that the Policy and Strategy Committee resolve to:

Receive the Hobsonville Town Centre Project Update report.

BACKGROUND

Plan Change 14

1. Plan Change 14 was notified in March 2005 and Council decisions were issued in June 2007. This Plan Change was required in order to adequately respond to the opportunities and obligations that arose under the Local Government (Auckland) Amendment Act 2004 (LG(A)AA 2004), and it is opportunity for Council to develop a proposal to shift the Metropolitan Urban Limit (MUL).
2. In June 2007, the Joint Hearings Panel recommended approval of the Council's request to shift the Auckland's MUL, allowing existing rural countryside land in the north of Waitakere to be developed as urban areas. This decision is currently under appeal, but the Council is continuing its work in this area to ensure that the appropriate planning and resources are in place, once the appeals are resolved.
- AI 3. The Proposed Plan Change 14 relates specifically to the future development of parts of the Hobsonville Corridor. This Proposed Plan Change focused on two areas of development. The first was to expand the existing retail activities at the intersection of Clark and Hobsonville Roads (Precinct B), creating a new Town Centre to serve the surrounding residential catchment (refer to location plan attached at page A1). The second was to create new employment areas to the west of Hobsonville Village and south of the State Highway 18 motorway alignment. This proposed motorway alignment has formed the northern boundary of Council's proposal to shift the MUL.

Post Hearings Changes

4. In the period since the Council's decisions arising from the Joint Hearing Panel recommendations were announced, a number of circumstances have arisen as follows:
 - a) A key landowner in the proposed Town Centre has appealed the mixed use residential notation on the urban concept plan for the Town Centre. The location and scale of this residential activity needs to be considered in detail before the Council can take a position on how to resolve this appeal.

- b) The conditions affecting the future character and condition of Hobsonville Road have been considered through ongoing negotiations between the Council and Transit New Zealand. It now appears that it will be more challenging for Hobsonville Road to function as a street with a finer grain and more intimate retail function. These challenges include the likelihood of a heavy haulage route on Hobsonville Road, (requiring landscaping no higher than 1m within set areas and a specified width of carriageway), and the outputs from strategic traffic modelling, which now predict higher levels of traffic on Hobsonville Road post 2021.
- c) It has also become apparent that predicted higher traffic volumes will impact on the free flowing function of vehicles at the Clark Street and Hobsonville Road intersection. This intersection was initially identified as a safe and pedestrian friendly entrance to the Town Centre. After inputting predicted traffic flows and heavy haulage conditions into the Council's traffic model it now appears that stacking will impact on the successful function of this intersection. This condition could be resolved through a wider carriageway design, however it remains critical that the entrance to this Town Centre performs the important function of connecting the existing residential catchment across Hobsonville Road and into this new Town Centre.
- d) The Council has engaged a team of infrastructure consultants to masterplan trunk infrastructure across NorSGA. This infrastructure contract must address the way in which an active retail frontage to Hobsonville Road will be achieved. Proposed Plan Change 14 requires development on Hobsonville Road that meets the standards for development set down by the "mainstreet typology" criteria in Proposed Plan Change 18.
- e) The land ownership within Precinct B has four separate landowners, all of whom have different timeframes and aspirations for the future development of their land. Proposed Plan Change 14 requires developers to consult with each other and work toward an agreed comprehensive plan for future development. A key landowner in Precinct B has signalled that it will be a challenge to get a comprehensive outcome across all four sites due to separate land ownership and the potential for disagreement over a future development outcome. The Council has identified that it will have a role in advocating for a mixed use form of development and seeks to work with all landowners to achieve this.
- f) The Council's submissions to the Joint Hearing Panel supported a prescriptive location of a supermarket in the Town Centre. This method was based on defining an appropriate location for this activity, given the adoption of a particular design for the Clark Street intersection, and the proposal to locate the mixed use residential activity at the rear (motorway end) of the Town Centre. The Joint Hearing Panel supported this method and it was carried through in the decision to adopt Proposed Plan Change 14. This method is now subject to appeal by the National Trading Company of New Zealand. The Council has not yet reached a position on the resolution of this appeal.
- g) Proposed Plan Change 14 sets a policy direction for the development of a new Town Centre that comprises of a mix of land uses and functions to support the adjoining public transport network. It is important that the Council identifies the public realm elements that would be needed in the Town Centre to secure the "backbone" infrastructure necessary for a mixed use Town Centre to occur. The infrastructure that will be identified through the NorSGA Infrastructure Masterplanning Contract includes green networks, (public squares and the future design and function of Hobsonville Domain) and the ideal location of key community infrastructure such as a local library and community house to facilitate amenity and to assist where possible in reinforcing the Town Centre role for the local community.

Master Planning the Town Centre

5. The Hobsonville Town Centre planning workstream is ongoing and the Council has an ongoing commitment to work with a range of interested parties and landowners to progress Proposed Plan Change 14. This work will include taking the lead in a detailed design exercise to understand the specific elements needed to create a mixed use and pedestrian oriented Town Centre within this location. This task, involves consideration of urban design and urban form, and will complement the infrastructure masterplanning contract already underway for NorSGA.
- A1*
6. This exercise will focus on Precinct B, but will also include an understanding of the land immediately surrounding this precinct. The study area includes the land to the south of Hobsonville Road, the Hobsonville Domain, and adjoining land within the Hobsonville Airbase Proposed Plan Change 13, identified on the notified concept plans as Precinct H (refer to study area attached at page A1) An understanding of the surrounding areas will enable Hobsonville Airbase, the Town Centre, and the surrounding residential catchment to be undertaken in an integrated and complementary manner. This workstream is intended to ensure the integration of land use and transport planning, and will require close collaboration between urban design / land use planning and the design of roads and network infrastructure in this centre.
7. It is anticipated that this masterplanning exercise will put the Council in a better position to receive and process any Comprehensive Development Plan resource consent application for Precinct B. It will do this by giving the Council supplementary information to the District Plan to assess the merits of a mixed use town centre, elements of quality urban design, a more detailed analysis of how the integration of land use and transport networks could be achieved, and a checklist of critical public infrastructure, (including parks, reserves and community infrastructure), that should be provided for in the CDP application. It is also intended that this planning exercise will identify these key elements on a more detail town centre master plan.
8. It is intended that this master planning work may provide relevant outputs to support the resolution of appeals to Proposed Plan Changes 14, 16 (Growth) and 18 (Urban Design), and to confirm the Council's agreed position for negotiation.
9. By identifying the key elements of a successful mixed use Town Centre this exercise will also assist the Council in identifying the infrastructure to service this Town Centre and the corridor, and will address the alignment of the NorSGA Infrastructure masterplanning contract with the design of land use and urban form.
10. Proposed Plan Change 14 provides a policy and rule framework for the Council to enable the creation of a new Town Centre for the Hobsonville Community. Where the policies and objectives of Proposed Plan Change 14 outline the Council's vision for this Town Centre, the masterplanning exercise complements these statutory tools by helping to articulate an "on the ground" outcome that can be achieved in this location.

DECISION MAKING

Issues

11. There are no issues arising from this report.

Options Identified

12. There are no options for consideration arising from this report.

Assessment of Options

13. There are no options to assess arising from this report.

STRATEGIC CONTEXT

14. Waitakere has long promoted the integration of urban form with transport corridors and intensification of development through its strategic direction, urban development strategy (now being updated as the Waitakere Growth Management Strategy) and Waitakere City's District Plan. The LG(A)AA process offers the opportunity to further advance Council's strategic approach.
15. Hobsonville Town Centre is identified as a local Town Centre in the Council's 2006 Draft Growth Management Strategy. Significant growth is expected to occur in Hobsonville as urban development and intensification takes place in residential, retail and employment areas, as part of the development of the Hobsonville Village and Hobsonville Airbase Concept Plans. This growth contributes to following community outcomes, strategic platforms and community outcomes
 - The *Urban and Rural Villages* platform, which seeks to deliver vibrant town centres;
 - The *Strong Innovative Economy* platform, which seeks to provide quality local employment for Waitakere City residents;
 - The *Green Network* platform, which seeks to retain and enhance the qualities of the natural environment within the areas that are proposed to be urbanised, while seeking the relief of development pressure on the non-urban areas such as the Waitakere Ranges and Foothills; and
 - The *Integrated Transport and Communication* platform, which seeks to deliver sustainable urban form integrated with passenger and other transport networks in a way that reduces vehicle trips, reduces the dependence on private motor vehicles, and supports alternative transportation modes such as public transport, walking and cycling.

CONSULTATION

16. Consultation with key staff across Council has taken place and will continue. Representatives from; Transport Assets, Transport Strategy, Leisure Services, Libraries, Parks Planning, Strategic Projects, Legal Services and Urban Design and Development, have been involved in ongoing discussions about the development of a Town Centre at Hobsonville.
17. These discussions have raised issues about how to plan for the best urban design, transport and infrastructure solutions. However, Council officers are all working toward achieving the Council's vision for a mixed use Town Centre at Hobsonville, and are in agreement over the process for combining different disciplines to achieve an integrated outcome.
18. Council has established a process to work closely with the New Zealand Retail Property Group (NZRPG), other landowners within Precinct B, and other stakeholders, as they consider their options to develop plans for the Hobsonville Town Centre.

