

A.

Huia Kingi

From: Maea Petherick
Sent: Thursday, 9 April 2009 3:46 p.m.
To: Huia Kingi
Cc: Renee Davies
Subject: Your attention is directed to the following minutes of the Infrastructure and Works Committee meeting held on Wednesday, 1 April 2009



Committee Memorandum

To	Huia Kingi - Parks Consents Planner
Cc	Renee Davies - Service Manager - Parks Planning
Date	8 April 2009

Your attention is directed to the following minutes of the **Infrastructure and Works Committee** meeting held on **Wednesday, 1 April 2009**.

Committee Secretary - M Petherick

11 PROPOSED LAND EXCHANGE - 76 ROYAL ROAD AND PART OF ROYAL RESERVE

501/2009

MOVED by Cr Mitchell, seconded Cr Cooper:

The Infrastructure and Works Committee resolved to:

1. **Receive** the Proposed Land Exchange - 76 Royal Road And Part Of Royal Reserve report.
2. **Approve** the exchange of reserve land under section 15 Reserves Act 1977 of approximately 1.8 hectares of Royal Reserve (being more or less the area marked A1 on the plan attached at page A69 of the agenda) with approximately 1.8 hectares of 76 Royal Road, Massey (being more or less the area marked A2 on the plan attached at page A69 of the agenda).
3. **Agree** that, where possible, the berm along Beauchamp Road adjacent to Royal Reserve be increased to a width of around 2 metres.
4. **Agree** that Council officers hold a workshop with local residents for input into the design for Royal Reserve and the proposed new road.

5. **Agree** that Council officers work with the developer (being the existing owner of 76 Royal Road) to consider, if practicable, view shafts through the development of 76 Royal Road.

CARRIED

Parks Consents Planner - for your information and appropriate action on minute no 501/2009 items 2,3,4 & 5.

Service Manager - Parks Planning - for your information

Maea Petherick | Committee Secretary/
Elections Administration Officer

Waitakere City Council
Ph: 09-836 8000 ext: 8104 | Fax: 09-836 8001
6 Henderson Valley Road, Henderson 0612
Private Bag 93109 Henderson 0650 Waitakere

5 **PROPOSED LAND EXCHANGE - 76 ROYAL ROAD AND PART OF ROYAL RESERVE**

GLOSSARY

76 Royal Road, Massey	(the Royal Road property)
Infrastructure and Works Committee	(the Committee)
Owner of 76 Royal Road	(the Royal Road owner)
Royal Reserve	(the Reserve)

EXECUTIVE SUMMARY

The purpose of this report is for the Infrastructure and Works Committee (the Committee) to consider objections received in response to the public notification of the proposal to exchange part of Royal Reserve (the Reserve) with adjoining privately owned property and to make a decision on the proposed land exchange.

This report recommends that the proposed land exchange is approved because it will enable the Reserve to be upgraded and developed to a Citywide standard comprising two full sized sports fields, a playground, walkways and boardwalks and linkages through to Westgate.

The Committee has the delegated authority to consider reports relating to the exchange of land in respect of Citywide reserves.

RECOMMENDATIONS

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

1. **Receive** the Proposed Land Exchange 76 Royal Road And Part Of Royal Reserve report.
- A1* 2. **Approve** the exchange of reserve land under section 15 Reserves Act 1977 of approximately 1.8 hectares of Royal Reserve (being more or less the area marked A1 on the plan attached at page A1) with approximately 1.8 hectares of 76 Royal Road, Massey (being more or less the area marked A1 on the plan attached at page A1).
3. **Approve** that prior to the exchange referred to in resolution 2 above being given effect, that subdivision consent and land use consent has been granted in respect of the proposed development to the satisfaction of the Service Manager, Parks Planning.

BACKGROUND

1. In September 2008 this Committee approved the public notification of the proposed exchange of 1.8 hectares of the Reserve. The public notification sought objections to the proposal as required by section 15 of the Reserves Act 1977. Seven objections were received by the Council. This report presents those objections to the Committee for consideration.
- A2-A10* 2. The report presented to the Committee in September 2008 sets out the details of the background to the proposal and the reasons the proposed land exchange was considered appropriate for consideration and is attached at pages A2 to A10.
3. A summary of the background is set out below as well as issues relating to the objections.

