

NOTICE OF MEETING

INFRASTRUCTURE AND WORKS COMMITTEE

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

DATE: **Wednesday, 7 October 2009** **TIME:** **9.30 am**
MEETING
ROOM: **Council Chamber**
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.



30 September 2009

Maea Petherick
COMMITTEE SECRETARY
Telephone (09) 836 8000 extn 8104

MEMBERSHIP:

Councillors	DQ	Battersby, QSM, JP (Chairman)
	RP	Dallow, QPM, JP (Deputy Chairman)
	BA	Brady, JP
	JM	Clews, QSO, JP
	RI	Clow
	LA	Cooper, JP
	AK	Corban, OBE, JP
	MM	Jolley
	PG	Mitchell

Mayor RA Harvey, QSO, JP (ex officio)
Deputy Mayor (ex officio)

(Quorum 5 members)

★★★★★★★★★★

(Meeting Room could be subject to change)

(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 INFRASTRUCTURE AND WORKS COMMITTEE
TO BE HELD IN THE COUNCIL CHAMBER AT WAITAKERE CENTRAL, 6
HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE, ON
WEDNESDAY, 7 OCTOBER 2009, COMMENCING AT 9.30 AM**

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**AGENDA FOR A MEETING OF THE INFRASTRUCTURE AND WORKS COMMITTEE
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1 APOLOGIES



2 URGENT BUSINESS

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

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

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

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



3 CONFLICTS OF INTEREST

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



4 CONFIRMATION OF MINUTES

Meeting Minutes - Wednesday, 2 September 2009

RECOMMENDATION

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

Receive the minutes of the meeting of the Infrastructure and Works Committee held on Wednesday, 2 September 2009, as circulated, and that they be taken as read and now be confirmed.



5 **STURGES ROAD RAIL OVERBRIDGE REPLACEMENT – FIXING OF ROAD LEVEL CONFIRMATION**

GLOSSARY

Sturges Road rail overbridge (bridge)

EXECUTIVE SUMMARY

The purpose of this report is to seek authority from the Infrastructure and Works Committee to commence the process to raise the level of Sturges Road, Henderson and the Sturges Road rail overbridge (bridge) to permit future rail electrification. The report also updates the Infrastructure and Works Committee on the outcome of the public notification process in relation to raising the level of Sturges Road, Henderson and bridge.

RECOMMENDATIONS

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

1. **Receive** the Sturges Road Rail Overbridge Replacement - Fixing of Road Level Confirmation report.
2. **Agree**, subject to affected parties attending the Infrastructure and Works Committee meeting, to hear submissions from those affected parties in relation to raising the level of Sturges Road, Henderson and the Sturges Road rail overbridge.
3. **Approve**, subject to consideration of hearing submissions as noted in resolution 2 above, and summarised in paragraphs 12, 13 and 14 of the agenda report, to raise the road level of Sturges Road, Henderson by up to 600 millimetres, at the location of the existing road bridge, for a distance of approximately 60 metres on both sides of the Sturges Road rail overbridge, in accordance with Section 330 of the Local Government Act 1974.
4. **Approve** that the Chief Executive Officer be authorised to publicly declare the new level of Sturges Road, Henderson and the Sturges Road rail overbridge.
5. **Agree** to delegate to the Chief Executive Officer the authority to compensate for injurious affection as the result of the proposed raising of Sturges Road, Henderson as required under Section 63 of the Public Works Act 1981.

BACKGROUND

1. The existing bridge at Sturges Road, Henderson was built around 1940 by the New Zealand Railways Corporation to permit vehicle traffic to pass over the single railway line to new housing developments. The present condition of the bridge is poor with severe alkali silicate reaction producing extensive cracking with the life of this structure being limited. Accordingly, a decision has been made by ONTRACK and Council to demolish the bridge and to build a new (wider) bridge in its place to accommodate future traffic volumes with provision for cyclists. The bridge deck is to be raised by up to 600 millimetres to permit future rail electrification.

2. The design scope includes a replacement bridge, an additional vehicle lane, two cycle lanes and a revised road intersection with Swanson Road, Henderson. The proposed works were approved by the City Development Committee at its meeting on 3 August 2006.

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

1475/2006

3. At the Infrastructure and Works Committee meeting of 5 August 2009, it was resolved to:

The Infrastructure and Works Committee resolved to:

- “1. **Receive** the Sturges Road Rail Overbridge Replacement - Fixing of Road Level report.
2. **Agree** to commence the process set out in Section 330 of the Local Government Act 1974 to fix the level of Sturges Road and Sturges Road rail overbridge.
3. **Agree** that the Sturges Road Rail Overbridge Replacement - Fixing of Road Level report will be updated at the Infrastructure and Works Committee meeting to be held on Wednesday, 7 October 2009.”

1338/2009

4. Construction of the new bridge requires the road level to be raised up to 600 millimetres. Under Section 330 of the Local Government Act 1974 the Council may alter the level of a road subject to schedule 13 of the Local Government Act 1974, which sets out the process for the public notification of the proposal to raise the level of the road and to hear submissions in respect of that proposal.

DECISION MAKING

Issues

5. Council's Committee and Community Boards Delegations Register has delegated to the Infrastructure and Works Committee the authority to exercise all of Council powers, functions and authorities in relation to all matters for roading and transport. Thus the Infrastructure and Works Committee has the authority to fix road levels.
- A1 6. Sturges Road, Henderson is required to be raised by up to 600 millimetres in height to permit future rail electrification, over a road length of about 60 metres on either side of the planned new higher level bridge. The raised road will affect access to properties, as indicated on diagram number 222007PGA00 attached at page A1, requiring their driveways to be adjusted. In addition the road will be widened to permit the construction of an additional traffic lane, two cycle lanes and two pedestrian walkways. In all, some 24 properties may be affected by either driveway level adjustments or by retaining walls.

7. Letters publicly notifying Council's intention to raise the road were sent to affected property owners or tenants, as the case may be, and these were served on or around Wednesday, 12 August 2009.
8. In addition, advertisements were placed in the New Zealand Herald and the Western Leader on 15 August 2009 and 18 August 2009 respectively.
9. The public was given until 17 September 2009 to make any objections.
10. By the closing date of 17 September 2009, three objections were received against the formal intention to raise Sturges Road, Henderson. One of the three submitters is partially affected by the raising of the road level, at 19 Sturges Road, Henderson.
11. On 23 September 2009, the landowners at 19 Sturges Road verbally advised Council's officers that they and other landowners at 21 and 23 Sturges Road will not attend the Infrastructure and Works Committee meeting on 7 October 2009. Their objections are with the road widening work and not to the proposed raising of the level of Sturges Road and bridge. There has been no confirmation from the landowners at 21 and 23 Sturges Road, Henderson that they will / will not attend the Infrastructure and Works Committee meeting on 7 October 2009.

Objections

12. The first objection is from the landowners at 19 Sturges Road, Henderson. The landowners are partially affected by the raising of the road level and may need a low retaining wall on the north corner of the property. A summary of the concerns are listed below:
 - Concerned that the fence is not suitable to be lifted and any alteration to the fence is to be arranged with the landowners first;
 - Concerned at not being able to see traffic when exiting the property and also cannot close gates because of the road widening work;
 - Concerned that the proposed cycle lanes may not work because of the existing bus stops;
 - Concerned that the public may park in the cycle lanes to pick up and drop off people;
 - Concerned at the loss of the flush median therefore cannot turn into the property safely;
 - Concerned at the loss of property value because of the proposed works; and
 - Wanted another site meeting before starting work on site.
13. The second objection is from the landowner at 21 Sturges Road, Henderson. The landowner is not affected by the raising of the road level and the summary of the concerns are listed below:
 - Concerned that all road widening works are being done on the western side of Sturges Road, Henderson;
 - Concerned at insufficient room to manoeuvre out of driveway;
 - Concerned with the proposed bus stop at 21 Sturges Road, Henderson and suggested to replace the bus stop with the pick up / drop off zone;
 - Concerned with rubbish bins being placed on the footpath because of the loss of the grass berm; and
 - Suggested widening the road evenly on both sides of Sturges Road, Henderson.