19. No specific consultation has recently taken place with Te Taumata Runanga / iwi, although they have been consulted in the past during the development of the Hobsonville Village Concept Plan and consultation last took place prior to the presentation of evidence at the LG(A)AA hearings in early 2007.

RESOURCES

20. Officers from Strategy, Strategic Projects and City Services are responsible for the resolution of appeals and co-ordination of the actions necessary to support the receipt of a CDP resource consent application for Precinct B and the implementation of Plan Change 14. Resources are therefore provided by the officers in these teams.
21. Some provision has been made within the Long Term Council Community Plan 2006-2016 for the engagement of technical consultants to provide technical advice to support general NorSGA growth planning.

IMPLEMENTATION ISSUES

22. There are no implementation issues arising from this report.

Report prepared by: Rochelle Sewell, Senior Strategic Advisor, Urban Design and Development.



7 WAITAKERE ACTION PLAN ON CLIMATE CHANGE AND ENERGY - QUARTERLY REPORT

GLOSSARY

Communities for Climate Protection	(CCP)
Long Term Council Community Plan	(LTCCP)
Waitakere Action Plan on Climate Change and Energy	(the Plan)

EXECUTIVE SUMMARY

The purpose of this report is to provide an update to the Policy and Strategy Committee on the Waitakere Action Plan on Climate Change and Energy (the Plan) adopted by Council in September 2006. It reports progress on implementing the Plan and outlines the direction for 2008/09. Evaluation of the effectiveness of the Plan is being undertaken using the reporting structure of the Communities for Climate Protection (CCP) programme delivered by the International Council for Local Environmental Initiatives. Leading into a review of the Plan in 2009 as part of the Long Term Council Community Plan (LTCCP) process, it is proposed that the activities for 2008/2009 will concentrate on the areas that have the greatest potential for reducing greenhouse gas emissions.

RECOMMENDATIONS

It is recommended that the Policy and Strategy Committee resolve to:

1. **Receive** the Waitakere Action Plan on Climate Change and Energy - Quarterly Report.
2. **Agree** that the 2008/2009 carry-forward capital budget of \$100,000 be used to purchase Swift wind turbines or another agreed flagship renewable energy project.

BACKGROUND

1. In July 2004, Waitakere City Council joined the CCP programme and committed to completing the five milestones of the programme, which are:
 - Milestone 1: Conduct an inventory and forecast for community and corporate (Council) greenhouse gas emissions;
 - Milestone 2: Establish greenhouse gas emissions reduction goals;
 - Milestone 3: Develop and adopt a local action plan;
 - Milestone 4: Implement the local action plan and quantify the benefits of implementing actions;
 - Milestone 5: Monitor and report on implementation of the local action plan and progress towards achieving the reduction goal.
2. The inventory for Milestone 1 indicated that city-wide, transport accounted for 44% of emissions, followed by 20% from waste, 17% from industrial sources and 13% from the residential sector. Energy use in buildings accounted for 50% of the Council's corporate emissions, followed by street lighting at 28% and the vehicle fleet at 19%.
3. Waitakere's goals for community emissions are:
 - Reduce emissions by 15% per capita by 2010, compared to 2001;
 - Reduce emissions by 40% per capita by 2021;
 - Reduce emissions by 80% per capita by 2051, to one tonne per capita.
4. Expressing the reductions per capita acknowledges the impact of population growth anticipated for Waitakere. The Citywide emissions in 2001 were 900,353 tonnes of carbon dioxide-equivalent, or 5.2 tonnes per capita.
5. Waitakere's goals for corporate emissions are:
 - Stabilise total greenhouse gas emissions by 2010, and
 - Reduce total emissions by 50% by 2021, compared to the emissions in 2001.

The corporate emissions for 2002 were 6,059 tonnes of carbon dioxide-equivalent.
6. The Plan focuses on six key areas of influence: renewable energy generation, transport, energy in buildings waste reduction, adaptation to climate change, and education and awareness. It operates in two areas of work: policy; and action and demonstration.

DECISION MAKING

Issues

Renewable energy generation

7. In 2006/2007 the Council resolved to invest its demonstration fund in a wind power community demonstration with four to six generators in prominent places. The Swift household-scale wind power generator was installed at Waitakere Central as a pilot project by Vector Limited in May-June 2007. The \$100,000 was carried forward to the 2007/2008 Annual Plan to purchase five more turbines to place in strategic locations in the City. The turbines were intended to promote small-scale renewable energy generation for business and residential use.

8. The performance of the Swift at Waitakere Central has been disappointingly below expectations. In the windy month of October 2007 it produced an average of one unit (kilowatt-hour, kWh) a day from an average wind speed of 3.3 metres per second. Not only is the wind inconsistent and turbulent, the turbine is not producing as much power as the manufacturer had anticipated.
9. A turbine erected on a pole in Waitangi Park, on Wellington's city waterfront, produced only slightly more power, from an average wind speed of 4 metres per second.
10. Vector now has an updated model of the Swift which it is testing at various wind speeds, to see how the actual performance tracks against the manufacturer's claims. The new model is claimed to be more efficient at converting wind energy into electrical energy. Vector is still committed to introducing the Swift to New Zealand and has assigned an Auckland-based engineer to develop the project further. In the meantime, further installations have been postponed and the money carried forward.

Transport

11. Because transport accounts for 44% of Citywide emissions, encouraging the use of public transport and active travel modes is a key plank in the Plan. Each person who switches from car travel to public transport reduces greenhouse gas emissions. Replacing a vehicle journey with active modes such as walking or cycling is even better. The assessment for Milestone 4 of the CCP will evaluate the actions' contribution to reducing greenhouse gas emissions. Public transport improvements continue: the railway line between Henderson and Swanson has been double tracked, involving five kilometres of track, and automatic safety gates installed at pedestrian level crossings at Sturges Road and Ranui stations. Swanson is the northern limit of double tracking. A new timetable comes into effect from Sunday, 13 July 2008, with trains running from Swanson to Britomart at 15 minute intervals during peak periods, and other improvements. On Monday 14 July 2008 the trial daily return commuter service between Helensville and Britomart begins, stopping at Waimauku, Huapai and Henderson. The Go West community-based brand of buses formerly operated by Stagecoach is now running. The Auckland Regional Transport Authority has added six additional daily ferry sailings for West Harbour. The Council's subsidy for staff using public transport has been reinstated and will continue into 2008/09 as part of the On the Go! Workplace travel plan.
12. Within the Council, the latest staff travel survey shows a further significant fall in the number of staff driving to work - from 71% in August 2007 to 61% of 'mode share' in February 2008. Public transport use has increased to 12.7%, after a mid-2007 dip to 11.9%. The targets set by the On the Go! Travel plan for reducing the car-driving mode share below 74.5% and increasing public transport share above 5% have been exceeded.
13. Active travel modes - walking and cycling - are still below the targets in the travel plan of 5% and 4% mode share respectively. Since 27 February 2008, the Council has been running the Greenshoes rewards programme to increase active travel to work - on foot, cycle, skateboard or scooter - as part of the On the Go! Travel plan. A prizegiving in May 2008 rewarded staff who had signed up to Greenshoes' introductory Jumpstart programme and logged 517 person-days of active travel in five weeks, translating to 1,030 active journeys for the 55 participants. This represented more than one-third of the participants' total journeys between home and work.

Energy in buildings

14. The EcoWise West housing retrofit programme carried out by EcoMatters Environment Trust finished its term on 30 June 2008. It exceeded its quota of 1000 home retrofits in three years. Home retrofits operating in Waitakere now include the Council's Project Twin Streams Sustainable Households Sustainable Living, EcoMatters' Sustainable Homes and the Waitemata District Health Board's health-based programme for homes in Waitakere and North Shore. Beacon Pathway is preparing for its Now Home Renovation Project for 1000 homes nation-wide, including 200 in the Auckland region. Eco Water's water demand reduction programmes also reduce greenhouse gas emissions. The Council is also co-ordinating a 'Retrofit the City' group to examine the home retrofit activities taking place in the City and co-ordinate the Council's role among them.
15. The Sustainable Management Fund money for the Eco Design Advisor has been extended for two more years but ceases after that. The funding is \$30,000 in 2008/2009 and \$20,000 in 2009/2010. The Eco Design Advisor has attended 137 consultations, presentations and networking events since the previous report in March 2008.
16. Waitakere Central continues to win awards, the latest being a Ministry of the Environment Green Ribbon Award for urban sustainability, and an Ingenium Excellence Award 2008 - Projects of Process and Investigation. A formal energy audit showed the building's energy consumption was conforming to the Council's brief and is on a par with the best new buildings.
17. The Council's corporate sustainability manager has prepared an action plan to deal with a potential winter power crisis, outlining a series of energy reduction initiatives that would achieve reductions of 10%, 15% and 25% and would be triggered by central Government requests for energy savings. The initiatives range from switching off office lights and computer monitors during breaks to switching off street lights during the early hours of the morning. In advance of central Government requests for power savings, trials are being carried out to determine the practicality and energy savings potential of the various measures. A 25% reduction would save 59,000 kWh a week.