- A11*
4. By way of background, in 2004 the Council approved through the outcomes of the Westgate and Massey North Design Workshop a plan for the re-development of the Massey North area. The plan includes the exchange of part of the Reserve and the development of the Reserve as proposed in this report. Council officers have advised that there have been no changes to this plan since its approval in 2004. The proposed design for the Reserve is therefore based on the plan approved in 2004. A copy of the plan is attached at page A11.
 5. The exchange will enable the Reserve to be re-designed and up-graded so that the Reserve can be better integrated with the surrounding residential areas and can offer more recreational facilities and amenity consistent with the Reserves Citywide status. The re-designed and up-graded Reserve would also provide better integration and linkages with surrounding residences and provide a link through to Rush Creek and Westgate.
 6. The Reserve is currently under-used and under-developed. The only road frontage currently available is at the Beauchamp Road car park providing 20 car parking spaces. The main reason the Reserve is currently under-used includes:
 - (a) The lack of road frontage and parking available;
 - (b) The lack of development and amenity provided within the Reserve; and
 - (c) The lack of well formed walkways and linkages through the Reserve.
 7. The owner of 76 Royal Road, Massey (the Royal Road owner) is currently preparing an application for resource consent to subdivide the property at 76 Royal Road (the Royal Road property). The resource consent application will not be lodged with the Council until a decision has been made in terms of the exchange - as the outcome of this decision may impact on the final design of the Royal Road property. It is also likely that the resource consent application will be publicly notified.
- A12*
8. The Royal Road owner engaged a landscape architect to prepare a landscape plan for the development of the Reserve and the subdivision attached at page A12. This has now been revised to address concerns raised in the objections. Council officers consider that the issues raised in the objections have now been addressed as much as possible in the revised landscape plan. The main features of the revised landscape plan are:
 - a) Increased road frontage and car parking spaces to improve access to the Reserve and ensure the Reserve is more visually open and accessible as well as providing good connection with the development the road area including parking that will border the reserve will be approximately 300 metres in length;
 - b) 4m wide boardwalks to enter the Reserve and that continue into the Reserve, this increases the visual amenity of the Reserve and provides an attractive and open entry to encourage people into the Reserve;
 - c) a playground will be developed within the area shown on the landscape plan also helping to increase recreational use of the Reserve, and picnic benches and seats will be provided to further increase the use of the Reserve together with substantial landscape work;
 - d) a 15 metre wide pedestrian access way through the subdivision to the Reserve, this will increase pedestrian access to the Reserve, encourage walking to a greater number of people, and provide increased open space to local residents the design includes provision for specimen trees lining the access way providing green space and shade;

- e) the existing sports fields will be upgraded and increased in size to provide for multi sports to be played on the fields;
 - f) an increase in car parking at the Beauchamp Road car park from 20 to 29 car parks as well as upgrading this area and providing a larger turn around area for large buses;
 - g) a plaza entry way in to the Reserve is shown in the landscape plan at the Beauchamp Road entry to the Reserve;
 - h) walkways are proposed to link through to the Rush Creek side of the Reserve as well as to the new areas of adjoining land currently being developed and leading to the proposed playground as well as through to Westgate; and
 - i) the footpath leading from the Kohanga Reo to the Reserve has been widened and located on the inside of the berm so that the children at the Kohanga Reo can safely use the footpath and access the Reserve.
9. Council officers consider that the revised landscape plan will provide many benefits to the Reserve and users of the Reserve and existing and new residents - and that the revised landscape plan more than addresses concerns raised in the objections.
10. It is acknowledged however that the existing views and environment for existing residents will change as a result of the exchange. Council officers have on this basis attempted to redress those concerns through changes to the landscape plan. In addition to this, Council officers have also considered the interests of the wider community and the interests of future residents within the area. On balance, it is considered that the proposed development will provide a Citywide Reserve that is visually attractive, provides a high level of function and linkages through to the neighbouring communities that will benefit the community as a whole.
11. It is also noted that section 15 of the Reserves Act 1977 requires the Minister of Conservation to approve the exchange of reserve land. Therefore if this Committee approves this exchange, the resolution and copies of the objections will be forwarded to the Minister of Conservation seeking approval to exchange the land.
- A13-A25* 12. An outline of the objections is set out below and a copy of the submissions are attached at pages A13 to A25.
13. The following sets out the issues contained in this report and are detailed further in this report.
- a) the main objections to the proposal;
 - b) the Council's response to the objections; and
 - c) other issues.