14. The third objection is from the landowners at 23 Sturges Road, Henderson. The landowners are not affected by the raising of the road level and the summary of the concerns are listed below:
- Concerned with rubbish bins being placed on the footpath or alternatively on the driveway entrance because of the reduction / loss of grass berm;
 - Concerned with the new footpath being closer to property boundary because of the reduction / loss of grass berm and may result in the increase of vandalism to the boundary fence;
 - Concerned with the provision of no space for bus passengers to wait because of the reduction / loss of roadside berm, therefore the passengers will be forced to wait on the footpath impeding pedestrian flow or wait on vehicle crossing preventing access to / from the property;
 - Concerned with the increase in impermeable surfaces because of the reduction / loss of roadside berm, which result in more stormwater being channelled into private properties;
 - Concerned with the reduction in vehicle crossing area therefore insufficient room to safely stop a vehicle while the gates are being opened / closed without impeding traffic flow or placing themselves at high risk;
 - Concerned with the extra traffic lane and loss of flush median therefore cannot turn into the property safely;
 - Concerned with the increased in traffic noise because the traffic flow will be closer to the dwelling from the widening of the road;
 - Concerned with the safety of turning in / out from the property because of the bus stop and the pick up / drop off zone;
 - Concerned with the loss in property value and loss of amenity value because of the proposed works; and
 - Wanted to be reassured of continual and safe access to the property during the construction period.

Recommended Mitigation Measures

15. The recommended mitigation measures for the landowners at 19 Sturges Road, Henderson are listed below:
- Any work on the owners' fence will be carried out in agreement with the owners and reinstated to owners' satisfaction;
 - In the previous roading design, July 2008, the proposed road widening was on both sides of Sturges Road, between Swanson Road and the bridge. On the south side of the bridge, the proposed road widening was on the western side of Sturges Road, Henderson due to constraints by the road reserve geometry and also because of the close proximity between road boundary and the dwelling at 14A Sturges Road, Henderson;
 - In the current proposed design, the two north-bound traffic lanes will start from property 11 Sturges Road, Henderson and head towards Swanson Road, Henderson. The existing turning movements to / from the property at 19 Sturges Road, Henderson will remain unchanged;
 - All cycle lanes adjacent to existing bus stops will be designed in compliance with the appropriate standards. Cycle lanes will be marked with yellow no stopping lines to inform the public that it is illegal to park in cycle lanes; and
 - Any loss of property value will be addressed through section 63 of the Public Works Act 1981 for compensation for injurious affection when no land is taken.

16. The recommended mitigation measures for the landowners at 21 Sturges Road, Henderson are listed below:
- In the previous roading design, July 2008, the proposed road widening was on both sides of Sturges Road between Swanson Road, Henderson and the bridge. On the south side of the bridge, the proposed road widening was on the western side of Sturges Road, Henderson due to constraints by the road reserve geometry and also because of the close proximity between road boundary and the dwelling at 14A Sturges Road, Henderson;
 - The existing distance between the property boundary and the traffic lane is approximately 4.8 metres. In the current proposed design, the distance between the property boundary and the traffic lane is approximately 6.3 metres, an extra 1.5 metres away from the traffic lane;
 - The proposed bus stop location will be addressed through the design process. Any proposed relocation of bus stops must be consulted with the Auckland Regional Transport Authority, the bus company and the affected residents; and
 - The existing footpath width is approximately 1.4 metres wide. The new width between the road carriageway and the property boundary is approximately two metres. A difference of 0.6 metre width could be used for placement of rubbish bins.
17. The recommended mitigation measures for the landowners at 23 Sturges Road, Henderson are listed below:
- The existing footpath width is approximately 1.4 metres wide. The new width between the road carriageway and the property boundary is approximately two metres. A difference of 0.6 metre width could be used for placement of rubbish bins;
 - Any footpath adjacent to the bus stops will be widened to accommodate the waiting area;
 - The new road carriageway will be designed to collect and channel surface water to the nearest catchpits;
 - The new footpaths will be designed with crossfall gradient towards the road to channel the water back to the road carriageway;
 - Where there are retaining walls along the property boundary, drain pipes will be placed behind the walls to collect water;
 - Where there is a change in driveway gradient, new drainage system will be installed to collect the water;
 - The existing distance between the property boundary and the traffic lane is approximately 4.8 metres. In the current proposed design, the distance between the property boundary and the traffic lane is approximately 6.3 metres, an extra 1.5 metres away from the traffic lane;
 - The existing road marking on site shows a short tapered flush median on Sturges Road, Henderson between property 21 Sturges Road and Septimus Place, Henderson. This short tapered flush median will remain unchanged in the new design;
 - The proposed bus stop location and pick up / drop off parking spaces will be addressed through the design process;
 - Any loss of property value will be addressed through section 63 of the Public Works Act 1981 for compensation for injurious affection when no land is taken; and
 - A communication programme will be implemented to advise the affected residents and the community of the work programme and any disruption to transport and traffic.

Consideration of Community Views

18. The raising of road levels, widening the road and new walkways may result in reduced privacy for households within 60 metres of the bridge that front onto Sturges Road. Driveway levels also need to be adjusted to tie into the new road levels. Consultation was carried out with affected residents / homeowners to inform them of the need for the proposed raising and widening of the road, and to offer mitigation planting and screening of properties to maintain privacy.
19. Driveway works will be planned so that there is a minimum of disruption and if necessary temporary steel bridging plates will be used to enable vehicles to enter and exit properties during the construction phase.
20. Some trees will need to be removed by the road widening works and some driveway level adjustments made. The replacement of plants will be undertaken to mitigate the effects of this work.

STRATEGIC CONTEXT

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

CONSULTATION

22. Consultation between Council and the public took place in 2007 with the holding of an open day on 4 August 2007. Since then there have been regular meetings of the Sturges Bridge Replacement Community Liaison Group.
23. Public notification in accordance with Section 330 of the Local Government Act 1974 has been completed and submissions have been received and the concerns raised by submitters have been addressed in this report.
24. A communication programme will be implemented to advise the community of the work programme and any disruption to transport and traffic.

RESOURCES

25. Funding for this project has been provided as follows:

Bridge 58 upgrade carry forward from 2008/2009	\$5,306,300.00
Bridge 58 replacement carry forward from 2008/2009	\$1,280,000.00
ONTRACK confirmed contribution	<u>\$2,000,000.00</u>
Total	<u>\$8,586,300.00</u>

IMPLEMENTATION ISSUES

26. The implementation issues are set out in the Table 1 below:

Schedule 13	Local Government Act 1974: conditions of fixing levels of roads	Milestone
Clause 5	The Council shall hold a meeting on the day so notified, at which all persons having so made objections shall be entitled to be heard in support thereof.	Meeting of 7 October 2009
Clause 6	At that meeting, the Council may, after considering all such objections, resolve to abandon the proposed level, or to adopt it with any alterations it thinks fit.	Council to confirm road levels.
Clause 7	The Council shall publicly notify the level so fixed, and shall in the notice refer to a plan to be deposited at the office of the Council, and to be open for inspection.	12 October 2009

Table 1 - Legislative conditions affecting implementation

AUCKLAND COUNCIL TRANSITION ISSUES

27. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Vinh Bui, Team Leader, Transport Assets.



6 NEW LYNN TRANSIT ORIENTED DEVELOPMENT - AMBRICO PLACE / TOTARA AVENUE, NEW LYNN - PROPOSED ACCESS WAYS

GLOSSARY

Transit Oriented Development (TOD)

EXECUTIVE SUMMARY

The purpose of this report is to seek the approval of the Infrastructure and Works Committee on proposed access ways at 8 Ambrico Place and 45 Totara Avenue, New Lynn to be constructed as part of ongoing works for the New Lynn Transit Oriented Development (TOD).

RECOMMENDATIONS

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

1. **Receive** the New Lynn Transit Oriented Development - Ambrico Place / Totara Avenue, New Lynn - Proposed Access Ways report.
2. **Approve** that the proposed access way at 8 Ambrico Place, New Lynn be constructed as indicated on diagram number 7349-C01 attached at page A2.

