

**AGENDA FOR AN ORDINARY MEETING OF THE HENDERSON COMMUNITY BOARD
TO BE HELD IN THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN,
WAITAKERE CITY, ON THURSDAY, 6 NOVEMBER 2003,
COMMENCING AT 6.30 PM**

TABLE OF CONTENTS

<u>ITEM</u>		<u>PAGE NO.</u>
1	APOLOGIES	1
2	CONFIRMATION OF MINUTES	1
3	URGENT BUSINESS	1
4	PRESENTATION - NEW ZEALAND POLICE	1
5	PUBLIC FORUM	2
6	CHAIRPERSON'S REPORT	2
7	COMMITTEE SECRETARY'S REPORT	4
8	TE ATATU WALKWAY - CHAPMAN STRAND TO TAIPARI STRAND	10
9	PUBLIC CAR PARKING IN HENDERSON	16
10	WAITAKERE CENTRAL LIBRARY DEVELOPED DESIGN	21
11	PROPOSED BUILDING ADDITION FOR WAITEMATA CANOE AND MULTISPORT CLUB INC	23
12	RAIL STATIONS UPGRADE	26
13	BOARD MEMBERS' REPORTS	30

**AGENDA FOR AN ORDINARY MEETING OF THE HENDERSON COMMUNITY BOARD
TO BE HELD IN THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN,
WAITAKERE CITY, ON THURSDAY, 6 NOVEMBER 2003,
COMMENCING AT 6.30 PM**

1 APOLOGIES



2 CONFIRMATION OF MINUTES

Ordinary - 2 October 2003

RECOMMENDATION

That the minutes of the Ordinary Meeting of the Henderson Community Board held on Thursday, 2 October 2003, as circulated, be taken as read and now be confirmed.



3 URGENT BUSINESS

Section 46A(7) and (7A) of the Local Government Official Information Act 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 item is a minor matter; and
- (ii) the Chairperson has explained at the beginning of the meeting (when open to the public) that the item will be raised for discussion, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting; and
- (iii) the Board resolves to deal with the item.

No resolution, decision, or recommendation may be made in respect of the item except to refer the item to a subsequent meeting for further discussion.

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



4 PRESENTATION - NEW ZEALAND POLICE

Provision has been made on this agenda for a representative from the New Zealand Police to update the Board on matters in the Henderson area.



5 **PUBLIC FORUM**

For guidance of Community Board Members, the Council's Standing Orders have the following provisions in regard to Public Forum.

- (i) Members of the public wishing to address the Board in Public Forum shall furnish their names to the Chairperson at the beginning of the meeting; and
- (ii) The Chairperson shall determine the order of speakers, and allow five minutes for speaking time.
- (iii) Questions by members are to be confined to obtaining information or clarification on matters raised by the speaker.

Section 46A(7A) of the Local Government Official Information and Meetings Act 1987 provides that no resolution, decision, or recommendation may be made in respect of any specific item of business not on the agenda except to refer the items to a subsequent meeting for further discussion. Therefore, no decision may be made on matters raised in Public Forum. However, written reports on matters raised may be requested from the Chief Executive.



6 **CHAIRPERSON'S REPORT**

It's certainly hard to believe that it is a matter of only weeks to Christmas. The time has flown past this last month.

It's been exciting to see the ongoing development in Henderson and the Community Board appreciates the effort Council officers have put into keeping us fully briefed in regard to the new library project.

In a similar way, there have been extensive opportunities for the neighbours to the project to have a look at the proposal and offer their input. Council staff has been as inclusive as it is possible to be in consulting with the community about a building project that is going to enhance our city.

I look forward to the first meeting of the Henderson business liaison group which will take place immediately before our November Community Board meeting.

This is the first of several projects that is going to change the face of Henderson and I am looking forward with interest to living in the 'new' Henderson.

I am sure that there will be some good discussion at the first meeting of the Henderson Business Liaison group which will take place immediately before our November Community Board meeting. The contact person within Council for any inquiries in regard to the Library project is Janet Hannan.