DECISION MAKING

Issues

Main Objections

14. Overall, the objections are generally focused on:
- a) the increase in traffic that could lead to more serious accidents at the corner of Beauchamp Drive (adjacent to the car park);

- b) that the proposal does not benefit existing home owners;
- c) that the existing residents would lose their current views for which their properties were purchased and road frontage at Beauchamp Drive;
- d) that the land to be received in the exchange is not suitable for development due to its steepness and the Reserve could be better used if more facilities were provided;
- e) that the density proposed for the development conflicts with the Council sustainability policies; and
- f) that the development will be detrimental to the health and safety of the tamariki at the Te Kohanga Reo.

Objection

Increase in Traffic

15. The main objections relating to the increase in traffic are that Beauchamp Drive has a dangerous corner, that the increase in traffic will result in more serious accidents, that there is insufficient parking in Beauchamp Drive, and that Beauchamp Road is within a current bus route and traffic needs to be slowed, also that the road is narrow and sometimes buses cannot pass if cars parked on the side of the road.

Proposed Resolution Options

16. The Royal Road owner's consultant has revised the plan for the road near the Beauchamp Road car park. A roundabout has been provided adjacent to the entry to the car park area and is shown on the attached landscape plan. The design of the road layout is acceptable to Council's roading officers in terms of the current proposed development.

Conclusion

17. It is intended that the roundabout will slow traffic at this corner. Also, as noted below additional car parking spaces will be provided within this car park and along the proposed new road.

Objection

Proposal Does Not Benefit Existing Home Owners

18. An objection was raised that the proposed new road providing road access to the reserve will not benefit existing home owners and will only benefit the developer and increase the value of the new properties.

Proposed Resolution Options

19. The proposed new road (lot 200) within the development will provide crucial road frontage to the Reserve as well as parking. The road will benefit users of the Reserve as well as providing access through and to the development and proposed new residences. The new road will also link through to Westgate. The location of the proposed new road is that approved by the Council in the Westgate and Massey North Design Workshop Outcomes 2004. Council officers have considered other road layouts however this layout continues to provide the most benefits to the Reserve and to be the most appropriate.

Conclusion

20. Council officers continue to support this location and layout for the road as it provides a large area of road frontage - and is therefore one of the most important aspects of the layout. The large area of road frontage will increase access to and use of the Reserve. This will improve both the safety and use of the existing Reserve. The proposed design shown in the landscape plan including boardwalks into the Reserve from the road will also visually encourage access and use of the Reserve. Overall, this layout provides the most benefit to the community as a whole.

Objection

Loss of Existing Views and Road Frontage at Beauchamp Drive

21. An objection was received that there will be a loss of existing road frontage on Beauchamp Drive and a loss of the view shaft from residents located near the corner of Beauchamp Road (around number 14). Existing residents are concerned as properties were purchased for the views and the open space aspect and do not want to lose these.
22. Objections also noted concerns that the existing residents will be the losers in this development.

Proposed Resolution Options

23. In terms of this objection it is noted that a large area of road frontage will continue to be available at the Beauchamp Road car park area as well additional landscape work and amenity will be provided within the car park. Also a plaza type entry way into the Reserve is proposed for this area to invite entry in to the Reserve.
- A1* 24. The main issue here appears to be the loss of open space in the area marked A1 on the plan attached at page A1. There may be some loss of views through the existing open space once development has occurred - although the existing views are considered to be limited. The proposed design shown in the landscape plans are intended to increase the amenity in this area through landscaping to increase the amount of green space and amenity.
25. In terms of the last objection, Council officers consider that the layout of the subdivision and design will provide many benefits to all existing and new residents surrounding Royal Reserve.

Conclusion

26. The proposed designs for the development and the Reserve are intended to create a high level of amenity. While objections have been received in response to the proposal to exchange Council is also required to consider the needs of the community and Waitakere as a whole.

Objection

Land to be Taken Not Suitable for Development due to Steepness

27. An objection was raised that the area of land to be taken by the Council is steeper than the area of land to be exchanged. The objectors suggested that it would be more cost effective to develop area A to provide functional areas including a playground instead of exchanging the land.

Proposed Resolution Options

- A1 28. The area of land to be taken in the proposed exchange is steep although this will be filled as part of the development. It is noted that a large area (approximately one quarter) of the area marked A1 on the plan attached at page A1 is also steep particularly on the eastern side.
- A1 29. The development will involve seeking consent to carry out cut and fill earthworks to level the area through the area marked A2 on the plan attached at page A1. The benefits of this are to provide a level contour to increase the length of the Reserve and to allow the road to be located around the edge of the proposed Reserve to be exchanged (area A2).

Conclusion

30. As previously mentioned the Council has approved this layout and Council officers continue to consider that this layout for the road and the Reserve is more appropriate than retaining area A1 on the basis that the same level of development for the Reserve and the subdivision could not be achieved with area A1.