A3

3. **Approve** that the proposed access way at 45 Totara Avenue, New Lynn be constructed as indicated on diagram number 3121038-C-404 attached at page A3.
4. **Agree** that the construction of the proposed access way at 8 Ambrico Place, New Lynn is dependent on the conclusion of the proposed partial review of the New Lynn Reserves Management Plan under Section 41(9) of the Reserves Act 1977.

BACKGROUND

1. The Melview Townhouse complex at 1C Rankin Avenue, New Lynn is currently served by a long access way from Rankin Avenue, New Lynn, adjacent to the existing Lollipops Childcare Centre. As part of the New Lynn TOD project, it is necessary to relocate the existing access way to the Ambrico Place Reserve at 8 Ambrico Place, New Lynn. This required an amendment to the New Lynn Reserves Management Plan and has been undertaken as a separate process.
2. The proposed Clark Street extension work is to be built over the existing access ways to / from the Melview Townhouse complex and the New Lynn Community Centre. The Clark Street Extension Project has been approved by the Council at its meeting on 15 October 2008.
3. At its meeting held on 15 October 2008, the Council resolved to:

The Council resolved to:

- “1. **Receive** the New Lynn Transit Oriented Development Project - Developed Design and Funding Application Approval report.
2. **Agree** that the Developed Design for transport infrastructure, associated with the New Lynn Transit Oriented Development Project, as shown on the map attached at page A1 to the agenda report be approved.
3. **Agree** that Council is committed to building the Clark Street extension and flyover.
4. **Agree** that a funding application for transport infrastructure be submitted to the New Zealand Transport Agency.
5. **Agree** that the process for closing part of Astley Avenue, New Lynn at its intersection with Portage Road, as set out in the Local Government Act 1974, Tenth Schedule, be implemented.
6. **Agree** that the process for changing road levels of Totara Avenue, Clark Street, Rankin Avenue, Memorial Drive and Hetana Street, as set out in the Local Government Act 1974, Thirteenth Schedule, be implemented.”

1773/2008

DECISION MAKING

Issues

4. The existing access way to the Melview Townhouse complex at 1C Rankin Avenue, New Lynn is not compatible with the new roading configuration once the Clark Street/Rankin Avenue intersection is reconstructed, and will present a traffic safety risk. The existing access way is required to be relocated as a traffic safety concern and also to enable the proposed Clark Street extension work to proceed.
5. The existing access way to the New Lynn Community Centre at 45 Totara Avenue is not compatible with the new roading configuration once the Clark Street / Rankin Avenue intersection is reconstructed, and will present a traffic safety risk.

The existing access way is required to be relocated as a traffic safety concern and to improve the amenity in the area.

6. The existing access way from the New Lynn Community Centre through the Cambridge Clothing Company is to be relocated to make way for the proposed Clark Street extension work.
- A2 7. As part of the overall New Lynn TOD works, it is proposed to provide alternative vehicle access way to and from the Melview Townhouse complex. The proposed access way is located at 8 Ambrico Place, New Lynn as indicated on the diagram numbered 7349-C01 attached at page A2.
- A3 8. It is also proposed to provide alternate vehicle access way to and from the New Lynn Community Centre. The proposed access way is located at 45 Totara Avenue, New Lynn as indicated on diagram number 3121038-C-404 attached at page A3.

Options Identified

9. Two options have been identified: to relocate the existing access ways or to leave the access ways in the current locations.
10. Given the reconstruction of the Clark Street / Rankin Avenue intersection there is no safe practical option other than to relocate the access ways for the two properties. The proposed access ways have been selected as the best available option considering traffic movement models and land use issues.

Consideration of Community Views

11. The Council has undertaken a consultation programme with the New Lynn landowners regarding the New Lynn TOD project, and has held many public consultation meetings. A portfolio has been established with the responsibility of communications.
12. Presentation boards showing information about the New Lynn TOD project and the wider town centre are on display in the New Lynn Library and information about the project is available on the Council website.
13. Specific consultation was undertaken with the property owners of 1C Rankin Avenue, New Lynn on 22 July 2009 at the New Lynn Community Centre regarding the proposed vehicle access way at 8 Ambrico Place, New Lynn. A small number of residents attended the meeting supporting the proposed work.
14. An Open Day on Saturday, 29 August 2009 updated the community on more recent works to date including the proposed roading infrastructure and landscape work. Approximately 120 people attended the Open Day and the feedback and comments from the public were positive, supporting the project.

Preferred Option

15. The preferred option is to relocate the existing access ways for safety reasons and to enable the Clark Street extension work to proceed.

STRATEGIC CONTEXT

16. The New Lynn TOD project is identified as one of the Council's top five projects and represents a substantial investment in the Long Term Council Community Plan 2009-2019.

17. The New Lynn TOD project delivers on the following community outcomes:
 - Strong Economy;
 - Sustainable and Integrated Transport; and
 - Urban and Rural Villages.
18. The New Lynn TOD project is aligned with the following strategies:
 - Economic Wellbeing - a catalytic environment for a flourishing and resilient community;
 - Transport - a sustainable multi-modal transport system that is integrated with land use and contributes to Waitakere as an eco city;
 - Growth Management - a dynamic network of vibrant town centres and neighbourhoods with a social, physical and natural fabric providing housing choice and employment opportunities for all; and
 - The Auckland Regional Growth Strategy, whereby New Lynn has been identified as a regional growth centre.

CONSULTATION

19. Consultation has taken place with the New Lynn Project Control Group who is represented by every unit across Council including the Urban Design and Development team of Strategic Planning.
20. A report is being presented to the New Lynn Community Board on 5 October 2009 seeking their support by way of a recommendation to the Infrastructure and Works Committee, as the delegated authority, for this work to proceed. The New Lynn Community Board is also being asked to approve new road marking restrictions at 8 Ambrico Place and 45 Totara Avenue, New Lynn subject to the Infrastructure and Works Committee's approval that the access ways proceed.
21. Council officers have been working with ONTRACK, Auckland Regional Transport Authority, designers, contractors and utilities services providers to communicate and coordinate all works.

RESOURCES

22. The budget for the proposed works has been provided for in the Annual Plan 2009/2010 work programme line item 'New Lynn Transit Oriented Development'.

IMPLEMENTATION ISSUES

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

AUCKLAND COUNCIL TRANSITION ISSUES

24. The Local Government (Tamaki Makaurau Reorganisation) Act 2009 section 31(4)(b) imposes restrictions on Waitakere City Council's decision making capabilities in respect of a decision to adopt or amend a long-term council community plan or to adopt an annual plan.
25. The Auckland Transition Agency notified Council on 29 June 2009 that it approved the Long Term Council Community Plan, but issued a notice under section 20 and 31(1)b of the Act, that any decision with regards to the wider New Lynn project required specific Auckland Transition Agency confirmation prior to implementation.

26. Subsequently the Auckland Transition Agency notified Council on 31 August 2009 of approved expenditure on the New Lynn project and thus the recommendations in this report can be made without referral to the Auckland Transition Agency.

Report prepared by: Vinh Bui, Team Leader, Transport Assets.



7 NEW LYNN INTEGRATED PROGRAMME - STATUS UPDATE MID-SEPTEMBER 2009

GLOSSARY

Transit Oriented Development	(TOD)
Auckland Regional Transport Authority	(ARTA)
Target Outturn Cost	(TOC)
Crown Lynn Precinct	(the Precinct)
Office of Treaty Settlement	(OTS)

EXECUTIVE SUMMARY

The purpose of this report is to update the Infrastructure and Works Committee on the progress of the New Lynn Integrated Programme to mid-September 2009.

The main developments which have taken place since last reported are:

- The New Lynn Transit Oriented Development (TOD) Stage 1 construction contract was awarded to Dempsey Wood Civil Contractors Limited on 2 September 2009 and they commenced work on site on 16 September 2009. Works are expected to be completed by the end of October 2010; and
- An event to celebrate the funding agreements between the major partners working on the New Lynn Integrated Programme was held in New Lynn on Thursday, 17 September 2009.

RECOMMENDATION

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

Receive the New Lynn Integrated Programme - Status Update Mid-September 2009 report.

BACKGROUND

1. The status of the New Lynn Integrated Programme was last reported to the Infrastructure and Works Committee at its meeting held on 2 September 2009.