There have been several events held over the past month- amongst them the dawn blessing of the Hospital, which my deputy attended on my behalf, the Festival of Cultures in New Lynn, the Diwali Festival and the dawn blessing of the new Corbans Bridge. My apologies for those that I wasn't able to attend - my commitments to other organizations and projects make it difficult at times, but where it is possible I do try to get there.

Alongside of that have been a series of workshops across Waitakere City on Protecting the Ranges. I'd like to acknowledge the efforts of Te Atatu Residents and Ratepayers Association in asking for a workshop for the Te Atatu Area, and thank the staff again for their quick response in organizing that to happen.

Finally I'd like to remind members that with Christmas coming up shortly not to forget that the Rotary Christmas parade is being organised and that they are looking for any floats or participant groups for their parade. They are also seeking out a pipe band. I understand they have not been successful up to this point in getting one so if anyone knows of a pipe band available please let me know.

I have a feeling this year's parade will be even bigger and better than last year's which you may recall was organised virtually at the last minute, but still managed to have quite an impact.

I had hoped that Henderson might have been able to put on some Christmas lighting and a Christmas tree in the Catherine Street Mall as well but so far had no luck- is there anyone with ideas as to how we can make the centre of Henderson look festive for this Christmas?

I welcome any ideas and more importantly, energy to make this happen.



RECOMMENDATION



That the Chairperson's Report be received.

Helen Jones
CHAIRPERSON




7 **COMMITTEE SECRETARY'S REPORT**

ISSUE	COMMENTS	REPORTING OFFICER
<p>Te Atatu Motorway - Traffic Management</p> <p>6 March 2003 Public Forum</p>	<p>Council's strategic study for the Te Atatu Corridor is nearing completion. After the studies have been completed the Council staff have to interpret the results, align these results with Council's strategic direction and consult internally to get the acceptable internal solution. Then a proposal can be brought to the Council. It is not expected that a report on the Te Atatu motorway will be ready to be taken to the Henderson Community Board before April 2004.</p>	<p>Edwin Dearham  836 8000 ext 8736</p>
<p>Trading Place EcoLoos</p> <p>4 September Resolution 1860/2003</p>	<p>The public toilets currently in Ratanui Street adjacent to the Citizens Advice Bureau will be removed as part of the redevelopment plan for the Waitakere Central Library / UNITEC development site. Because the new Henderson Railway Station and the Waitakere Central Library will both have public toilets within the facilities, the most appropriate position of these toilets is thought to be a position on Pioneer Park. This will be to the southern end of the park nearest to Ratanui and Alderman Drive intersection opposite the pedestrian refuge from Pak & Save Supermarket and adjacent to the driveway to the periodic Detention Centre.</p> <p>The reasons for the choice of location are as follows:</p> <ul style="list-style-type: none"> • It is critical that the toilets remain in a high visibility and safe environment; • During construction of the Library the toilets will remain in the immediate area and will be highly visible on a busy pedestrian route; • The Henderson Hub development will incorporate public toilets in several locations including at the new Railway Station; • The Library/UNITEC complex will also include public toilets within the library; • The type of toilet (exeloo) is not appropriate for relocation out of the town centre environs (e.g. to Hart Domain) due to their design. <p>The toilets will be removed and placed in their new position as soon as the necessary consents and works instructions have been organised.</p>	<p>Janet Hannan  836 8000 ext 8527</p>