Waste reduction

18. The Council has been carrying out a modest programme to support the introduction of modern washable nappies. It offers cloth nappy hire kits so people can try the nappies before buying them. Waitakere Hospital conducted a trial from March to June 2008 where it offered a take-home pack for the 700 newborn babies expected during that period. The kits were jointly funded by the Council and Waitakere Hospital Foundation, with good discounts from suppliers. Real Nappy Week ran from 21-27 April 2008 to update midwives and other carers and educationalists. The Council plans to increase promotion of the hire kits, offer them through the Waipareira Trust and make them more readily available to low-income households.

Adaptation to climate change

19. Findings from the Climate Impacts on New Zealand Infrastructure study undertaken by the New Zealand Centre for Ecological Economics are being used to inform the Activity Plans for stormwater, wastewater, water supply, transport assets, parks and open space, and property assets, for the LTCCP 2009-2019.

Education and awareness

20. Council offers promoted solar water heating through a prize draw that will see solar water heating systems installed in five Waitakere homes. The performance of these five solar water heating systems will be monitored using a grant from the Energy Efficiency and Conservation Authority's Solar Innovation Fund awarded to Waitakere.
21. Waitakere hosted a Kick the Carbon Habit event on 5 June 2008 for World Environment Day. This rewarded rail and bus travellers for using public transport. Council staff distributed energy-saving light bulbs, stickers and cloth bags to people passing through the air bridge and discussed sustainable living options. Joint funding for this event, held in partnership with Auckland Regional Council and North Shore City Council, was obtained from the Ministry for the Environment.
22. Council officers are formulating an Environmental Education Plan, with input from interested areas within the Council. This is intended to co-ordinate Council activities to raise awareness of climate change and other environmental issues.

Consideration of Community Views

23. Implementation of the Plan gives effect to Sustainable and Integrated transport and Sustainable Environment Community outcomes.

STRATEGIC CONTEXT

24. The Council and its community see the reduction of greenhouse gas emissions as a priority. This is reflected in the Council's Sustainable Development priority and its Sustainable Energy and Clean Air Strategic Platforms.
25. The adoption of the Plan has confirmed this commitment. Central Government's commitment to a carbon neutral New Zealand, its development of an Emissions Trading Scheme and increased media coverage of climate change have further added impetus to the Council's desire to improve energy efficiency and reduce emissions.

CONSULTATION

26. Consultation with staff across Council has provided the information for this update report. Consultation with officers in EcoWater, Transport Assets, Strategy and City Services occurs regularly to make sure the Plan is being achieved.

RESOURCES

27. There are no resource implications from this update report. All resources and funding for the reported initiatives are available within existing budgets.
28. The unspent \$100,000 capital expenditure has been identified for carrying forward to the 2008/2009 Annual Plan to fund further installations of Swift wind turbines or provide an opportunity to explore further options for a flagship project, possibly based on a different renewable energy technology such as solar photovoltaics.

IMPLEMENTATION ISSUES

29. It is anticipated that the work for Milestone 4 in the Plan will be completed by the end of July 2008 and results will be reported to the Policy and Strategy Committee in the October 2008 quarterly report.

30. From the analysis of the effectiveness of the Plan's actions, emphasis for 2008/2009 will be placed on those actions that have the greatest impact on reducing emissions.

Report prepared by: Cathy Sheehan, Strategic Advisor Sustainability Initiatives.



8 WAITAKERE RAIL ISSUES

GLOSSARY

Auckland Regional Transport Authority	(ARTA)
Land Transport Management Bill	(the Bill)
Chief Executive Officer	(CEO)
Auckland Regional Council	(ARC)
Developing Auckland's Rail Transport	(DART)
Henderson Heritage Trust	(HHT)

EXECUTIVE SUMMARY

This report is intended to update Elected Members on a range of rail-related developments within Waitakere.

These developments include:

- The completion of double-tracking works between Henderson and Swanson;
- The introduction of an improved rail timetable in July 2008;
- The introduction of a trial peak commuter rail service in July 2008 between Helensville and Britomart;
- ONTRACK's requirement for a grade-separated pedestrian crossing at Swanson Station to address serious safety risk issues;
- Plans for an additional park and ride facility at Swanson Station;
- Waitakere Station access, parking and other issues;
- ONTRACK's rail corridor trespass initiative;
- ONTRACK proposals to consider an additional pedestrian rail overbridge in Henderson and for a pedestrian crossing across the Whau Creek between Waitakere and Auckland;
- Henderson heritage station issues;
- Henderson Station billboard project.

RECOMMENDATIONS

It is recommended that the Policy and Strategy Committee resolve to:

1. **Receive** the Waitakere Rail Issues report.
2. **Agree** that the Chairman of the Policy and Strategy Committee write to the Chief Executive Officer of ONTRACK and the Chief Executive Officer of the Auckland Regional Transport Authority in response to the issues raised in the Waitakere Rail Issues report.

BACKGROUND

1. Urban rail services in the Auckland region have improved considerably from a position in the early 1990s when a complete closedown of the then skeletal urban passenger network was being seriously considered. At that time Western Line rail services ran approximately hourly at peak times and roughly two-hourly at off-peak times during the day on weekdays only.
2. The purchase by Tranz Rail of second-hand diesel rolling stock in 1993, made possible by the electrification of the Perth urban rail network, allowed timetable improvements to be introduced in mid-2004 that doubled western line train frequency to half-hourly at peak times; hourly during the day on weekdays; and reintroduced a Saturday train service for the first time in many years. The patronage response was spectacular, with rail patronage quickly doubling from one million per annum to two million per annum.
3. The result of this patronage surge was overcrowding on peak Western Line trains as platforms could only accommodate two-car trains. In 1998, the Auckland Regional Council funded the extension of Western Line platforms to accommodate four-car trains and also the operation of the most-heavily patronised services by four-car trains.
4. The opening of the Britomart Transport Centre in 2003 led to a further major patronage surge from 2.5 million passengers in 2003 to 6 million in 2007.
5. The 2006 Government Budget included funding of \$600 million to fund a major redevelopment of the Auckland rail network, including the duplication of the Western Line between Newmarket and Swanson; a 1km rail trench through New Lynn and the redevelopment of Newmarket Station. These developments are a vital pre-requisite for the planned introduction of 10-minute frequency peak train services across the urban rail network in 2010.
6. There was a small drop in western line patronage caused by disruptions to services as a result of double-tracking works between New Lynn and Henderson. However, western line rail patronage is again growing strongly with staff travelling by train to work reporting that existing trains starting at Waitakere in the morning peak now have standing room only from Ranui Station.
7. The Auckland Regional Transport Authority (ARTA) is planning to introduce six-car trains on the western line first as the double-tracking project means that all stations in Waitakere (except Waitakere Station) will have platform lengths able to accommodate these trains.
8. Double-tracking works between Henderson and Swanson were commissioned over the Queen's Birthday holiday weekend (Friday, 30 May to Monday, 2 June 2008). From Tuesday, 3 June 2008, trains used both tracks and platforms at Sturges Road, Ranui and Swanson stations.
9. ARTA is introducing a new rail timetable on 13 July 2008. This will provide for a 15-minute peak train service between Swanson and Britomart in both directions (currently around every 36 minutes); a 30-minute interpeak train service (currently also around every 36 minutes); and the reintroduction of Saturday train services between Waitakere and Henderson. These services have been replaced by buses for the duration of the double-tracking works between Henderson and Swanson.

10. ARTA is also introducing a trial peak commuter rail service between Helensville and Britomart on 13 July 2008. This will provide a single daily return service using the existing Helensville Station and temporary stations at Waimauku and Huapai. This service will operate express between New Lynn and Newmarket in both directions. It is planned to run this service for one year and then to review it. ARTA's measure of success for this service is 80 trips per day boarding or alighting between Helensville and Huapai. However, the service funders may have other success measures to determine if the service should be continued beyond the trial period.
11. A report to the City Development Committee on Rail Electrification was received by that Committee at its meeting on 6 September 2007. This report outlined the project and raised a number of key issues that the Council wished to see addressed by the electrification project. These issues include visual impacts of electrification infrastructure; landscaping and the treatment of electrification shields on pedestrian and road overbridges. A further report on rail electrification was considered by the Infrastructure and Works Committee at its meeting on 2 April 2008, focussing on the infrastructure implications of the project for the Council.
12. The acquisition of electrification rolling stock and locomotives is subject to the ability of the Auckland region to raise a regional fuel tax. This is the subject of the Land Transport Management Bill (the Bill). The Bill has been the subject of select committee hearings and is currently being considered by Parliament. A verbal update on the Bill, and any implications for the funding of electrification, will be provided at the meeting.

DECISION MAKING

13. Responsibility for rail issues is shared among a number of organisations. Principal amongst these is ONTRACK, the stated-owned enterprise that operates the national rail network infrastructure, and ARTA which plans and funds public transport service in the Auckland region. The recent announcement by the Government that it is purchasing Toll Rail's New Zealand operations will mean that all rail operations in New Zealand, apart from the contracted operation of Auckland urban passenger rail services by Veolia Transport, will be in public hands. The final form of how this will work in practice was still unclear at the time of writing this report.
14. This report is for the Committee's information only as rail issues are the responsibility of ARTA and ONTRACK. However, the Council sees the renaissance of urban rail services in the Auckland region as being critical to achieving Waitakere's strategic outcomes. To this end, the Council's role in rail extends beyond its legal regulatory role under the Resource Management Act to an important advocacy role as rail has a very significant city-shaping function. Council officers are in regular contact with ARTA and ONTRACK staff over a broad range of rail-related issues.