DECISION MAKING

2. As this report is for information only there is no decision making required.

Issues

Transport Infrastructure

3. The New Lynn TOD Stage 1 construction contract was awarded to Dempsey Wood Civil Contractors Limited on 2 September 2009. The commencement date on site was 16 September 2009. Works are expected to be completed by the end of October 2010.
4. The New Lynn TOD Stage 2 design is due to be completed in October 2009 and construction works of the Clark Street Extension is expected to start in November 2010.
5. The design for the proposed access ways at 8 Ambrico Place and 45 Totara Avenue (New Lynn Community Centre) is completed. Reports have gone to the New Lynn Community Board, 5 October 2009 and to this meeting of the Infrastructure and Works Committee, seeking approval for the work to proceed.

Artworks Integration

6. The trench wall GRC art panels are currently in production. Finished samples are being produced for review by the design team. The finishes will provide protection against graffiti.
7. The Hetana Street markers, a way finding sculptural project, are in the final stages of detailed design. Fletcher Consortium is reviewing this work and is in discussions with the Council regarding the foundation design and pricing.
8. The glass screen artwork is in the final stages of detailed design. Architectus are reviewing the work and discussions are underway with the contractors regarding the application process, costs and timeline.
9. The development of a small integrated art project that engages workers involved in the construction of the New Lynn TOD development is progressing. Ceramic artist John Parker will be commissioned to develop a process that will allow individual workers to come into a studio space and create a tile design that will then be produced and installed in a location within the trench. The aim of this art project is to record the worker's involvement and commitment to the project. Feedback from all stakeholders will be sought prior to this art project progressing to implementation stage.
10. Three brick sculptures have been purchased from the Public Affairs functional arts budget. One additional piece of work is being commissioned from the New Lynn TOD arts budget. This work will not be commissioned until early December 2009.

Land Acquisition

11. The process of obtaining entry to undertake roading works for Stage 1 of the New Lynn TOD project is almost complete. The trustee for the beneficial owner of 5 Clark Street has only recently given their agreement to the land acquisition process and discussions are ongoing. The trustee has engaged a registered valuer, who has partially completed his report, after which the trustee's valuer will meet with the Council's valuer to seek a mutually agreeable settlement value. Parallel to this process, the Council is proceeding to acquire the land by proclamation, and an external consultant has been engaged to undertake this work. Difficulties with this acquisition were perceived early in the acquisition process, and a contingency road development plan was developed so that work can proceed without this property, in the interim.

12. Land acquisitions for the Stage 2 Clark Street Extension continue. A letter has been received from the solicitor acting for the Body Corporate of Melview Townhouses (Ambrico Reserve crossing). The solicitor states that he is the single point of contact for negotiation and is prepared (subject to Body Corporate approval) to arrange an Entry Agreement that will confirm the Council's ability to enter and carry out works while negotiations continue. At its meeting on 16 September 2009 Council resolved to acquire additional properties within the New Lynn Town Centre by way of the Public Works Act 1984 (confidential resolutions 1575/2009 and 1576/2009), and the process for acquiring these properties has begun.
13. Planet Kids (also known as Lollipops) and the New Lynn Kindergarten, both in the path of Clark Street Extension, remain the most critical of Stage 2 land acquisitions. Business valuations have now been received and reports are being finalised to recommend a compensation strategy for both child care facilities.
14. ONTRACK has formally sought a response from the Office of Treaty Settlements (OTS) as to whether any interest has been registered with them in respect of the land sought by the Council at 1A Rankin Avenue. The OTS will advertise to ascertain interest from iwi at the next advertising round, which is carried out every two months.

Development and Implementation of the New Lynn Town Centre

15. The Urban Planning and Design Group are leading a work stream to expand upon the Urban Regeneration Framework. To this end, a series of workshops were held with internal stakeholders and staff from both the Auckland Regional Transport Authority (ARTA) and Auckland City Council to obtain their feedback. The expanded Urban Regeneration Framework will be presented to the Council in December 2009.

Crown Lynn Precinct

16. The Crown Lynn Precinct (the Precinct), including the land known as the Claypits, will form part of Stage 5 of the New Lynn TOD project. Through the Long Term Council Community Plan 2009-2019 process, a budget was allocated for the delivery of road and open space infrastructure in the Precinct.
17. The Urban Planning and Design Group and Transport Assets have been preparing the background information required to begin the formal design work on the roads into the Precinct. This includes:
 - A draft conceptual design for the block network;
 - A comprehensive traffic generation review;
 - Traffic simulation modelling; and
 - Initial concept specification for a road and traffic design contract.
18. The next phase of work requires consultation with all stakeholders and landowners in the Precinct prior to going to tender for the roading design contract in November 2009.

Communications

19. Communications have been focused on road works - advertising, radio, and media releases. The Stop and Shop campaign is being further developed and the video fly-through of the project has been completed and will be used for media, public meetings, staff communications, etc.

Relationship Management

20. The EcoWater/Watercare Services Limited sewer lines and Clark Street works are now under construction. These are major works and require attention to business continuity by the Council Relationship Management team. The Council, Fletcher Consortium, ONTRACK and Dempsey Wood Civil Contractors Limited all have robust complaints processes in place. The major clients/businesses are being managed on a one-on-one basis. This process is being handled in a smooth and well managed way.
21. The four way signalisation at Hetana Street / Totara Avenue into AMP is progressing with the next stage being the final design, still to be confirmed with AMP. This is programmed to take place in the next fortnight.
22. A major VIP event took place in New Lynn on Thursday, 17 September 2009. The event was organised to celebrate the funding agreements between the major partners working on the New Lynn Integrated Programme and commencement of construction of Stage 1. The event was a success and received complimentary feedback.
23. Development and investment queries regarding the New Lynn Integrated Programme continue to be received by Council's Investment and Relationship Manager who is working with a number of current and potential land owners to assist them in understanding opportunities to implement the New Lynn regeneration/future plans.
24. The development of the former New Lynn tannery into multiple tenancies has opened up further opportunities for businesses to develop in New Lynn. Development and investment options are being presented to those parties showing interest in Waitakere brown field opportunities. This forms part of the relationship management process with developers and investors.

ONTRACK Target Outturn Cost (TOC) Status

25. Following an extended period of negotiations, officers from the Council, ARTA and ONTRACK have concluded the determination of costs for the TOC works that are to be constructed by ONTRACK on behalf of the Council and ARTA. Agreements have been signed between the three organisations to cover construction of the transport interchange and surrounding roads and bridges. The cost share that is attributable to the Council is within the Council's forecast budget.
26. An ongoing value engineering programme will be maintained to seek potential savings where appropriate.

ARTA Status

27. ARTA has executed agreements with ONTRACK to construct the interchange and rail station, and with the Council for reimbursement of the Council's share of costs for the interchange. Council and ARTA officers will continue to work in collaboration to ensure a good value outcome to the interchange project.

New Zealand Transport Agency Funding Applications

28. The Council application for category 1 funding from New Zealand Transport Agency for the TOC 2 works (including bridge decks and interchange) has been approved. Another meeting is to be scheduled with the New Zealand Transport Agency to discuss progress on development contributions and project funding matters for further stages.

Legal Agreements

29. The Council continues to work with ONTRACK to obtain revised Deeds of Grant to allow bridges and services to cross the rail corridor through New Lynn. A Deed of Grant for services crossing the corridor is currently being reviewed by ONTRACK. A Deed of Grant in respect of the bridges that will cross the corridor will be completed when the final dimensions of these structures are made available to ONTRACK.
30. An agreement with ONTRACK regarding the division of costs and responsibilities relating to the construction of the roading network and associated infrastructure at New Lynn has been executed. An agreement with ARTA regarding the division of costs and responsibilities associated with the transport interchange has also been executed.

Risk Management

31. All identified risks have been collated into a risk register. Risk mitigation strategies have been put into place for the most critical risks. Risk monitoring and reporting is an ongoing activity together with identification and management of new risks. As new risks are identified they are assessed and reported in the risk register.