ISSUE	COMMENTS	REPORTING OFFICER
<p>Suitable premises for West Auckland Community and Adult Education and for Te Kahurangi no Te Atatu</p> <p>7 August 2003 Resolution 1682/2003</p>	<p>Council officers (Leisure Services) have met with both the West Auckland Community & Adult Education (WACEA) and the Kahurangi No Te Atatu Kapa Haka group to further discuss both groups' facility and accommodation needs. West Auckland Community & Adult Education members have recently started using the Te Atatu Community House for adult education programmes and Council officers continue to attend West Auckland Community & Adult Education meetings and keep in regular contact to advise the group of additional accommodation options. In consultation with Kahurangi Kapa Haka group Council officers are also looking into a range of accommodation options for the group including Ceramco Park, Massey & Birdwood Settlers Hall and local sports clubs. Council will continue to work with these two groups and the relevant facility managers to assist both groups to find suitable premises.</p>	<p>Polly O'Brien  836 8000 ext: 8559</p>
<p>Update On Tui Glen and Dump Station</p> <p>2 October 2003 Resolution 2010/2003</p>	<p>Tui Glen Reserve is one of the 14 reserves included in the Te Huru-Henderson Creek Corridor Reserves Management Plan.</p> <p>This management plan was adopted by the Henderson Creek Management Plan Subcommittee in July 2003 and has been subsequently signed off and printed. Copies of the adopted Plan have been distributed to all members of both the Henderson and Massey Community Boards as well as members of the Subcommittee.</p> <p>The provisions in the Plan that relate to Tui Glen were developed as a result of a separate consultation process for Tui Glen that was undertaken in 2002, approved by the City Development Committee and subsequently incorporated into the Reserves Management Plan.</p> <p>Part 2 of the Management Plan includes Objectives and Policies that relate to Tui Glen. A Concept Plan for the reserve is included in Part 3.</p>	<p>Mandy McMullin  836 8000 ext: 8792</p>

ISSUE	COMMENTS	REPORTING OFFICER
	<p>The following section of Part 2 (Policy 2.8) relates specifically to Tui Glen Reserve.</p> <p><i>Policy 2.8</i></p> <p><i>To develop Tui Glen Reserve to retain some form of short-term accommodation facility within the park area while ensuring that there is an open and safe park area available for the general public.</i></p> <p><i>Implementation</i></p> <ul style="list-style-type: none"> • <i>Upgrade the esplanade walkway through Tui Glen to a standard consistent with the east bank walk/cycle way, linking Tui Glen Esplanade Reserve and Chilcott Brae.</i> • <i>Ensure that the accommodation and associated services component does not impact negatively on the reserve area or public access.</i> • <i>Investigate options for the future purchase of property on Edmonton Road to increase visibility into the reserve from the road frontage.</i> • <i>Ensure that any future lease arrangement include a stringent directions to ensure that the facility provide accommodation and associated services only for tourists and special events.</i> • <i>Ensure that the new lease include a stringent direction to restrict and enforce the length of stay to a maximum of 90 days as directed by the Reserves Act.</i> • <i>Provide for predominantly tourist flat accommodation and associated services, with some limited motor van/tent provisions as appropriate, within the area outlined in the Concept Plan.</i> • <i>Ensure that caravans are not permitted.</i> • <i>Ensure that any development in Tui Glen Reserve does not detract from the primary recreational values of the reserve.</i> 	

ISSUE	COMMENTS	REPORTING OFFICER
	<p>These objectives of the Management Plan do allow for the short-term stays of motorised tourist caravans in Tui Glen Reserve on a limited basis, (limited by the area and the nature and length of the stay).</p> <p>While the Henderson Creek Management Plan provides guidelines for the future management and development of Tui Glen Reserve, it is newly adopted and these have yet to be implemented. Since the closure of the old Tui Glen Motor Camp and the Parks Depot, there is no management, infrastructure nor any public facilities operating in Tui Glen. The power has been disconnected and recently much of the old power cabling has been removed, as it was old, intersecting with the larger trees and considered unsafe. In addition, there is no proper dump facility at Tui Glen for wastewater disposal. There is a sewage disposal system but this would need to be properly upgraded to cater for motorised caravans. There is a dump station at the Civic Centre, however as the Civic Centre is to be sold, the future availability of this dump station is uncertain.</p> <p>In conclusion, since the closure of the motor camp at Tui Glen in 2002, much of the old infrastructure and facilities have been closed down or removed to ensure the safety of parks users. The Objectives and Policies of the Management Plan indicate that the reserve be developed as a mixed-use, recreation reserve. The Plan provides opportunities for the development of limited short- term, high quality tourist accommodation, including some provision for motorised caravans.</p> <p>To this end, it is Parks intention to upgrade and replace the infrastructure and facilities. Funding has been allocated In the 2003/4 Annual Plan to commence on the detail planning for the development of Tui Glen. This will commence in early 2004. Development funds have been allowed in the Long Term Council Community Plan 2004/2005 budget for physical works.</p>	