Objection

Development Conflicts with Council Sustainability Policies

31. An objection was raised that the 114 proposed lot development is "high density" and therefore conflicts with the Council's claim to be environmentally aware.

Proposed Resolution Options

32. An application for consent for the subdivision and development is proposed to be lodged in the next few months. It is noted that there is no proposal for high density housing and medium density may be proposed. The final proposal will be dependent on the outcome of this meeting and whether or not the land exchange is approved.

Conclusion

33. The Council's resource consent team will be able to make a decision with regard to whether the consent applications and proposed housing density are acceptable and whether or not community notification will be appropriate.

Objection

Te Kohanga Reo

34. An objection was raised that the proposed development will be detrimental to the health and safety of the tamariki at the nearby Te Kohanga Reo.

Proposed Resolution Options

35. The Kohanga Reo currently adjoins area A1 and is connected to the Reserve - although the area leased by the Te Kohanga Reo is fenced-off from the remainder of the Reserve. Under the proposed new development the area of land on which the Kohanga Reo is located will be separated from the remainder of the Reserve.

Conclusion

36. The Council did not receive any objections from the Kohanga Reo regarding the proposal itself. However, as mentioned above the landscape plan has been amended to provide a footpath on the inside of the berm from the Kohanga Reo down the hill to the Reserve. This footpath will provide increased safety and access that is currently not provided.

Overall Conclusion

37. In light of the above it is considered that the benefits resulting from the proposed exchange significantly outweigh any disadvantages. The benefits resulting from the proposed development are set out in paragraph 8 above.
38. In terms of the objections received to this proposal Council officers have provided comments specifically in relation to each objection. As noted above a number of the objections can be addressed through the design shown in the landscape plan.

Purchase of additional land for Reserve

39. It is also intended to acquire through the subdivision process (funded by the reserve contribution from the subdivision) the following:

A1

- a) the area marked A3 on attachment page A1 as part of the subdivision of the Royal Road property - the purpose of this is to provide additional road frontage and to further increase access to the reserve; and

A11

- b) the area marked A on attachment page A11 as part of the subdivision of the adjacent property - this will be separately negotiated by Council officers as part of the subdivision of the adjacent property.

40. The purpose of acquiring the additional land set out in paragraphs (a) and (b) above is to further increase access to and use of Royal Reserve. These areas of land will increase the road frontages to the Reserve and will therefore enable greater access and use to the Reserve. The areas will also provide a relatively flat and highly visible area adjacent to the new and existing subdivisions to provide for a playground.
41. The proposed purchases of land set out above in paragraphs (a) and (b) are intended to further enhance the accessibility and function of the Reserve and should not raise any further concerns in terms of the objections set out in this report.

Options Identified

Royal Road

42. The options in relation to the exchange involving the Reserve are as follows.
- a) To approve the exchange as proposed. Where the exchange is approved as proposed in this report the benefits set out above in paragraph 39 will result. It is considered that these are significant benefits and will result in greater public use of the Reserve - as it is considered that the Reserve is currently under used in relation to its Citywide status. The existing under sized sports fields are not well used and there are no other recreational facilities within the reserve. The exchange will enable a large area of road frontage to be provided directly to the Reserve. This will greatly increase access and use of the Reserve. The exchange will also result in the Reserve being developed as shown in the plans to be provided prior to the meeting.

- b) If the exchange is declined the existing layout for the development would need to be re-designed. The current area of land that is available within the Reserve imposes limitations on the use and development of full size sports fields. The proposed design layout for the development takes into consideration the steep topography of the site. The layout proposes, through excavation and fill, to level the ground area of the Reserve where it borders the proposed new road. The purpose of this is to increase pedestrian and visual access into the reserve and so that the Reserve will appear more visually inviting. Overall, if the exchange is declined all these benefits would be unable to be provided as there would not be sufficient open space on which to provide these. The existing shape of the Reserve is disconnected and difficult to design and engineer with the same level of function and access.

Assessment of Options

43. On balance it is considered that the benefits to the community as a whole and to the Reserve, in respect of the proposed development of Royal Road property, outweigh declining the proposed exchange.
44. The tables below set out the advantages and disadvantages of the proposed exchange.