Issues

15. There are a number of areas of interest where the Council has been engaged in rail issues in Waitakere in recent times. This report is to inform Elected Members of these issues and to receive feedback from Elected Members on them.

A2-A5

16. **Swanson Station Pedestrian Rail Overbridge.** The Council had requested that ONTRACK provide an at-grade pedestrian crossing at stations west of Henderson instead of the earlier proposal to construct grade-separated pedestrian crossings similar to the one constructed at Glen Eden. This letter is attached at pages A2 to A3 and the reply from ONTRACK attached at pages A4 to A5. ONTRACK staff carried out a review of the planned grade-separated pedestrian crossings at Sturges Road, Ranui and Swanson stations. In the case of Sturges Road and Ranui stations, ONTRACK concluded that an acceptably safe at-grade crossing solution, controlled by electronic gates, could be achieved. However, at Swanson Station ONTRACK could not approve an at-grade pedestrian crossing. This is due to the fact that double-tracking terminates immediately west of the station. This means trains may need to be held in the station area while the track ahead clears, and could at times block a level crossing. The section of track at Swanson will be signalled for bi-directional train operation and in addition, there are human factor issues involving risk-taking behaviour in the rail environment.
17. ONTRACK made a presentation to the Waitakere Community Board at its meeting held on Tuesday, 1 April 2008 outlining the safety case for a grade-separated pedestrian crossing at Swanson Station. Recent fatalities in both the Auckland and Wellington urban rail network underline the very real nature of rail safety issues and their tragic consequences. A further incident in which a toddler was reported to have crawled beneath a stationary train held across a pedestrian level crossing in the Hutt Valley further highlights the issues.
18. ONTRACK has been working with Council officers and community representatives to design a pedestrian rail overbridge at Swanson Station that fits with the local context and addresses or mitigates the issues of bulkiness and scale that have led to criticism of the Glen Eden pedestrian rail overbridge.
19. ONTRACK urgently needs to progress the finalisation of the design and construction of the pedestrian rail overbridge. The existing at-grade pedestrian crossing at the eastern end of Swanson Station will be kept open temporarily after the completion of double-tracking works. However, owing to the significant safety issues, including the fact that trains can run in two directions on both tracks, a 10 km/h speed limit has been imposed on trains at this point. This has significant implications for on-time train operation which could have cascading effects across the urban rail network.
20. Council officers are working closely with ONTRACK and ARTA to co-ordinate planning of the Swanson Station park and ride with the upgraded station at Swanson. The respective levels of the park and ride and the rail platform have been agreed between the Council and ONTRACK. The Principal Advisor: Heritage has also advised that the abutment of the former rail overbridge at Swanson Station does not have any heritage value as it was formed from concrete blocks in a style of construction typically used in the 1960s and 1970s for utilitarian structures such as toilet blocks. It is not listed in the District Plan as a heritage item. The planned pedestrian overbridge is at the point of this old abutment.
21. ONTRACK is prepared to consider funding the capital cost of lifts at Swanson Station to reduce the visual impact of the bridge structure, without which extensive ramps would be required to ensure accessibility requirements are met, especially on the southern side of the rail line. However, ONTRACK as an organisation does not operate lifts at railway stations which are normally the responsibility of ARTA.
22. Initial conversations have taken place between ONTRACK and ARTA about whether ARTA would be prepared to accept responsibility for the operation of these lifts and the associated operational expenditure to maintain them.

23. In the past, lifts have only been provided at stations where there is no other practical way to provide access due to space constraints (Papakura, Middlemore and Kingsland); where the capital cost was funded by a third party (Sylvia Park, Henderson and Britomart); or where passenger volumes and/or space constraints for station upgrades justifies the provision of lifts (New Lynn and Newmarket). It is worthy of note that in Henderson the Council is in the anomalous position of funding and operating the only access between the railway station and the surrounding street network as the Council's aspirations for the quality of that access – including lifts, escalators and a high-quality covered Airbridge - was significantly higher than the standard of access - basic ramps, stairs and uncovered concrete walkways - provided at that time.
24. At the time of writing, ARTA has been formally requested to agree to take responsibility for the operation of lifts at Swanson Station and for meeting their operating costs. If ARTA does not agree to this, it is possible that in order for extensive ramping to be avoided at Swanson Station, the Council may be the “last man standing” and required to either meet the operating costs of lifts at Swanson Station and/or to operate the lifts ourselves. Based on the Council's experience at Henderson Station, there are not only significant cost implications but also significant staff time requirements to manage issues around lift operation. It would be strongly preferable for ARTA to manage the operation of the lifts as is the case for all other lifts in the rail network except Henderson.
25. The Penihana land to the south of the rail line is identified as a future urban growth area in the Draft Growth Management Strategy and in the District Plan (Plan Change 16). The urbanisation of this land may be important in ARTA's decision to fund lift access recognising an increase in potential future demand for the crossing. It is envisaged that the landowner of the Penihana block (Neil Housing) will be seeking that the land be urbanised as part of the Auckland regional Policy Statement review in 2009 as this review will consider the location of the Metropolitan Urban Limit.
26. It is worthy of note that, unlike Henderson Station, there is an alternative route available for people dependent on the lift in the event of a lift breakdown, albeit through quite a lengthy route via Christian Road and the Swanson Station Park.
27. It is proposed to reiterate the request for ARTA to take responsibility for the operation and maintenance of the proposed lifts at Swanson Station in the letter to be sent to the Chief Executive Officer (CEO) of ARTA as a result of a recommendation attached to this report.
28. **Grade Separation.** The Auckland Regional Council (ARC) has earmarked the \$21 million it received from the Government for its upfront funding of the first stage of double tracking - between Boston Road and Baldwin Avenue stations - in its 2008-2009 Annual Plan to immediately assist with investigation and design work for the grade separation of level crossings.
29. The ARC has identified that the Glenview Road level crossing in the Glen Eden town centre is one of six level crossings that most urgently need to be addressed. The Council is proposing to take advantage of the opportunity presented by this new funding source to advance investigation and design work on the Glenview Road level crossing. This will be done in conjunction with the town centre concept design work being led by the Council's Urban Design and Development team.
30. **Glen Eden Pedestrian Rail Overbridge Ramps.** Officers are in ongoing contact with ONTRACK and ARTA over the range of issues associated with the Glen Eden pedestrian rail overbridge ramps. It is planned to report on this issue to a future meeting of the Policy and Strategy Committee.

A6

31. **Swanson Station Park and Ride.** The Council has developed a concept design for a park and ride on the south side of the rail line at Swanson Station with vehicle access from Christian Road. This is attached at page A6. The concept design has approximately 125 parking spaces but the final number of spaces will be determined in the detailed design phase currently getting underway. Construction is planned to take place in the 2008/2009 summer construction season. The significant increase in rail frequency planned from July 2008 will lead to increased demand for spillover parking on street in the vicinity of Swanson Station until the new park and ride is opened. In the event of this leading to people's driveways being blocked or illegal parking on the grass berm, this will require attention from the Council's parking officers and possible additional measures to be considered by the Council Transport Assets section.
32. **Sturges Road Station Park and Ride.** The Sturges Road Station park and ride is in the final stages of construction and is expected to open to the public during July 2008. The park and ride will have space for 170 cars. It is hoped to have the park and ride open in time for the introduction of the improved rail timetable on 13 July 2008 but this is dependent on weather and other conditions.
33. **Waitakere Station Access and Parking Issues.** ARTA has raised concerns with the Council about the lack of a formed pedestrian access from Township Road to Waitakere Station. The consequence of this is that Waitakere Station is the only station on the urban passenger rail network where access for people with mobility difficulties is difficult to virtually impossible. The issue is complicated by the fact that ARTA does not as yet hold a lease from ONTRACK over Waitakere Station and that the existing unformed parking area adjacent to the station platform is on ONTRACK land. The Council has received a number of complaints about the condition of the unformed car park. In response to these complaints, the Council carried out some minor remedial works to re-grade and smooth the car park in January 2008, with the agreement of ARTA and ONTRACK.
34. The Council is planning to instigate works in the 2008/2009 financial year to improve pedestrian access to railway stations. The pedestrian access issue at Waitakere Station has been included in the range of issues to be considered for funding in this work. The Council will engage with ARTA and ONTRACK when staff resources permit to progress issues relating to leases and areas of responsibility at Waitakere Station. Once this work is concluded, it will be clear who has operational responsibility for the Waitakere Station car park and any associated upgrade costs. This has potential future cost implications for the Council.
35. **Rail Corridor Trespass Initiative.** ONTRACK has carried out a major study of trespass in the rail corridor in the Auckland region as part of Project DART (Developing Auckland's Rail Transport), the \$600 million Government funded initial upgrade of the Auckland region's rail infrastructure. Observations from train drivers and closed-circuit camera footage at railway stations were used to identify key trespass points.
36. Both track walking and track crossing are major issues across the Auckland urban rail network. While both are issues in Waitakere, track walking has been identified as the major issue. A number of key trespass and track walking sites have been identified in and around Sturges Road, Henderson, Sunnyvale, Glen Eden and New Lynn stations. ONTRACK has developed a trespass initiative to address these issues through a mixture of the three E's - engineering, enforcement and education. These measures will require close collaboration with Council officers.