Consideration of Community Views

32. The Council continues its consultation programme with New Lynn landowners in proximity to the rail corridor with ongoing public consultation meetings. Council officers are working with communications advisors from both ONTRACK and ARTA to manage consultation, the media and general public concerns during the construction period to ensure that the views of the community are clearly relayed back to the Council.

STRATEGIC CONTEXT

33. The New Lynn TOD project is identified as one of the Council's top five projects and represents a substantial investment in the Long Term Council Community Plan 2009-2019.
34. The New Lynn TOD project delivers on the following community outcomes:
 - Strong Economy;
 - Sustainable and Integrated Transport; and
 - Urban and Rural Villages.
35. The New Lynn TOD project is aligned with the following strategies:
 - Economic Wellbeing - a catalytic environment for a flourishing and resilient community;
 - Transport - a sustainable multi-modal transport system that is integrated with land use and contributes to Waitakere as an eco city;
 - Growth Management - a dynamic network of vibrant town centres and neighbourhoods with a social, physical and natural fabric providing housing choice and employment opportunities for all; and
 - The Auckland Regional Growth Strategy, whereby New Lynn has been identified as a regional growth centre.

CONSULTATION

36. Consultation and the updating of this report has taken place between the Units of City Services, Public Affairs, Corporate and Business Services, Strategic Planning and Finance.
37. Council officers continue to liaise with affected property owners and tenants on Clark Street with regard to the proposed land acquisitions required for the widening of Clark Street.
38. Council officers continue to liaise with ONTRACK in regard to matters affecting the community and assist ONTRACK with community consultation where possible.

RESOURCES

39. The funding and contractual arrangements resulting from the recent collaborative negotiations between ARTA, ONTRACK and the Council for the interchange construction no longer require that ARTA's funding be channelled through the Council. Conversely, ARTA has entered into a primary agreement with ONTRACK for the interchange construction and the Council will reimburse ARTA for its share of the interchange costs through a secondary agreement between ARTA and the Council. This arrangement will resolve a potential cash flow issue that may have arisen during the 2009/2010 financial year as previously reported.
40. Table 1 below shows a summarised financial status for the New Lynn Integrated Programme.

Budget Cluster		Budget (August 2009)	Risk and Escalation Committed To Date		Revised Budget	Expenditure To Date	Balance
		\$	\$	%	\$	\$	\$
1	Land Acquisition, Development and Implementation	12,066,470	-	0%	12,066,470	2,577,638	9,488,832
2	Strategic Planning and Coordination	229,553	-	0%	229,553	60,241	169,312
3	ONTRACK Agreements (Works for WCC by ONTRACK)						
	WCC contribution to trench	20,000,000	-	0%	20,000,000	8,000,000	12,000,000
	WCC-ONTRACK (TOC 2 Roading Agreement)	11,695,627	-	0%	11,695,627	3,000,000	8,695,627
	WCC-ARTA (TOC 2 Interchange Agreement)	13,866,517	-	0%	13,866,517	168,192	13,698,325
	Risk and escalation	543,034	-	0%	543,034	-	543,034
4	Professional Services and Consent Fees	11,532,679	-	0%	11,532,679	4,605,351	6,927,328
5	Artworks	500,000	-	0%	500,000	9,378	490,622
6	Physical Works						
	Enabling Works	540,100	-	0%	540,100	74,600	465,500
	Stage 1 (Clark Street East and Associated Works)	19,704,523	-	0%	19,704,523	-	19,704,523

	Stage 2 (Clark Street Extension and road/rail bridge)	21,590,067	-	0%	21,590,067	-	21,590,067
	Stage 3 (Totara Avenue West and Todd Triangle)	3,627,633	-	0%	3,627,633	-	3,627,633
	Stage 4 (Interchange Option 2) post-electrification	9,380,000	-	0%	9,380,000	-	9,380,000
7	Communications	231,000	-	0%	231,000	118,320	112,680
8	Risk and Escalation	19,417,412	-	0%	19,417,412	-	19,417,412
	TOTALS	144,924,615	-	0%	144,924,615	18,613,720	126,310,895

Note: Under conditions of agreements between the Council, ONTRACK and ARTA, ARTA's funding contribution to the Interchange previously reported at \$13,59 million will be administered directly by ARTA and is excluded from this table.

Table 1 - Summarised Financial Status

IMPLEMENTATION ISSUES

Timeline/Milestones

41. Current established key milestones for the transport interchange include:
 - Approval of TOC 2 contributions (Council/ARTA) by end of August 2009 (completed);
 - Train tracks installed in trench and new station TOC 1 complete - April 2010;
 - ONTRACK TOC 1 works completed - July 2010; and
 - Completion of transport interchange (including TOC 2 scope) - October 2010.
42. Current established key milestones for the Council roading works include:
 - Council roading works (Stage 1) commences - September 2009 (achieved);
 - Council roading works (Stage 1) completed - October 2010;
 - Clark Street Extension (Stage 2) commences - November 2010 ;
 - Clark Street Extension (Stage 2) completed - December 2011;
 - Totara Avenue West (Stage 3) commences - January 2012; and
 - Totara Avenue West (Stage 3) completed - mid 2012.

Project Risks

43. Confirmation of funding from the Auckland Regional Council for the bus/rail interchange (Option 1) has been received. Risk now mitigated.
44. Sufficient funding to construct the interchange (Option 2) is yet to be confirmed.
45. Acquisition of additional land to accommodate increased bus sizes notified by ARTA has been identified. This land is in addition to previously identified land requirements. Council approval to acquire this land has been obtained and funding has been confirmed. Risk now mitigated.
46. Land/lease acquisitions for the Stage 2 Clark Street Extension must be confirmed by 30 March 2010 in order for the New Zealand Transport Agency funding process (raised from category 2 to category 1) to be completed.

47. ONTRACK is waiting for confirmation that there are no existing claims by iwi for 1A Rankin Avenue registered with the OTS before it will proceed with sale of this property to the Council. Any claims must be dealt with by the OTS and could severely impact on the programme for construction of the Stage 2 Clark Street Extension.
48. An alternative vehicle exit from the New Lynn Community Centre car park is required. Additional land is needed to accommodate the alternative vehicle exit. Construction of the alternative access must be completed before construction of the Stage 2 Clark Street Extension can commence.
49. An alternative access to 1B and 1C Rankin Avenue is also required. Additional land is needed to accommodate this new road. Construction of the new road must be completed before construction of the Stage 2 Clark Street Extension can commence.
50. The building at 1B Rankin Avenue may require alterations before construction of the Stage 2 Clark Street Extension can commence, unless the remainder of the current lease is acquired through the Public Works Act.
51. New Lynn Kindergarten may require relocation to a new building constructed at 10 Ambrico Place before construction of the Stage 2 Clark Street Extension can commence, unless the remainder of the current lease is acquired through the Public Works Act.
52. Traffic delays and associated complaints are likely to increase as new signalised intersections constructed as part of TOC 1 are completed and as construction of both Stage 1 and the Interchange commences.
53. The TOC 2 costs have been agreed, the agreements between ONTRACK, ARTA and the Council have been signed and the contract between ONTRACK and Fletcher Construction for TOC 2 has also been signed. Risk now mitigated.
54. The trench wall GRC art panels agreed costs were within the approved budget and the panels are being manufactured. Risk now mitigated.
55. Auckland Transition Agency has approved a budget cluster for Phase 1. This budget cluster includes approval to proceed with Stages 1, 2, 3 and 4 (Option 2). Risk now mitigated.

AUCKLAND COUNCIL TRANSITION ISSUES

56. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: John Schermbrucker, Special Projects Manager.



8 **HOBSONVILLE WAR MEMORIAL PUBLIC TOILET**

EXECUTIVE SUMMARY

The purpose of this report is to seek approval from the Infrastructure and Works Committee for the removal of the existing public toilet and relocation and design of the proposed new public toilet at Hobsonville War Memorial.

RECOMMENDATIONS

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

1. **Receive** the Hobsonville War Memorial Public Toilet report.
2. **Approve** the removal of the existing public toilet and relocation and design of the proposed public toilet at Hobsonville War Memorial.