ISSUE	COMMENTS	REPORTING OFFICER
	<p>The development of a dump station will be considered during the planning stage. Until this work is carried out and the nature of the future management is determined and implemented through a proper lease arrangement as proposed by the Management Plan, the provision of accommodation within the reserve would be inappropriate.</p>	
<p>Commemorating Waitangi Day Celebrations</p> <p>6 February 2003 Te Taumata Runanga Resolution: 3021/2003</p>	<p>Te Taumata Runanga at its meeting held on 10 October 2003 passed the following resolution concerning Waitangi Day celebrations:</p> <ol style="list-style-type: none"> 1. <i>That the information be received.</i> 2. <i>That Te Taumata Runanga recommends to Council that, subject to funding being made available by the Ministry of Culture and Heritage, it will take the lead to host citywide commemorating Waitangi Day celebrations in February 2004 on or before 6 February 2004.</i> 3. <i>That it be recommended to Council that four citywide voluntary planning groups be established by the middle of November 2003 consisting of a member from Te Taumata Runanga, a Ward Councillor, a Ward Community Board member, a member from Te Roopu Puawai, a member from the Waitakere Youth Council, a member from the Pacific Island Advisory Board, a member from Te Whanau O Waipareira Trust, a member from each of the Marae of the city and a key designated staff member for administrative support for this project.</i> 4. <i>That Te Taumata Runanga further recommends to Council that the voluntary planning groups provide to the December 2003 meeting of Te Taumata Runanga a programme around Te Taumata Runanga commemorating Waitangi Day festival that the voluntary planning groups will have organised to be held on or before 6 February 2004</i> <p style="text-align: right;">3021/2003</p>	<p>Warahi Paki</p> <p> 836 8000 ext: 8923</p>

ISSUE	COMMENTS	REPORTING OFFICER
	Subject to Council's adoption of the above recommendations at its meeting to be held on 29 October 2003, the Board is requested to nominate a representative to the City-Wide Voluntary Planning Group on the Waitangi Day Celebrations, 6 February 2004.	

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Strid Road - outcome of consultation process	2 October 2003 2019/2003	12/12/2003	Reg Cuthers (ex)  836 8000 ext: 8740
Te Atatu Motorway - Traffic Management	6 March 2003 Public Forum	8/04/2004	Edwin Dearham  836 8000 ext 8736
Edmonton Road - Traffic Study - Annual Report through Sec Rpt	2 October 2003 2018/2003	7/10/2004	Reg Cuthers (ex)  836 8000 ext: 8740

RECOMMENDATIONS

1. That the information be received.
2. That a Board representative be nominated to the City-Wide Voluntary Planning Group on the celebration of Waitangi Day in February 2004, subject to Council's approval for the establishment of this group.

Report prepared by: Charlie Inggs, Committee Secretary.



8 TE ATATU WALKWAY - CHAPMAN STRAND TO TAIPARI STRAND

PURPOSE OF THE REPORT

The purpose of this report is to present the concept plan for the Te Atatu Peninsula Walkway from Chapman Strand to Taipari Strand to the Henderson Community Board for its approval.

BACKGROUND

The Chapman Strand to Taipari Strand walkway is part of a larger project to create a public walkway around the coastline of the Te Atatu Peninsula. In 1996 a plan was adopted to construct the walkway. Parts of the walkway have been completed and are well used.