37. ONTRACK has acknowledged that taggers and tagging are part of the trespass and track walking issue. The trespass initiative aims to minimise graffiti in high-risk parts of the network where taggers, without an easy escape route, could be hit by trains, by using planting and fencing. Elected Members will be interested to note that the Council secured funding from the Regional Graffiti-free Forum for the Rail Corridor Graffiti Abatement Trial between Bruce McLaren Road and Mt Lebanon Lane. This trial is now underway and is being supported by ONTRACK through extensive assistance with safety permits, safety training, fees exemptions and safety clothing. In addition, the Council has funded the eradication of graffiti on the Henderson Valley Road overbridge, a key concern for the Council and its fully-owned property arm, Waitakere Properties Limited.
38. ONTRACK has also acknowledged that, in some cases, providing a walking route along the rail corridor may be an effective solution to track walking. ONTRACK has advised that this will need to be assessed on a case-by-case basis and be cognisant of upcoming changes to track work and the electrification project. Nonetheless, this is an encouraging positive signal from ONTRACK and is to be applauded.
39. **Henderson Pedestrian Rail Overbridge.** As a result of the Project DART trespass initiative, ONTRACK has engaged GHD Consultants to develop concept designs and estimated costs for a pedestrian rail overbridge linking the end of Smythe Road with Edsel Street at the south end of Henderson Station. This is a significant rail trespass site across the rail corridor. This bridge would also provide access between the proposed Henderson park and ride and the Henderson Station platform. Any additional pedestrian access to the south end of Henderson Station would significantly increase the number of jobs and people within walking distance of Henderson Station. The proposal is still under consideration by ONTRACK and will depend on its feasibility; the costs involved; and the extent to which lower cost measures such as fencing; signage and impediments to entering the rail corridor are effective in addressing the trespass issue.
40. Council officers have had an initial meeting with ONTRACK's consultants in which they were briefed about a broad range of issues relating to access across the rail corridor in the Henderson area and the possibility of a pedestrian overbridge. These issues include:
- The possible visual impact of an overbridge on the Henderson heritage station;
 - The range of issues of bulk, scale and visual impact of the Glen Eden pedestrian rail overbridge;
 - The need for any overbridge to fit with its context, taking into account Henderson's role as the Central Business District of Waitakere;
 - Future-proofing Henderson Station for future expansion to accommodate eight-car trains;
 - Future ideas for an additional road and pedestrian crossing of the rail corridor in the vicinity of Hickory Avenue;
 - Consideration of key pedestrian desire lines for key user groups such as Henderson High School students and residents of the Council's Wilshire Village housing for older adults;
 - The relative roles of the Council's Airbridge and any second rail pedestrian crossing; and
 - Consideration of an at-grade pedestrian crossing, controlled by electronic gates, as has been implemented at Sturges Road and Ranui Station in place of earlier proposals for grade-separated pedestrian overbridges. This would provide an alternative access route for people with disabilities in case of a lift outage on the station platform. It would also provide for universal access whereas the ONTRACK proposal is for stair access only.

41. Council officers believe that a holistic approach to improving access for both vehicles and pedestrians across the rail corridor in the Henderson CBD, taking into account the range of issues listed above, is preferable to ad-hoc one-off solutions to address individual problems. It is proposed to include this feedback in the letter to ONTRACK proposed as a resolution resulting from this report.
42. **Whau Creek pedestrian rail overbridge.** ONTRACK has also engaged GHD Consultants to develop concept designs for a pedestrian access across the Whau Creek. This is a common track walking route across the existing single-track rail overbridge, which is currently being replaced by two rail overbridges as part of the double-tracking project. ONTRACK has advised that this is likely to be a lower priority project than a possible grade-separated pedestrian crossing at the south end of Henderson Station.
43. While the Council welcomes the proposed significant improvement in pedestrian connectivity between Waitakere and Auckland, it also wishes ONTRACK to take the following factors into account in its planning:
 - The Council's strong aspiration for a walk/cycleway alongside the rail corridor in Waitakere. This would provide much improved connectivity for sustainable transport modes and would address the track walking issues across Waitakere identified by ONTRACK in its rail trespass work;
 - Integration with the movement network planned for the New Lynn Transit Oriented Development project and the broader redevelopment of New Lynn;
 - Integration with the Council's multi-year redevelopment of Olympic Park;
 - Strong reservations about underbridges and underpasses due to safety and amenity concerns.
 - The possibility of using recycled materials from the existing rail overbridge, which is being replaced as part of the double-tracking project;
 - Connections to walking and cycling networks on the Auckland side of the Whau Creek linking to key desire lines and destinations; and
 - The desire that any bridge provide for both pedestrians and cyclists.
44. Again, Council officers believe that a holistic approach to this proposal is preferable to ad-hoc, one-off proposals to address individual issues.
45. **Henderson Heritage Station.** The Henderson Heritage Trust (HHT) has been working closely with the Council over a number of years in order to achieve both organisations shared aspirations for an adaptive reuse of the heritage station building. The Principal Advisor: Heritage is reporting to the Culture and Community Committee on a proposed way forward for carrying out urgent repairs to the station roof in order that the building remain watertight, a vital prerequisite for future plans for restoration and reuse.
46. However, a key barrier to this future restoration and reuse of the Henderson heritage station is the refusal by ONTRACK to enter into a long-term lease arrangement with HHT which would give the security of tenure vital to being able to receiving funding from a range of charitable sources, such as the ASB Trust and the Waitakere Licensing Trust.
47. In December 2005, ONTRACK agreed to enter into a long-term lease arrangement with the HHT for the heritage station building and immediate environs. In 2007, draft lease agreements were circulated but there was disagreement over the terms of the lease, regarding the building footprint and commercial terms.

48. Due to the deadlock in lease negotiations, HHT called a meeting with the lease manager at ONTRACK and the Mayor in April 2008. Two days before the meeting was due to take place, ONTRACK advised that it would refuse to meet with HHT and that no lease would be entered into until the engineering standards for electrification had been agreed.
49. The Planning Commissioner's report in 2005, rejecting the proposed relocation of the heritage station to Corban Estate, contained a caveat that the station canopy could be cut back by up to 1.3 metres to accommodate future electrification infrastructure without affecting the building's integrity. Council officers believe that this is sufficient to accommodate the clearance requirements of electrification, taking into account the fact that electrification masts are placed at intervals of 50 to 60 metres. The Council has conveyed to ONTRACK the strong desire that electrification infrastructure such as poles and masts be carefully placed in sensitive contexts such as town centres. The Henderson heritage station would easily fit into this category.
- A7-A8 50. As a result of the cancelled meeting, the Mayor wrote to the CEO of ONTRACK expressing concern about this situation and seeking solutions to the lease issues. A copy of this letter is attached at pages A7 to A8. To date, no written response has been received from ONTRACK.
51. ONTRACK has recently advised the Council that the electrification standards work was completed in early June 2008. This means that ONTRACK is in a position to do some design work to assess the impact of these standards on the Henderson heritage station. This will in turn determine any lease conditions in regards to building modifications.
52. It is proposed that the request for a response to the issues raised by the Mayor in his letter to ONTRACK be reiterated in the letter proposed to be sent to the CEO of ONTRACK as a result of a recommendation attached to this report and urge ONTRACK to do the necessary design work for the Henderson heritage station at the earliest possible opportunity. ONTRACK has undertaken to expedite the response to the Mayor's letter.

Henderson Station Billboard Project

53. Elected members have raised concerns in the past about the visual impacts of the four APN billboards on Railside Avenue. Past attempt by the Council to have these billboards relocated elsewhere in Waitakere or for the billboards themselves to be less obtrusive have not been successful. One of the issues with the billboards has been the chronic graffiti on their reverse side, facing the rail platform.
54. To address this, the Council's arts team has proposed developing a series of illustrated billboard panels which would be attached to the reverse side of the four existing billboards between the bus interchange on Railside Avenue and the Henderson Station platform. Each pair of billboard structures would carry a pair of illustrated panels, with the artwork on each panel working in 'graphic novel' mode to illuminate an important moment of Waitakere's history. Flood lighting for these art panels would also be developed which would incidentally raise ambient light levels on the Henderson Station platform. Pending approval of further funding, it is planned to implement these illustrated history panels by October 2008.

Options Identified

55. As detailed earlier in the report, ONTRACK went through a safety case process to review previous requirements for a grade-separated pedestrian crossing at Swanson Station. However, due to significant safety and risk issues identified in paragraph 15 of the report, ONTRACK concluded that a grade-separated pedestrian crossing was still required at this location. The options for a grade-separated crossing included ramps, stairs or lifts or some combination of these options.