BACKGROUND

1. Hobsonville War Memorial is a Citywide park therefore jurisdiction for development on this park resides with the Infrastructure and Works Committee.
2. The upgrade of the public toilet at Hobsonville War Memorial meets Council's strategic objectives. Funding has been provided in the Annual Plan 2009/2010 for the physical works.
3. The existing toilet facility is located in an undesirable location at the back of the park in the Hobsonville Bowling Club car park. In this location the toilet is a target of vandalism as visibility of the facility is poor. As this location is secluded most park users do not know there is a public toilet facility available.
4. Hobsonville School Cricket Club, Kumeu Cricket Club, Waitakere City Football Club and Hobsonville Bowling Club all support the removal of the existing toilet facility and support the proposed relocation and new toilet design.

DECISION MAKING

Issues

- A4
5. It is proposed to remove the existing public toilet from its current position within the car park of the Hobsonville Bowling Club and construct the new toilet at the front of the park along Hobsonville Road. It is also proposed to upgrade the toilet facility in accordance with the Parks Performance Specification for Public Toilets. The existing toilet location and the proposed toilet location can be seen on the aerial photograph attached at page A4.

Location

6. Hobsonville War Memorial meets the requirements of a location where use is expected to be high, where people have travelled some distance and there are no other facilities available. There is currently no public toilet provided in the Hobsonville town centre.
7. It is proposed to remove the existing toilet from its current position in the car park of the bowling club, to the more visible location at the south of the park along Hobsonville Road. The relocation of the public toilet would increase safety and provide improved accessibility for the community. The toilet would be located in close proximity to a bus stop and serve commuters.

Council's Standard Toilet Design

- A5
8. The Council's standard toilet design has been developed through significant product research into durability and sustainability. The Parks standard toilet design is appropriate for the proposed location and consists of two all accessible toilets. The proposed design of the toilet can be seen on the diagram attached at page A5.
9. The following sustainable features have been incorporated into the toilet design to reduce vandalism, graffiti and ongoing costs to Council:
- Tilt slab concrete wall;
 - All fixtures and fittings are stainless steel;
 - All services (plumbing and electrical) are hidden in the walls;
 - Use of vandalite or similar vandalism-resistant lighting;
 - Maximum use of natural lighting to reduce power;
 - Maximum use of natural ventilation through the roof design to reduce power; and
 - Use of spring loaded shut off taps for efficient water use.
10. The toilet is designed to incorporate the influence aviation has on the history of Hobsonville. This is reflected in the materials of the toilet, the roof, and the proposed art on two sides of the block. The toilet will be constructed of steel and concrete. Two sides of the block are tilt slab concrete and the other two sides are steel. The roof has folds which mimic the flaps of an aeroplane and is designed to give the impression that it is floating. The concrete footpath which will lead up to the toilet will include lights to reflect a runway. It is also proposed to incorporate an image cut from perforated steel which will be visible during the day, but will also glow at night from lights behind the image. The proposed design will provide Hobsonville with a unique looking public toilet which reflects the history of the area.
- A6
11. There is currently no footpath on the eastern side of Hobsonville Road. Transport Assets are currently working on road and footpath layouts along Hobsonville Road. The plan includes a 40 metre length of footpath from Clarks Lane to the bus stop on Hobsonville Road which is located close to the proposed new location for the toilet block. Transport Assets have advised that this footpath will be extended nine metres through the detailed design stage to link up with the proposed toilet. It is planned to construct the footpath in the 2009/2010 financial year subject to resource consents, land purchase and New Zealand Transport Authority approval. The footpath layout is attached at page A6.
12. The existing public toilet has a septic tank and disposal field for wastewater disposal. This septic tank and disposal field is also used by the bowling club for the buildings wastewater disposal. It is proposed that after the existing toilet is permanently removed the septic tank and disposal field will be managed and maintained by the Hobsonville Bowling Club. An amendment to the Hobsonville Bowling Club's lease will be undertaken to formalise this agreement.

STRATEGIC CONTEXT

13. This project contributes to Council's Social Strategy which aims to develop community infrastructure. There is currently no public toilet provided for the Hobsonville Town Centre and the relocation and upgrade of the existing public toilet would be in accordance with this strategy.

CONSULTATION

14. The proposed removal of the existing public toilet and relocation and concept design of the proposed public toilet at Hobsonville War Memorial has the approval of the Parks Design Review Panel.
15. User group consultation has been undertaken with key stakeholders of Hobsonville War Memorial. Hobsonville School Cricket Club, Kumeu Cricket Club, Waitakere City Football Club and Hobsonville Bowling Club support the upgrade and relocation of the toilet block. Hobsonville Bowling Club has advised that the toilet attracts undesirable behaviour and the club have had a number of vehicles broken into while parked in the bowling club car park.
16. A mail drop was undertaken in the community surrounding Hobsonville War Memorial in mid September 2009. This mail drop included the proposed concept design and the proposed re-location. Feedback from this mail drop is due back at the end of September 2009 and the feedback will be discussed at the October 2009 meeting of the Infrastructure and Works Committee.

RESOURCES

17. The estimated cost of the upgrade and relocation of the proposed public toilet and the demolition of the old toilet block is \$145,000.00. Funding has been provided in the Annual Plan 2009/2010 to carry out the toilet upgrade.

IMPLEMENTATION ISSUES

18. There are no implementation issues associated with this report.

AUCKLAND COUNCIL TRANSITION ISSUES

19. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Tracey Hamilton, Project Development Officer.



9 PARKING RESTRICTIONS AT CRANWELL PARK

GLOSSARY

Traffic Management Plan	(TMP)
Cranwell Park	(the Park)
West Wave Aquatic and Recreation Centre	(West Wave)
Henderson Bowling and Croquet Club	(the Bowling Club)
Information Management	(IM)
Cranwell Park Early Childhood Learning Centre	(Child Care Centre)
Long Term Council Community Plan 2009-2019	(LTCCP 2009-2019)

Crime Prevention through Environmental Design

(CPTED)

EXECUTIVE SUMMARY

The purpose of this report is to legalise new parking restrictions at Cranwell Park (the Park). The need to review the parking restrictions and allocations at the Park has arisen due to a shortage of available parking, especially at peak times and during events for patrons of the facilities and buildings based at the Park.

To fully understand these issues consultation with the tenants of the buildings based at the Park has been undertaken.

There are limited funds available to address the current parking issues at the Park. The proposed changes involve minor modifications to the existing parking restrictions and allocations to maximise car park use. The changes will create an additional 16 car parks for public parking and another 57 car parks will become more accessible for public use.

To enable further improvements it is planned to educate the user groups and the public about alternative parking options available and this will apply in particular when any events are being held.

The proposed changes will improve parking availability in the short term for patrons of the facilities in the Park, but it will not cater for the anticipated continued growth in visitor numbers to the Park.

RECOMMENDATIONS

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

1. **Receive** the Parking Restrictions at Cranwell Park report.
- A7 2. **Agree** to declare those parts of the property at 20 Alderman Drive (being all of the land comprised and certificate of title NA14C/1115 and commonly known as Cranwell Park) which have been formed and marked out for parking as more particularly shown on the plan attached at page A7 to this report as a parking place for the purposes of the Waitakere City Council Bylaw No 7, 1991 - Traffic.
- A7 3. **Agree** to impose parking restrictions within the Cranwell Park car park, by reference to the plan as attached at page A7, with effect from the date specified in resolution 5, as follows:
 - a) The area coloured orange - reserved for exclusive use of holders of mobility cards with parking restricted to a maximum period 180 minutes at all times;
 - b) The areas coloured white (blue outline) - parking restricted to a maximum period 120 minutes at all times;
 - c) The areas coloured white (green outline) - parking restricted to maximum period 180 minutes at all times;
 - d) The areas coloured white (red outline) - parking restricted to maximum period 30 minutes at all times;
 - e) The areas coloured pink - reserved for exclusive use by Henderson Bowling Club at all times;
 - f) The area coloured green - reserved for exclusive use by the occupier of the child care centre between the hours of 7.30 am to 6.00 pm Monday to Sunday (excluding public holidays) and parking restricted to a maximum period of 180 minutes at all other times;
 - g) The area coloured blue - reserved for exclusive use by Waitakere City Council at all times (West Wave is Waitakere City Council);