		Social	Economic	Environment	Cultural
Option 1- Allow Exchange	Advantages	Increased use of area of the Reserve through development of sports fields, recreational facilities and improved road frontages and landscape works. Will enable the adjoining area of land to be acquired and area of land in adjacent subdivision to further increase access to the Reserve.	Values of each land area are equal so no loss to Council. Acquisition of an area of land that is able to be better integrated with the existing Reserve and disposal of a piece of land currently un-used and disconnected from the reserve due to contour.	Minimal impact on environment as an equal area of land to vest in the Council.	Te Kawerau A Maki and Ngati Whatua will be providing input into the landscape plan.
	Disadvantages	Loss of existing area of land - but gaining same land area.	Costs of constructing 2 sports fields - but this is identified through the Long Term Council Community Plan.	Impacts during construction of development work - but environmental impacts limited through consent.	Nil.
Option 2- Not to Allow Exchange	Advantages	Current area of land retained but not currently used to capacity.	No costs to Council.	No environmental impacts.	Nil.
	Disadvantages	Development of sports fields not possible and would be difficult to integrate the Reserve with development.	The loss of opportunity to acquire area to enable construction of sports fields, and loss of opportunity to develop park as part of the development. Loss of opportunity to purchase additional area of land and area of land in adjacent subdivision.	Nil.	Nil.

Consideration of Community Views

45. Under section 78 of the Local Government Act 2002 consideration is required to be given to the views of the community. Public notification has been carried out as referred to in this report.

Preferred Option

Royal Road

- A1* 46. The preferred option is to exchange the area of land marked A1 on the plan attached at page A1 in exchange for the area of land marked A2 on the same plan.
47. The main reasons for this are set out in paragraph 8 above.

STRATEGIC CONTEXT

48. Under the draft Parks and Open Spaces Strategy 2005 provision is made for exchanges of land in circumstances resulting in benefit to the public (in this case as a Citywide reserve - to residents of Waitakere as a whole) subject to undergoing the public approval process. The benefits of the proposed exchange are set out above in this report.
49. There is an existing Reserve Management Plan adopted in 1993 for the Reserve - but at the time it was adopted the development at Westgate / Massey had not been considered. This plan has been programmed for renewal - and this can be addressed earlier than planned as a separate report to the Committee if the land exchange is approved. This can be carried out following approval of the exchange by the Committee - and is not required to occur prior to approval being provided.
50. As well, the Westgate and Massey North Design Workshop Outcomes March 2004 proposed a plan for this area of Massey for future residential town centre development that included the exchange of areas A1 and A2 and for subdivision as provided in this report. Council officers have advised that no changes, since 2004, have been made to the strategic planning for Massey North.

CONSULTATION

51. Consultation has been undertaken with relevant Council officers including Parks and Open Space Assets and Strategic Planning in terms of information regarding the Westgate and Massey North Design Workshop Outcomes March 2004.
52. Public notification has been undertaken as set out in this report.
53. Council officers have undertaken Iwi consultation with each of representatives of Te Kawarau A Maki and Ngati Whatua. Both iwi are supportive of the land exchange and are interested in having further input in to the design for the Reserve.

RESOURCES

- A1* 54. The land areas proposed to be swapped are more or less 1.8 hectares each. On the basis that the land areas are the same it is proposed that the areas marked A1 and A2 on the plan attached at page A1 will be exchanged as equivalent land areas and the legal fees will be met by the Royal Road owner.

55. No resources are required other than staff time in respect of the proposed exchange if the land exchange is approved.
56. The implementation of the landscape plan (excluding the sports fields and playground) for the new area of Reserve would be undertaken alongside the subdivision development and would be undertaken by the developer. The costs for the development would be offset by any financial contribution associated with the development. The costs proposed by the Royal Road owner for the development of the Reserve would need to be approved by Council officers in accordance with current contract rates prior to commencing works.
57. The landscape plan includes some proposed improvements to the existing Reserve including upgrading the sports fields and a large new playground on the new area of Reserve. These improvements would be undertaken by Council through a parks development programme. The draft Long Term Council Community Plan 2009-2019 provides funding for the Reserve in 2014/2015. Funding is provided in 2012/2013 for the playground for \$367,294, design costs for \$88,000 and for the development of the lower fields, paths and hard and soft landscaping for \$1,128,050).

Maintenance and Depreciation

58. The upgrade project for the sports fields, playground and landscape work including maintenance and depreciation has been provided for in the Long Term Council Community Plan 2014-2015 for \$44,076 per year for depreciation and \$183,457 per year for maintenance.

IMPLEMENTATION ISSUES

59. If a decision is made to approve the proposed land exchanges the process required to complete these projects involves:
 - a) drafting a memorandum to the Minister of Conservation to authorise the exchange the land by notice in the New Zealand Gazette; and
 - b) preparing a draft Gazette notice to attach to the memorandum together with copies of the Council's resolutions and objections through the public consultation process.