Consideration of Community Views

56. ONTRACK has engaged with the Waitakere Community Board, the Swanson Station Community Trust, the Swanson Residents and Ratepayers Association and Council officers over options for the pedestrian crossing at Swanson Station. It has established a focus group with representatives from each of these organisations to give input as the bridge is designed.
57. Two Open Days, one hosted by the Council and the other by ONTRACK, have been held at Swanson Station to discuss the issues of pedestrian access across the rail corridor. Both open days were well attended by members of the community. Community feedback from the most recent open day is that the community by and large accepts the need for a grade-separated pedestrian crossing but is concerned that it not replicate the Glen Eden rail overbridge and be designed in a manner that is sympathetic to the heritage station building and the surrounding context.
58. The issue of access at Waitakere Station has been raised in this report due to concerns raised by members of the public to ARTA and also by residents through the Council's call centre.

Preferred Option

59. ONTRACK's preferred option to provide for a grade-separated rail pedestrian crossing at Swanson Station is for the reasons outlined in paragraph 15. The preferred option provides for lifts (or ramps if issues around the funding of lift operation cannot be resolved) and stairs to provide access between Swanson Road, Swanson Station, the park and ride facility and Christian Road. The Council's experience with the Glen Eden pedestrian rail overbridge shows that ramps that meet Building Code standards for access for people with disabilities do not in effect provide genuine disability access. The advice of the Strategic Advisor: Disability is that people with disabilities, parents with prams and older adults prefer lifts to ramps.

STRATEGIC CONTEXT

60. The double-tracking of the western rail line will have a strong positive influence on nearly all of the Council's strategic platforms, namely integrated transport and communications; urban and rural villages; strong innovative economy; green network; strong communities; and sustainable energy and clean air.
61. **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's three main town centres and a significant number of other town centres to each other and to the rest of the region.

62. **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.
63. **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.
64. **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.
65. **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.
66. **Strong Communities, He iwi kaha**
Passenger rail 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.

CONSULTATION

67. The consultation that has taken place on the Swanson Station pedestrian access issue has been noted in paragraphs 29-31 above.
68. Any consultation with Maori needed for rail issues is the responsibility of either ARTA or ONTRACK, except for park and rides where it is the responsibility of the Council.

RESOURCES

69. At this stage, no other resources other than staff time are required. Any financial implications that may arise from this report will be reported to the appropriate committee of the Council for a decision. The Council has committed resources in the draft Annual Plan 2008/2009 for the Swanson Station park and ride and improvements to pedestrian access at railway stations.

IMPLEMENTATION ISSUES

70. The implementation of rail issues is generally the responsibility of ARTA and ONTRACK, except for park and ride facilities which are generally a Council responsibility. The key implementation issue is agreeing to the funding of the operation of any lifts installed at Swanson Station.

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



9 WALKING ACCESS BILL 2008

GLOSSARY

Walking Access Bill 2008	(the Bill)
Walking Access Commission	(WAC)
Local Government and Environment Select Committee	(the Select Committee)

EXECUTIVE SUMMARY

The purpose of this report is to inform the Policy and Strategy Committee of the recently proposed Walking Access Bill 2008, and the actions of Council officers in response.

A written submission has been made on behalf of the Waitakere City Council to the Local Government and Environment Select Committee, and Council officers have appeared before the Select Committee in support of the written submission.

This report also seeks ratification of the submission.

The Walking Access Bill 2008 will repeal the New Zealand Walkways Act 1990, and moves responsibility for public walking access provision, enhancement, promotion and negotiation from the Department of Conservation to a new Walking Access Commission under the Ministry of Agriculture and Fisheries.

RECOMMENDATIONS

It is recommended that the Strategy and Policy Committee resolve to:

1. **Receive** the Walking Access Bill 2008 report.
2. **Agree** to ratify the Waitakere City Council Submission to the Local Government and Environment Select Committee regarding the Walking Access Bill 2008.

BACKGROUND

1. The Walking Access Bill 2008 (the Bill) arises from public concerns about public access along water margins, and public access to water margins and other public land (such as beaches, rivers, lakes and national parks). There has also been a public misconception that there is a public strip of land along these areas known as the Queens Chain. While there are many public reservations of this kind, they are by no means universal, and their precise location is not well known or easy to locate.
2. The purpose of the Bill is set out in Section 3 of the Bill:

3 Purpose

The purpose of this Act is -

- (a) to provide the New Zealand public with safe, unimpeded walking access to the outdoors (such as around the coast and lakes, along rivers, and to public resources) so that the public can enjoy the outdoors; and
 - (b) to provide for walkways to be declared over public and private land; and
 - (c) to establish the New Zealand Walking Access Commission; and
 - (d) to make the Commission responsible for declaring and administering walkways and for encouraging and co-ordinating improvement of walking access and associated activities.
- 3 This legislation repeals and replaces the New Zealand Walkways Act 1990, that legislation having replaced the New Zealand Walkways Act 1975.

4. The Bill creates a new dedicated, independent, Walking Access Commission (WAC) whose objective and functions are set out in Sections 9 and 10 of the Bill:

9 Objective of Commission

The objective of the Commission is to lead and support the establishment, maintenance, and improvement of walking access.

10 Functions of Commission

In meeting its objective under section 9, the Commission has the following functions:

- (a) providing national leadership on walking access by-
 - (i) preparing and administering a national strategy; and
 - (ii) coordinating walking access among relevant stakeholders and central and local government organisations, including Sport and Recreation New Zealand;
 - (b) providing local and regional leadership on, and coordination of, walking access;
 - (c) compiling, holding, and publishing information about land over which members of the public have walking access;
 - (d) providing advice on walking access to the Minister or any other person;
 - (e) facilitating resolution of disputes about walking access, including initiating negotiations about disputed issues, mediating disputes, and referring disputes to an appropriate authority;
 - (f) creating and administering walkways under this Act, with planning and supervision focused at a local level;
 - (g) monitoring the compliance with, and enforcement of, this Act;
 - (h) negotiating with landholders to acquire walking access (other than walkways) over land;
 - (i) negotiating rights in addition to any walking access that is acquired, such as the right to carry firearms or of access with dogs, bicycles, or motor vehicles;
 - (j) administering a fund to finance the activities of the Commission, or any other person, in acquiring, developing, improving, maintaining, and administering walking access over any land;
 - (k) receiving and managing private funding, contributions, or sponsorship for the promotion of walking access;
 - (l) researching, educating the public about, and participating in topics and programmes related to walking access;
 - (m) developing, promoting, and maintaining the code of responsible conduct.
5. This bill moves statutory responsibility from the Department of Conservation to the new WAC under the supervision of the Ministry of Agriculture and Fisheries.
- A9-A64
6. A full copy of the Bill is attached at pages A9 to A64.
7. The Bill directly transfers many of the existing provisions of the New Zealand Walkways Act 1990, but also has a number of new provisions.
8. The legislation implements a number of recommendations from the Land Access Ministerial Working Group chaired by John Acland which undertook consultation following Government announcements in 2002 that it was considering deeming public access (a 'right-to-roam') along rivers lakes and waterways - effectively creating the so-called "Queens Chain". The 'right to roam' proposal was strongly opposed by landowner and property rights interest groups.

9. The Bill is also an attempt to identify and promote existing public access where it does exist but is 'lost' such as along esplanade reserves, strips or rights-of-way (or the Queens Chain where it does exist), it is obscured, obstructed, unclear, or no longer exists due to erosion, accretion, or survey issues, by charging the WAC with responsibility for better awareness of existing public access resources.

Timeline

- A65-A68
10. The first reading of the Bill was on 15 April 2008, where it was then referred to the Select Committee.
11. A copy of the Bills Digest (a summary of the Bill for the assistance of members of Parliament by parliamentary legal services) is attached at pages A65 to A68.
12. The Select Committee then made a call for submissions on the Walking Access Bill 2008 on or about 21 April 2008, with submissions closing Thursday, 21 May 2008.
13. Council officers, once becoming aware of the Bill (on Monday, 18 May 2008), commenced an assessment and consultation process to determine what impact the Bill may have on Waitakere operationally, financially, or statutorily and in terms of potential impacts on the strategic direction and community outcomes.
14. Following this assessment and consultation where possible, it was determined that a submission should be made, querying various aspects of the Bill in respect of its ability to deliver its objectives, and potential impacts on public access and Councils operations, strategic goals and finances.
15. A submission was lodged with the Clerk of the Committee on Friday, 22 May 2008, following approval by delegated authority by the Chief Executive Officer.
16. Advice was received from the Clerk of the Committee on 29 May 2008 that the Select Committee would be hearing submissions on Monday, 9 June in Wellington. Director: Strategic Planning appeared before the Select Committee on behalf of the Council.

Summary of submission

- A69-A81
17. A full copy of the submission is attached at pages A69 to A81.
18. In summary, the submission was supportive of the intention of Bill in general (promoting public access to the coast, rivers and lakes, and for the potentially benefits of an appropriately funded, and focused dedicated walking agency), but outlined a number of concerns:
- the need for a new agency under control of the Ministry of Agriculture and Fisheries, rather than appropriate funding and resourcing at the existing expert agency (Department of Conservation);
 - funding issues generally - is this to be another unfunded mandate for local authorities?
 - potential for better integration with the Resource Management Act 1991 processes regarding public access and subdivision;
 - applicability to an urban context;
 - public liability issues, including Councils potential liability;
 - ability to compel landowners in specified circumstances and compensatory issues; and
 - potential for unintended effects on adjacent land.