- h) The areas coloured light purple - reserved for use by holders of parking permits issued by the Council between the hours of 7.30am to 6.00pm Monday to Friday (excluding public holidays) and parking restricted to a maximum period of 180 minutes at all other times;
 - i) The areas coloured dark purple - reserved for use by holders of parking permits issued by the Council between the hours of 7.30am to 6.00pm Monday to Friday (excluding public holidays) and parking restricted to a maximum period of 120 minutes at all other times;
 - j) The areas coloured brown - reserved for exclusive use by the occupier of the youth centre at all times;
 - k) The area coloured yellow (P2) - parking restricted to Loading Zone use only parking restricted to a maximum period of 2 minutes at all times;
 - l) The area coloured yellow (P5) - parking restricted to Loading Zone use only parking restricted to a maximum period of 5 minutes at all times;
 - m) The area coloured yellow (P10) - parking restricted to Loading Zone use only parking restricted to a maximum period of 10 minutes at all times;
 - n) The area coloured yellow - parking restricted to Loading Zone use only reserved for exclusive use by the occupier of the youth centre at all times; and
 - o) The area coloured yellow - parking restricted to Loading Zone use only reserved for exclusive use by Waitakere City Council at all times (West Wave is Waitakere City Council).
4. **Direct** that appropriate public notices be given and signage be erected to advise user groups and members of the public of the changes to parking at Cranwell Park.
5. **Agree** that resolutions 3 and 4 above take effect from 20 December 2009.

BACKGROUND

1. At its meeting held on 5 August 2009, the Infrastructure and Works Committee resolved the following:

The Infrastructure and Works Committee resolved to:

- “1. **Receive** the Parking Restrictions at Cranwell Park report.
- 2. **Agree** that the changes to car parking configuration for the Cranwell site, Pt Lot 7 DP2251 and Pt Lot 6 DP 1467, be approved.
- 3. **Agree** that a report be submitted to the Infrastructure and Works Committee at its meeting scheduled to be held on Wednesday, 2 September 2009 to determine the required legal resolutions.
- 4. **Note** that there is a review of permit holders in consultation with the Henderson Bowling Club and that Council officers advise the cancellation of previous permits and council controlled permit system put in place at the time of renewal of the Henderson Bowling Club lease.”

1341/2009

2. At its meeting held on 3 September 2007, the Henderson Community Board resolved the following:

- “1. **That** the Parking Restrictions at Cranwell Park During the Construction of the Henderson Youth Facility and Upgrade of the Recreation Centre report be received.

2. *That the Henderson Community Board approves the use of Cranwell Park as overflow car parking (subject to weather conditions) during the construction of the canopy linking the Henderson Youth Facility to the Aquatic Centre.*
3. *That the Henderson Community Board approves the establishment of a temporary mobility-parking bay during the development of the canopy linking the Henderson Youth Facility to the Aquatic Centre.*
4. *That the Henderson Community Board approves a sign being erected to notify patrons of the ability to use Falls Hotel car park as an overflow park at a cost of \$3 per day.*
5. *That the Chief Executive Officer be requested to provide a report to the Henderson Community Board on the parking at Cranwell Park car park following the completion of the construction.*
6. *That the Chief Executive Officer be requested to provide a report giving serious consideration to the provision of extra car parks on Council land (i.e. Cranwell Park) to service the increased use at the Recreation Centre and the Henderson Youth Centre after the upgrade of these facilities has been completed."*

3311/2007

3. This report addresses parking issues at the property 20 Alderman Drive, Henderson, (being all of the land comprised and certificate of title NA14C/115 and commonly known as Cranwell Park). The Park is freehold land owned by Council and is not a reserve classified under the Reserves Act 1977.
4. The Park is a Citywide multi-use park in the heart of Henderson Town Centre. There are a number of buildings and facilities based on the Park that share the use of the car park. They include the following:
 - West Wave Aquatic and Recreation Centre (West Wave);
 - Henderson Bowling and Croquet Club (the Bowling Club);
 - Cranwell Park Early Childhood Learning Centre (Child Care Centre);
 - Waitakere City Council- Information Management Department (IM);
 - Youth Centre and Global Cafe - managed by Zeal;
 - Plunket; and
 - Sussit - Community Room.
5. The current and proposed provision of parking at the Park meets the requirements as set out under the Waitakere City Council District Plan and is in accordance with resource consent conditions.
- A8-A9 6. In April 2006, the Henderson Community Board resolved to legalise a number of new parking restrictions at the Park and those changes were implemented at the time. A map of the current car park layout and the current parking restrictions including the allocation of car parks to user groups as attached at pages A8 and A9.
7. In an attempt to curtail long term parking by non patrons of facilities at the Park, a number of car parks were changed from a P180 parking restriction to a P120 parking restriction. In addition, P240 parking restrictions were reduced to P180 parking restrictions. Parking enforcement officers have advised that this has reduced the amount of parking by non patrons. However, there is still an ongoing problem as it is a public car park and legally there are limited options to address this.

8. The increasing membership numbers of the West Wave Aquatic and Recreation Centre and the recent completion of the Youth Centre and Global Cafe have exacerbated car park shortfalls further. Car park shortages are particularly evident during events and at peak times (weekday 5.00 pm - 7.00 pm). Council regularly receives complaints from members of the public due to the lack of parking, time taken to find a car park and confusing signage.
9. Verbal consultation has been carried out with the tenants of the buildings and a number of workshops have been held with various Council officers to work through the issues. Feedback from Council officers and the user groups has been taken into consideration.
10. In addition, workshops have been held with the Henderson Community Board members. The Henderson Community Board supports the recommendations contained in this report and have subsequently advised that a report to the Henderson Community Board is not required at this time.

DECISION MAKING

Issues

Monitoring and Feedback

11. Formal monitoring of all the car parks at the Park has been undertaken throughout the month of June 2009. This was undertaken twice daily during the week days. The monitoring revealed that on most days between the hours of 8.00 am to 4.00 pm there was no difficulty in finding a car park. The car park was at capacity during the early evening. The results of the monitoring are available on request.
12. Monitoring also revealed that the use of the Authorised Only - Permit Holder car parks used by staff are currently under utilised. This is the case especially for the 21 car parks located at the northern end of the car park.
13. User groups and also Council officers that use West Wave have advised that parking is at capacity Monday to Friday between the hours of 5.00 pm - 7.00 pm, when there is a cross-over between school children and people using the facilities after work. Parking is also an issue when large events are on, or when there are multiple small events underway.

Proposed Changes to Car Park Allocations and Restrictions

- A7-A9
14. The proposed changes to the parking allocations and restrictions are shown on the map as attached at page A7 and are also outlined in the table attached at page A9. The following changes listed below are numbered in order to coincide with the report recommendations.

No Stopping Lines Outside West Wave Entrance

15. It is proposed to change the current no stopping lines outside the West Wave entrance to a new P2 Loading Zone. This area is currently used illegally to drop-off and pick-up patrons of West Wave. Council's Parking Services Manager has recommended this change be implemented to legalise current usage and create an improvement for users of West Wave.

Mobility Car Parks Time Extension

16. It is proposed to change the time restriction from P120 to P180 for the eight mobility car parks located outside the entrance to West Wave. Feedback received from West Wave staff indicate that the current time of P120 is insufficient for mobility card holders who often need more time to complete tasks.

Reduction in Mobility Parking to Create Public Parking

17. There are currently 13 mobility car parks on site. Monitoring recently undertaken reveals that the mobility car parks are currently under utilised. It is therefore proposed to remove the four mobility car parks currently located outside the Bowling Club. The width of the mobility car parks is larger than standard car parks and consequently this will create an additional six P120 public car parks. Council are required to provide eight mobility car parks in accordance with the New Zealand Standard - NZS4121:2001 (Design for Access and Mobility - Building and Associated Facilities).

Child Care Centre

18. The Child Care Centre currently has 11 car parks for the centre staff only. The Child Care centre is also used on the weekends for supervised parental child visits. The current parking restriction is proposed to be changed to public parking P180 before 7.30 am and after 6.00 pm Monday to Sunday. This allows public use of car parks when not in use by the centre staff.