Site description

The Chapman Strand to Taipari Strand section of the Te Atatu Peninsula walkway runs alongside Henderson Creek and is characterised by high cliffs along the foreshore of Henderson Creek, providing elevated views across and down the Creek. It is heavily vegetated and overgrown in parts, and there are a number of jetties along the creek with access tracks through the esplanade reserve.

The walkway is generally divided into two sections as defined by landscape and relevant issues:

- the northern section - from Chapman Strand (at the end of Chapman Road, this is where the most recently constructed section of the Peninsula Walkway terminates) to Matipo Inlet (end of Wharf Road);
- this section is characterised by steep cliffs, with a narrow section of esplanade reserve adjoining residential properties at the top of the cliff. The esplanade boundary is often unclear and overgrown, and most properties do not have fences or screening vegetation. A buffer of mangroves occupies the narrow inter-tidal mudflats at the base of the cliff;
- the southern section- from Matipo Inlet (end of Wharf Road) to Taipari Strand (Waitemata Rowing Club, Taikata Road);
- Matipo Inlet is densely populated by mangroves, and has an existing degraded walkway along the seawall on the northern side, with moderately sloping but overgrown terrain on the southern side. The remainder of the esplanade reserve is wide and open at the top of the moderate to steeply sloping banks, with large pohutukawas overhanging the narrow mudflats at the toe of the slope.

Feasibility Study

In 1996 a feasibility study was completed for the entire Peninsula walkway. For the section of the walkway relevant to this project, the report generally recommended that the walkway should proceed directly along the top of the cliffs through the esplanade reserve due to the relative ease of the terrain. No consultation was carried out at this stage, however the report emphasised the importance of community consultation and the potential difficulties that may be encountered with a cliff-top walkway proposal.

A more detailed feasibility report for the Chapman Strand to Taipari Strand section of walkway was prepared in November 2001. This report described in general terms all feasible routes considered for the walkway, including the recommended potential path alignment options. In general it was recommended that the walkway would be best located on top of the esplanade reserve for most of its length, and deviating onto a boardwalk in the coastal marine area (CMA) in areas where the terrain becomes steep and difficult to develop. No consultation was carried out at this stage, however the report did contain an outline summary of the potential issues.

Concept proposal

Isthmus Group were engaged to carry out concept development and consultation with the immediate community for the Chapman Strand to Taipari Strand section of the Peninsula walkway. The consultation has resulted in a total of five public meetings and a series of on site consultation meetings with individuals and groups of residents. The need for this extent of consultation has been due to the concerns the residents had to the original path proposals proximity in relation to adjoining residential boundaries allow for the difficult terrain of the subject site.

The original proposal presented to the community largely reflected the recommendations of the earlier feasibility reports after on site analysis carried out by Isthmus Group. A number of minor modifications to the proposal were made as a result of early consultation, however, it was eventually determined by Council that a wholesale review of the approach to the walkway proposal was required to re-explore alternative options in light of the negative reaction to the proposed route by a number of residents. The original proposal confined the route primarily to the esplanade reserve for cost and consent reasons, however, subsequent options and comparisons have included consideration of alternative walkway route options such as boardwalks and benched or cantilevered paths.

STRATEGIC CONTEXT

The proposal of the walkway is in alignment with the councils Strategic Directions by:

- a. **Green Network** - Restore key "Green Network" - linkages fully from the Ranges to and along the coast.
- b. **Active Democracy** - Support people to be informed and involved in the development of their City through the public consultation.

The proposed walkway also meets one of the objectives of the Council Parks Strategy, which is to increase the opportunities for people to enjoy nature in a park, and identifies that developing public access to the Waitemata coastline is a high priority. It further states that extending walkways to provide greater public access to natural areas in urban areas in Waitakere City, such as the Te Atatu Peninsula walkway, is a high priority.