DECISION MAKING

19. Apart from Waitakere City Council's general interest in public access provision and management, the Council also has a particular interest in the Walking Access Bill as it is currently negotiating public access to lakeside and coastal areas over private land near Bethells Beach. That access is intended to be provided in terms of the NZ Walkways Act 1990, of which many provisions will be subsumed into this Bill.
20. The decision sought in this report is that the information regarding the Bill be received, and the submission (which has already been made) be ratified.
21. These decisions are not deemed to be significant.

Issues

Select Committee

22. Director: Strategic Planning presented the submission on behalf of the Council to the Local Government and Environment Select Committee on 9 June 2008.
23. The main issues discussed with the Select Committee including questioning from members of the Select Committee were:
 - The desirability of avoiding placing further unfunded mandates on local authorities;
 - The desirability of appropriately funding and tasking an existing creditable agency (Department of Conservation) rather than creating a new agency;
 - The desirability, from a landowners perspective to connect negotiations between landowners and walkway controlling authorities, rather than inserting a central government agency between the two.

Options Identified

24. As the decision sought is retrospective approval of past actions, there are few options available. It is unlikely that the Select Committee submission can be withdrawn.

Consideration of Community Views

25. Consultation on the Bill is being undertaken by the Local Government and Environment Select Committee. Groups likely to take an interest or potentially impacted by the Bills provisions include:
 - local authorities;
 - iwi and hapu groups;
 - outdoor recreation, hunting and fishing interests;
 - conservation groups;
 - landowners (including maori landowners), farmers, and developers particularly in coastal, lakeside and riparian areas.
26. The submission has necessarily focussed on issues from the Council's perspective, including strategic directions and community outcomes – various interests in the wider community is able to make their particular views heard by making submissions directly to the Select Committee.

STRATEGIC CONTEXT

27. The Bill has the potential to impact on a number of strategic outcomes, priorities and strategic platforms, in particular those related to recreation, access to resources and the 'environment'. These potential impacts are highlighted in the table below:

Four Wellbeings	Community Outcomes	Priorities	Strategic Platforms	Walking Access Bill 2008 contribution to Strategic Context
Environmental	Sustainable Environment Environmental Protection Green Network	Sustainable Development	Sustainable Energy and Clean Air Zero Waste Green Network	Promotes and enhances public access to the outdoors, particularly water edges. Potential for improvement to an urban context.
Social	Urban and Rural Villages Healthy lifestyles Strong communities Participation in Society Working Together	Safe City Lifelong Learning - First Call for Children	Urban and Rural Villages Three Waters Strong Communities Active Democracy	Could allow greater connection for walking (and potentially cycling) between places and to the natural environment, particularly along water edges.
Cultural	Maori Leadership Access to resources Autonomy - Vibrant Arts & Culture	- Treaty of Waitangi		Could allow greater access to cultural resources.
Economic	Strong Economy - Sustainable Integrated Transport		Strong Innovative Economy - Integrated Transport and Communications	Could expand the existing walkable network, connecting places via water edges.

CONSULTATION

28. Consultation was undertaken on an officer discussion level with Parks Planning, Resource Management, and Sustainable Management teams. Due to the high level of public reserve land in Waitakere either adjacent to the coast, rivers and waterways, or providing effective public access thereto, most Council officers have had no experience with implementing provisions of the New Zealand Walkways Act 1990. However, a number of potential issues with the newly proposed provisions were identified.

29. Informal, director level discussions were held with the Te Araroa Trust (The Long Pathway), a private trust with the aim of establishing a 3,000km walkway the length of New Zealand. (The Mayor is a member of the Te Araroa Trust). A copy of their draft submission was provided to Council officers. Thoughts on the Bill were also provided from Hugh Barr of the Outdoor Recreation Association.
30. Copies of the Bill and associated documentation were also forwarded to the landowner with whom Council are currently negotiating to establish a walkway under the provisions of the New Zealand Walkways Act 1990.
31. Consultation on the Bill is being undertaken by the Local Government and Environment Select Committee, following a long period of discussions and consultations undertaken by a Ministerial Working Group on Walking Access led by John Acland. Waitakere was not contacted directly by the Select Committee, nor involved in any consultation undertaken by the Ministerial working group.

RESOURCES

32. Writing the submission and presenting it to the Select Committee required the application of staff time and travel.
33. No resources are required to receive this report.

IMPLEMENTATION ISSUES

34. There are no implementation issues associated with receiving this report. A further report on the potential implications of the Bill to Councils operations will be made in due course, if and when the Bill is passed into law.

Report prepared by: Graeme Campbell, Director: Strategic Planning.



10 TE ATATU PENINSULA TOWN CENTRE MASTERPLANNING UPDATE

GLOSSARY

Long Term Council Community Plan	(LTCCP)
Quadruple Bottom Line	(QBL)
Te Atatu Peninsula Community Centre	(Community Centre)
Te Atatu Peninsula Library	(Library)
Te Atatu Peninsula	(TAP)

EXECUTIVE SUMMARY

The purpose of this report is to present an update to the Policy and Strategy Committee on projects being undertaken in the Te Atatu Peninsula Town Centre. The report provides the Policy and Strategy Committee with an overview of the integration between the Te Atatu Peninsula (TAP) Town Centre Concept Plan Review project and the TAP Community Centre and Library Redevelopment project, and presents summaries of the reports from Council's consultants working on these projects.

This report is intended to be received by the Committee as an information update and no decisions on particular design concepts are sought. The report seeks approval from the Committee to take concept options to a community feedback session, and identifies anticipated timeframes for reporting back to the Policy and Strategy Committee on these projects.

RECOMMENDATIONS

It is recommended that the Policy and Strategy Committee resolve to:

1. **Receive** the Te Atatu Peninsula Town Centre Masterplanning Update report.
2. **Agree** to present to the Te Atatu Peninsula community the draft concept options for the redevelopment of the Te Atatu Peninsula Library and Community Centre and a draft concept plan for the Te Atatu Peninsula Town Centre and obtain feedback from the community on these options.
3. **Direct** the Chief Executive Officer to report back to both the Infrastructure and Works and the Policy and Strategy Committees, following the presentation to the community, a further report that presents recommendations on the concept options for the redevelopment of the Te Atatu Peninsula Library and Community Centre.

BACKGROUND

Te Atatu Peninsula Concept Plan Review

1. In 2007, Council officers facilitated a number of consultation meetings with the TAP Community about the future of Te Atatu Peninsula. The first consultation meeting took place 29 February 2007. At this meeting the Council officers outlined the Council's work programme in town centres and identified a series of actions to manage growth on the Peninsula, upgrade the Te Atatu Peninsula Community Centre (Community Centre) and Te Atatu Peninsula Library (Library), and update the concept plan for the TAP Town Centre. The TAP community provided feedback to the Council on issues raised at this session and these issues were explored through a series of Council facilitated community focus group meetings in June / July 2007.
2. Following on from the community focus group meetings, reports were taken to the Henderson Community Board on 3 September 2007 and to the City Development Committee on 6 September 2007. These reports provided an update to the Council and the Community Board on projects being undertaken in the Te Atatu Peninsula Town Centre, which included the Town Centre Strategic Partnerships Programme, the Te Atatu Town Centre Concept Plan Review Project, and planning for the redevelopment of Te Atatu Peninsula Library (Library) and Te Atatu Peninsula Community Centre (Community Centre), as identified in the 2006-2016 Long Term Council Community Plan (LTCCP). In summary these reports;
 - Explained the justification for the work, which is in response to significant population growth, a change in the demographics of the resident population, and development pressures in this town centre;
 - Outlined a work programme for this project, including the proposal to undertake further public meetings and a series of community consultation focus groups between September 2007 and March 2008, and reporting back to the TAP community with a draft Concept Plan update by late March 2008 to refine and finalise a concept plan for the Town Centre;

- Outlined a process for implementation over a staged period, in response to the Council and community aspirations for the TAP Town Centre. The report also highlighted that once this work was complete, the Council would be well informed to commence preliminary planning for the TAP Community Centre and Library redevelopment.

A82-A88 3. In the period since these reports were received, the approved date for reporting back to the TAP community with a draft Concept Plan update has been delayed (refer to the 7 February, resolution 57/2008 and 8 May 726/2008 updates to the Henderson Community Board's Committee Secretary's reports for ongoing updates on timeframes). Further public consultation is now proposed to take place in mid July. The additional time period has provided the opportunity for a more thorough analysis of the TAP Town Centre including the commissioning of market advice on local economic activity and further examination of opportunities for the Town Centre. The executive summary of this work is attached at pages A82 to A88.