Report prepared by: Huia Kingi, Parks Consent Planner, Parks Planning and Renee Davies, Service Manager Parks Planning.



6 DESTINATION SIGNAGE STRATEGY

GLOSSARY

New Zealand Transport Agency (NZTA)

EXECUTIVE SUMMARY

The purpose of this report is to seek the Infrastructure and Works Committee's approval for the implementation of the Destination Signage Strategy to assist visitors and residents to easily find their way around Waitakere.

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5. **PROPOSED LAND EXCHANGE - 76 ROYAL ROAD AND PART OF ROYAL RESERVE**

10.12 am Teorongonui Josie Keelan (submitter in opposition to the Proposed Land Exchange - 76 Royal Road and Part Of Royal Reserve) presented evidence.

10.23 am Jane Newson (submitter in opposition to the Proposed Land Exchange - 76 Royal Road and Part Of Royal Reserve) presented evidence.

297/2009

MOVED by Cr Jolley, seconded Cr Mitchell:

The Infrastructure and Works Committee resolved to:

1. **Receive** the Proposed Land Exchange - 76 Royal Road And Part Of Royal Reserve report.
2. **Approve** that a site visit be undertaken by the Infrastructure and Works Committee to view the Royal Reserve development prior to any decision being made.

CARRIED

6. **DESTINATION SIGNAGE STRATEGY**

298/2009

MOVED by Cr Cooper, seconded Cr Clews:

The Infrastructure and Works Committee resolved to:

1. **Receive** the Destination Signage Strategy report and presentation.
2. **Approve** the Destination Signage Strategy.
3. **Approve** the 2008/2009 work programme to commence implementation of the Destination Signage Strategy.
4. **Agree** the New Zealand Transport Agency be requested to complete the components of Destination Signage Strategy that falls within the roads they control as part of their work programme.

CARRIED

7. **HEALTH (DRINKING WATER) AMENDMENT ACT 2007 COMPLIANCE PROJECT UPDATE**

299/2008

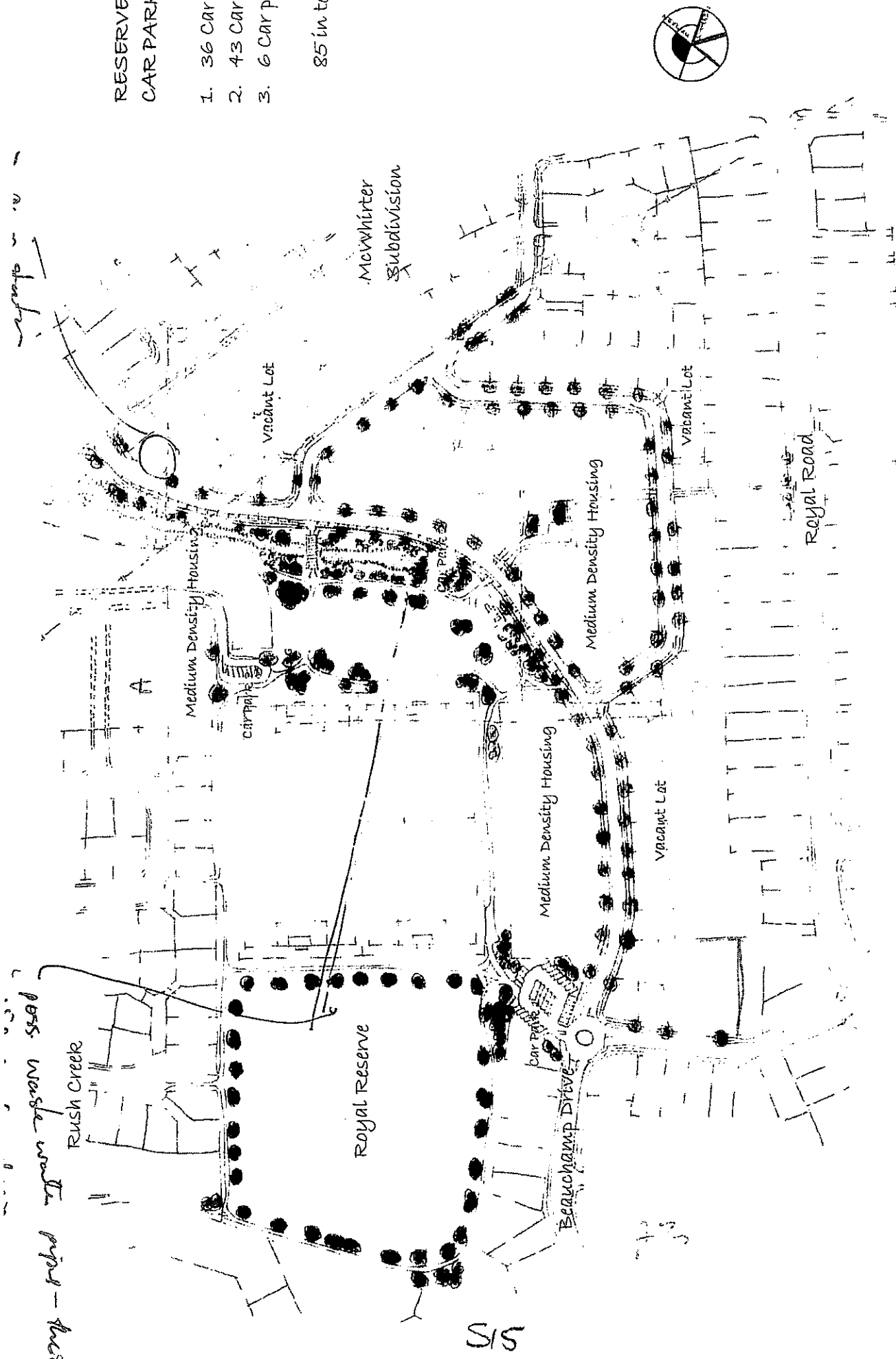
MOVED by Cr Mitchell, seconded Cr Jolley:

The Infrastructure and Works Committee resolved to:

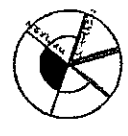
1. **Receive** the Health (Drinking Water) Amendment Act 2007 Compliance Project Update report.
2. **Approve** the backflow prevention policy as detailed in the Backflow Prevention Programme Manual 2009.

CARRIED

1. 36 Car parks
 2. 4.3 Car parks
 3. 6 Car parks
 85 in total

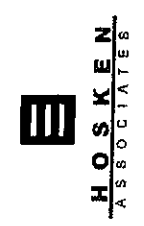


- RESERVE CAR PARKING**
1. 36 Car parks
 2. 4.3 Car parks
 3. 6 Car parks
- 85 in total



ROYAL PARK
DEVELOPMENT CONCEPT PLAN

NOT TO SCALE
 DRAWING NO: 06_004_04_R1
 23 JANUARY 2006



Architects
 Project Manager
 Property Developer
 Reserve Manager

11 Sturt Avenue, St. Albans, Queensland, Australia 4153 Tel: 08 324 1337 Fax: 08 324 4379

KEY

Traffic calming including central refuge, paved road surface, planting

Small seating and nodal gathering spaces within park, on main routes. Each could contain small sculptural or other feature, paved mosaic, art work, water, etc. Planting to include ornamental species and detailed native planting design.

Grass

General shrubs and ground cover planting including wetland, predominantly low for visibility with occasional specimen shrubs

Tree planting of various sizes

Boardwalk through wetland

Vacant lot subdivision

Medium density subdivision

Note:

I. Streetscape including parking and street tree planting are not shown on this drawing. Refer to detailed urban design idioms for typical street design.

II. The contours shown are existing for the reserve area and general proposed landform for the subdivision area. Note that the detail of topography associated with the pitches, wetlands and building platforms are not shown on this drawing.