Authorised Permit Holder Parking at Northern End of Car Park

19. There are currently 21 car parks at the northern end of the car park for permit holders. The current parking restriction is proposed to be changed to authorised parking permit holders only, Monday to Friday 7.30 am to 6.00 pm and P180 public parking at all other times. This allows public use of car parks when not required by the permit holders. Monitoring recently undertaken has revealed that many of these car parks are empty during the weekday. There are also currently an additional 42 car parks behind West Wave for permit holder parking.
20. The permit system is currently controlled by the West Wave Manager. Permits have been issued to Council officers that work at West Wave and in IM. Permits have also been issued to Zeal staff who run the Youth Centre and Plunket staff. Following implementation of the changes proposed in this report, a re-issue of permits will be undertaken by the West Wave Manager to appropriate staff to improve the effectiveness of the system.

New Mobility Car Park

21. It is proposed to provide an additional mobility car park outside the entrance to IM. There are currently no mobility parks on this side of the building. The proposed location is next to a path and has sufficient room for access. It is in good proximity to the Youth Centre, IM and the back entrance to West Wave. This mobility park will replace one of the six current P60 visitor car parks outside IM.

Youth Centre Staff / Zeal Car Parking

22. It is proposed to change the three P60 visitor car parks outside the Youth Centre to Youth Centre staff only car parks. Council has a legal requirement to provide car parks for Zeal staff (who manage the Youth Centre) in accordance with the Facility Management and Funding Agreement between Council and Zeal Education Trust. The Youth Centre staff will no longer be permit holders once the changes take effect.

New Loading Zone Car Park - Youth Centre Staff Only

23. To create additional car parks, it is proposed to change the current no parking area which is being used illegally behind West Wave, to a Loading Zone car park for Youth Centre staff only. The car park will be located outside the Youth Centre roller door. The fire exit area will still be designated as a No Parking area.

New Loading Zone Car Park - Recreation Centre Staff Only

24. To create additional car parks it is proposed to change the current no parking area which is being used illegally behind West Wave to a Loading Zone car park for Recreation Centre staff only. The car park will be located outside the Recreation Centre roller door. The fire exit area will still be designated as a No Parking area.

Reduction in Permit Holder Parking to Create Public Parking

25. In addition to the 21 permit holder car parks adjacent to the Child Care Centre there are currently also 42 car parks behind West Wave for permit holders. It is proposed to reduce the number of permit holder car parks behind West Wave and create 10 P120 public car parks at all times instead. Monitoring recently undertaken has revealed that while these car parks are well used the car parks were not full during the monitoring period. In addition the 21 car parks for permit holders by the Child Care Centre are available and under utilised by staff.

Authorised Permit Holder Parking Behind West Wave

26. It is proposed that the remaining 36 permit holder car parks behind West Wave be changed to authorised parking permit holders only, Monday to Friday 7.30 am to 6.00 pm and P120 public parking at all other times. This allows public use of car parks when not required by the permit holders.
27. In summary, an additional 16 public car parks have been created and 57 of the authorised parking areas are more accessible for public use. Overall, the total number of car parks has increased from 381 to 385 by the creation of two additional loading zone car parks behind West Wave and two additional car parks created by changing mobility car parks to standard car parks.

Henderson Bowling Club

28. The Bowling Club currently has 15 car parks allocated for club use only. The Bowling Club currently has over 200 members and due to an historical agreement, club members have unrestricted parking in the public parking spaces when a valid Bowling Club permit is displayed (this is not the same permit as the Council staff permit). These Bowling Club parking permits are also given to visitors to the club on event days. If the Bowling Club is having an event and it coincides with peak use of the Park or other events, then this results in a shortage of available car parks (the Bowling Club has unrestricted parking during this time). The Council's lease with the Bowling Club is currently up for renewal and discussions regarding their current parking system will form part of the lease negotiations.

Alternative Car Parking

29. There is currently alternative free parking available at the recently upgraded Tui Glen Reserve adjacent to the Park. While Tui Glen is being used by some patrons, it is currently under utilised. It is planned to promote the option of parking at Tui Glen, however some West Wave staff have advised they do not feel safe parking at Tui Glen even during the day and are concerned about vehicle theft or damage. A Crime Prevention through Environmental Design (CPTED) assessment has been undertaken and revealed there are safety issues regarding access between the Park and Tui Glen.

30. There are also other alternative car parks within a few minutes walk from the Park. These are located at Falls Park car park and Alderman Drive car park. The cost is \$4 per day (six days). These car parks have security cameras and security lighting. Feedback received has indicated some people do not feel safe walking from the Park to these car parks at night.
31. To make further improvements, it is planned to educate the user groups and the public about alternative parking options available and this will apply in particular when any events are being held. Signage will be installed at the Park advising patrons about alternative parking options.
32. There are currently no formal areas for motorbikes to park, however they park informally on the available paved or spare areas. There are currently no issues with this and it is proposed the status quo will remain.

Events

33. In order to improve parking during events it is proposed that as part of the event approval a Traffic Management Plan (TMP) will need to be submitted and approved. The TMP will need to show how parking will be managed during the event and how this will be communicated to the public or groups concerned. Better management of multiple events will need to be undertaken by West Wave and Council with consideration of the parking issues.

Traffic Flow

34. Buses will be advised they can drop off and pick up at the Park or Tui Glen, but they will not be able to remain parked at the Park as this causes congestion. Buses will need to move off-site and park at Tui Glen. For safety purposes speed humps will be installed to reduce the speed of the traffic flow. There are current issues with the traffic flow through the car park and a review of the traffic flow will be undertaken in the near future, however there are currently no funds available for car park reconfiguration.

CPTED Assessment

35. There are ongoing safety issues at the Park including reports of deviant behaviour, car break-ins, assaults and other issues, including people living rough in the area. West Wave staff have advised they do not feel safe going to their cars at night.
36. A CPTED safety assessment of the Cranwell Park car park was carried out in April 2009. A full copy of the report is available on request. The problem areas identified include the following:
 - (a) Lighting maintenance;
 - (b) Vegetation maintenance;
 - (c) Waste management;
 - (d) Entrapment and concealment areas;
 - (e) Traffic and pedestrian safety issues;
 - (f) Safety of walkways;
 - (g) Disability and Police parking; and
 - (h) Vulnerable and hostile areas.

37. Some of the issues identified have already been addressed by Parks staff including lighting maintenance and the clearance of vegetation. Funding of \$100,000 has been provided in the Annual Plan 2009/2010 for additional lighting and an assessment is currently underway. Funding is also included in the Annual Plan 2009/2010 for car park surface renewal works.

Options Identified

38. Two options have been identified as follows:
- (a) Install the new restrictions in response to provide a quality service to the patrons of Cranwell Park and for the efficient operation of Council business or;
 - (b) Retain the status quo, where parking will continue to be a problem and impact further on the quality of service provided.

Consideration of Community Views

39. Patrons of the facilities at the Park have expressed their concern over the lack of available parking. Verbal consultation has been undertaken with all affected tenants of the buildings located at the Park and their needs have been considered in this report.

Preferred Option

40. The preferred option is to install the new parking restrictions. The proposed modifications improve the accessibility for patrons of the facilities at the Park.

STRATEGIC CONTEXT

41. Council's Transport and Strategy provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for City travel facilitated by integrated, environmentally responsible and innovative design, with a focus on meeting the essential needs of all, for access, communication and safety.
42. The provision of parking restrictions objectives is to create vibrant, safe accessible spaces for people to live, work, play and that people are active, healthy and content.

CONSULTATION

43. Two workshops have been held with Henderson Community Board members to discuss the parking issues at the Park. Verbal consultation has been undertaken with all affected tenants of the buildings located at the Park. In addition Council officers in Leisure Services, Parking Services, Property Assets, IM and Planning and Regulatory have also provided input into this report.

RESOURCES

44. The new parking restrictions can be implemented under the Annual Plan 2009/2010 Parks Minor Works Programme.

IMPLEMENTATION ISSUES

45. The proposed changes will improve parking availability in the short term for patrons of the facilities in the park, but it will not cater for the anticipated continued growth in visitor numbers to the Park.

AUCKLAND COUNCIL TRANSITION ISSUES

46. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

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