A89-A138 4. An internal workshop involving Council officers occurred on 31 March 2008. The purpose of this workshop was to bring together Council officers involved in public transport, landscape and reserve management planning, urban design, infrastructure planning, safety and crime prevention planning, traffic management, and town centre management. These specialists were asked to consider changes that were affecting the demographics of the Town Centre, work being undertaken to consider the redevelopment of the Library and Community Centre, and to consider the significant feedback that came out of the 2007 community focus groups meetings. Following on from this workshop, Chow Hill consultants were awarded a contract to take the ideas from the Council workshop and the community focus groups, provide a professional opinion on how well the TAP Town Centre was functioning in terms of urban design, and to draw up plans and sketches to report back to the community. The concept plans to be used for the consultation with the TAP community are attached at pages A89 to A138.

Te Atatu Peninsula Community Centre and Library Redevelopment

A139-A148 5. A further report was presented to the Infrastructure and Works Committee on 4 June 2008. This report presented the proposed project reporting programme of the TAP Community Centre and Library Redevelopment project. The report advised the Council that a contract to provide concept options for the redevelopment of the existing TAP Community Centre and Library site had been undertaken in parallel with the review of the TAP Town Centre Concept Plan. The report informed the Committee that Creative Spaces Ltd had developed five conceptual options for redevelopment of these facilities. These options are attached at pages A139 to A148.

6. The early engagement of the Creative Spaces Limited contract was intended to:
- a. Provide concept options for the Community Centre and Library in order to understand what form of development could be undertaken within the budget allocated for this project through the LTCCP;
 - b. Understand general design parameters around what could be constructed on the current site owned by the Council.

7. The design process is ongoing and the options that are being presented to the Council and the community for the redevelopment of the Community Centre and Library are at a very early concept stage. No decisions have been made on a development option and the Council are proposing to undertake a Quadruple Bottom Line analysis (QBL) of each of the options, and facilitate a community feedback session. These will become inputs into the design process. The stages in the design process are outlined in the table below.

Design Stage	Level of Detail and Process
Concept Design	<ul style="list-style-type: none"> • Initial concept design. • Undertake a quadruple bottom line analysis of options. • Undertake community consultation. • Selection of a preferred option.
Preliminary Design	<ul style="list-style-type: none"> • Development of the approved concept design. • Detailed investigation into the design aspects of the chosen concept to identify design issues and opportunities. • Refine the design • Produce a more robust budget estimate.
Developed Design	<ul style="list-style-type: none"> • Identify key parameters and detailed costs • Progress design so that it can be submitted as a resource consent application.
Detailed Design	<ul style="list-style-type: none"> • Produce detailed drawings suitable for submission with a building consent application.

8. The brief for the TAP Library and Community Centre Redevelopment contract required the consultants to consider three design options, one of which needed to be based on the current budget allocation in the LTCCP.
9. Through the consultation and submissions to the Annual Plan in 2007 and 2008, the Council were advised that the community desired a multi-purpose facility that had flexible public spaces and a high level of amenity. As a result, the brief for the TAP Library and Community Centre redevelopment contract required consideration of a range of redevelopment options, including the demolition and construction of a new Library and Community Centre. At present, four of the five options put forward by Creative Spaces Ltd exceed the LTCCP budget allocation for detailed design and construction of a new joint facility.
10. The options appended to this report are at the concept design stage. This report only seeks approval from the Council to consult with the community on these concept options.

Design Process and Alignment of Projects

11. In order to align the TAP Town Centre Concept review and the TAP Community Centre and Library redevelopment projects, Chow Hill Limited were briefed to consider the concept options and design report prepared by Creative Spaces and evaluate these options against wider principles for the revitalisation of the town centre. The design principles used by Creative Spaces Ltd have been endorsed and additional recommendations for the next phase of the design project have been proposed. These design principles relate to how the facility will address the mainstreet, Jack Pringle Park, support pedestrian linkages through the Town Centre, and support adjoining sites in undertaking development that supports a walkable and vibrant town centre.

Community Feedback

12. It is intended to provide an update to the TAP community on 16 July 2008. This round of consultation will allow the Community to feedback on whether the concept plan for the Town Centre satisfactorily addresses all the issues raised.
13. Following this Community feedback the Town Centre Concept Plan will be finalised and brought back to the Policy and Strategy Committee.
14. The community will also be invited to comment on the 5 concepts which have been developed for the Community Centre and Library. These comments will be built into the assessment of a preferred option and also brought back to the appropriate committees.

DECISION MAKING

Issues

15. The timing of the TAP Town Centre Concept Plan Review and Community Centre and Library Redevelopment Projects and reporting is critical to the successful alignment of the projects. The 4 June 2008 report to the Infrastructure and Works Committee recommended reporting to the Infrastructure and Works Committee in August 2008 to recommend a preferred option for the TAP Community Centre and Library Redevelopment project and to progress to the detailed design and construction phase. This timeframe will be dependent on the outcome of the Community feedback session in July 2008, and the ability of Council officers to develop a QBL analysis of each option within this reporting timeframe. In the event that the QBL analysis is delayed, this report will be deferred to the 3 September 2008 meeting of Infrastructure and Works Committee.
16. The preferred option for the redevelopment of the Community Centre and Library may result in a preferred option that exceeds the budget currently allocated in the LTCCP. If this occurs, the budget would need to be addressed through the next LTCCP.

STRATEGIC CONTEXT

17. Te Atatu Peninsula Town Centre is identified in the 2006 (draft) Growth Management Strategy. A high rate of growth is expected to occur in TAP as urban development and intensification occurs across established residential areas. Planning for this growth through the Town Centre Concept Plan Review project, and planning for key community infrastructure through the TAP Community Centre and Library Redevelopment project to support this expanding community, contribute to the following community outcomes, strategic platforms:
 - The Urban and Rural Villages Platform - A concept plan and vision for the Te Atatu Peninsula Town Centre and the redevelopment of key community infrastructure within this Town Centre will provide a clear direction for any future development. This will ensure the area develops as a thriving place for people to work, live and play;
 - The Integrated Transport and Communication Platform - The access and circulation around the Town Centre by walking, cycling and passenger transport in preference to private vehicle usage will be considered as part of the concept plan and in progressing toward a detailed design phase for the Community Centre and Library redevelopment;

- The Strong Innovative Economy Platform - A vibrant and well connected Town Centre will promote investment in commercial activities within this Town Centre. The Community Centre and Library redevelopment has the potential to be a strong mainstreet anchor, supporting the clustering of commercial and community services around this site;
- The Strong Communities Platform - The process of developing the concept plan is based on a high level of business and community participation. The desire to create more active streets in the town centre, and to upgrade essential community infrastructure through the redevelopment of the Library and Community Centre will contribute to an improvement in the over all well-being of the community;
- The Green Network platform, which seeks to retain and enhance the qualities of the natural environment within the areas that will be intensified and will rely even more on high quality and well connected green spaces.

CONSULTATION

18. Consultation with key staff across Council is ongoing. Although different options for future planning may result in different technical solutions to achieve a development outcome, Council officers are generally in agreement over the process and direction of these projects.
19. Initial consultation has occurred with external agencies to gauge their interest in clustering of social services in the Town Centre. These discussions are ongoing and will be considered as part of the next phase where options for a Community Centre and Library will be considered.
20. Consultation has been undertaken with a number of key businesses owners in the TAP Town Centre, including the Waitakere Licensing Trust. The purpose of this targeted consultation has been to understand how the TAP town centre may grow and evolve over time and determine commercial and property information that may support the TAP Town Centre Concept Plan review. This consultation has not involved discussions about the Community Centre / Library or the Concept Plan review. All stakeholders will be invited to take part in these discussions at the community feedback session in July 2008.
21. No specific consultation has taken place with Te Taumata Runanga / iwi, although a Local Iwi focus group meeting occurred on the 12 June 2008. Council's Maori Issues Manager has been invited to attend internal workshops and has received ongoing information about these projects.

RESOURCES

22. Officers from Strategic Projects, Strategy and City Services are responsible for managing and providing input into these projects. Staff time is allocated across these teams to continue and complete this work.
23. All consultancy services have been undertaken within existing budgets for 2007/08. Funding for the Community Centre and library is \$2,581,000 in the 2008/2009 financial year and \$2,275,000 in the 2009/2010 financial year.

IMPLEMENTATION ISSUES

24. There are no implementation issues arising from this report.

Report prepared by: Rochelle Sewell, Senior Strategic Advisor.



11 **ROYAL COMMISSION - ISSUES AND UPDATES**

Provision is made in the agenda for a 30-minute update from Council officers on the Royal Commission of Inquiry into Auckland Governance.



PUBLIC EXCLUDED MATTER

12 **HENDERSON COURTS - MINISTRY OF JUSTICE PROPOSAL TO RELOCATE TO A NEW SITE WITHIN HENDERSON**

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

PROCEDURAL MOTION TO EXCLUDE THE PUBLIC

That the public be excluded from the following parts of the proceedings of this meeting namely, Henderson Courts - Ministry Of Justice Proposal To Relocate To A New Site Within Henderson.

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

General subject of the matter to be considered.	Reason for passing this resolution in relation to the matter.	Ground(s) under Section 48(1)(a) for the passing of this resolution.
Henderson Courts - Ministry Of Justice Proposal To Relocate To A New Site Within Henderson.	The withholding of information is necessary in order to: <ul style="list-style-type: none">enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	That the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist

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

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