Rev. Date Revisions/Issues

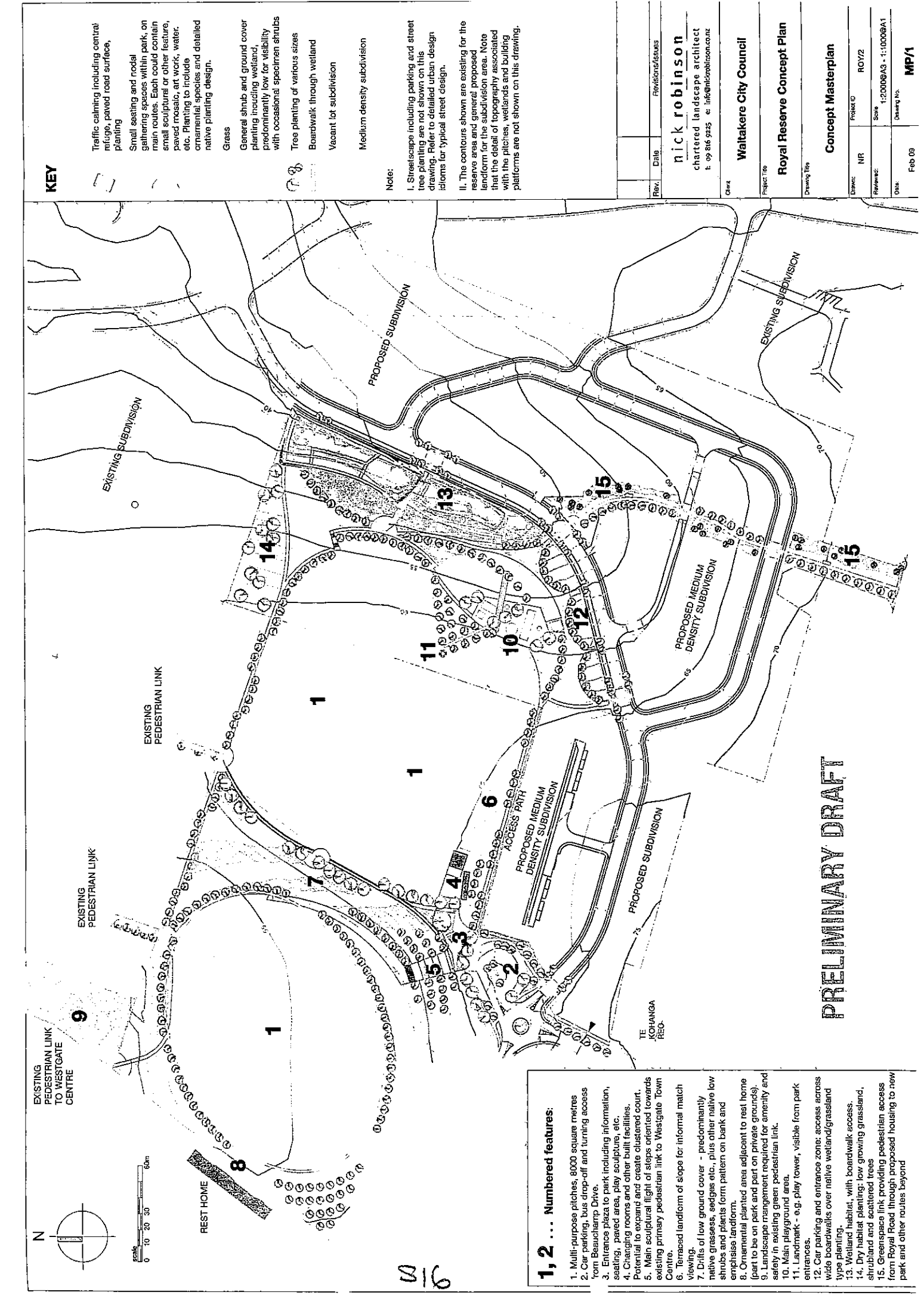
nick robinson
 chartered landscape architect
 t: 09 846 9225 e: info@nickrobinson.co.nz

Waitakere City Council

Project Title
Royal Reserve Concept Plan

Drawing Title
Concept Masterplan

Drawn: NR Project ID: R0172
 Reviewed: SA Scale: 1:20000(A3 - 1:10000(A1)
 Date: Feb 09 Drawing No: **MP/1**



- 1, 2 ... Numbered features:**
1. Multi-purpose pitches; 8000 square metres
 2. Car parking, bus drop-off and turning access from Beauchamp Drive.
 3. Entrance plaza to park including information, seating, paved area, play sculpture, etc.
 4. Changing rooms and other built facilities. Potential to expand and create clustered court.
 5. Main sculptural flight of steps oriented towards existing primary pedestrian link to Westgate Town Centre.
 6. Terraced landform of slope for informal match viewing.
 7. Drips of low ground cover - predominantly native grasses, sedges etc., plus other native low shrubs and plants form pattern on bank and emphasise landform.
 8. Ornamental planted area adjacent to rest home (part to be on park and part on private grounds).
 9. Landscape management required for amenity and safety in existing green pedestrian link.
 10. Main playground area.
 11. Landmark - e.g. play tower, visible from park entrances.
 12. Car parking and entrance zone: access across wide boardwalks over native wetland/grassland type planting.
 13. Wetland habitat, with boardwalk access.
 14. Dry habitat planting: low growing grassland, shrubland and scattered trees
 15. Greenspace link providing pedestrian access from Royal Road through proposed housing to new park and other routes beyond

PRELIMINARY DRAFT