ISSUES

Proposal description

The proposal comprises a combination of boardwalks and gravel paths, which will be constructed both in the Coastal Marine Area and Esplanade Reserve. This would complete the Chapman Strand to Taipari Strand section of the walkway connection around Te Atatu Peninsula and continue on from the two existing stages of the walkway, which have been successfully completed, providing public access to and along the foreshore. The intention is to provide a varied and attractive walkway experience with elevated views and interaction with the water and coastal environment, which will allow access for all and increases recreational and educational opportunities for the local and wider community.

The proposed walkway will also incorporate weed removal and native revegetation planting, interpretive and directional signage, art and sculpture, viewing platforms (exact locations to be determined), seating.

The proposed walkway route has been assessed and mapped based on the following basic criteria (in no particular order and not an exhaustive list):

- walkway amenity and recreational value;
- construction costs;
- ongoing maintenance costs and accessibility;

- proximity to property boundaries;
- degree of intrusion;
- topography;
- geotechnical issues;
- conflict with existing structures e.g. jetties;
- conflict with existing vegetation/ significant trees;
- ecological and coastal effects;
- consent implications and risks for occupying the coastal marine area;
- public consultation feedback.

The following broad alternative options were considered:

1. no walkway.
2. footpath links.
3. path within esplanade reserve (cliff top route).
4. boardwalk in Coastal Marine Area (CMA).
5. benched/ cantilevered walkway on escarpment.
6. combinations of options.

A1-A15

The walkway route shown in the proposed concept plan (attached at pages A1 to A15) is a combination of the alternative options, and is considered the most appropriate for the following reasons:

Northern section(Chapman Strand to Wharf Road):

- a boardwalk at the base of the cliff is as far as possible from residential boundaries, and eliminates issues with narrow eroding cliff tops;
- the need for stairways over steep sections on the reserve is reduced, which increases access for public with pushchairs and disabilities;
- boardwalks will increase opportunities for interaction with the water and increase public awareness of the coastal environment and its values through access and use of interpretive signage;
- there will be less earthworks in the esplanade reserve;
- existing seawalls and paths will be used where possible where the path can be constructed some distance from residential boundaries, and it provides the opportunity to legally recognise sections of reclaimed land at the end of Wharf Road, and along Matipo inlet;
- benched or cantilevered sections of walkway will be constructed where it is necessary to build the walkway away from residential boundaries, but it is possible to construct the walkway within esplanade reserve to reduce consent risks in the coastal marine area (CMA). There may also be the opportunity to avoid other conflicts e.g. large pohutukawas overhanging the mudflats.

Southern section(Wharf Road to Taipari Strand):

- by crossing the inlet with a boardwalk through the mangroves and a bridge across the main channel the continuity of the walkway is maintained and effects on adjoining residents are considerably reduced. It allows public access for watercraft without masts through the channel;
- the existing walkway connection back to Matipo Road along the seawall can be retained and upgraded, with the addition of a section of boardwalk below #2 Wharf Road, which will minimise potential effects on this property;
- a benched then cantilevered path will provide a gentle transition between the boardwalk and the top of the cliff, while reducing effects on houses built very close to the property boundary;

- the path along the top of the cliff is set back sufficiently from adjoining properties, it is cost effective and there are wide views up and down Henderson Creek;
- the section of boardwalk below Creif Place provides a more pleasant and direct route, and avoids difficult terrain;
- minor modifications have been made to the plan as a result of the most recent public meeting, and it is considered that the majority of people potentially affected by the walkway are in agreement with the proposed route subject to these changes.

Interest Groups and stakeholders

Feedback was also sought from the following stakeholders as part of the consultation process:

- Auckland Regional Council;
- Royal Forest and Bird Society;
- Department of Conservation (DOC);
- Guardians of the Upper Harbour;
- Waitemata Canoe and Multi Sports Club;
- Kenley Water Ski Club;
- Waitemata Rowing Club;
- Endeavour Sea Scout Group;
- Te Kawerau A Maki;
- Ngati Whatua O Orakei Maori Trust Board;
- Taikata Sailing Club;
- Waitakere City Council.

Consultation process and concept amendments

Proposal	Timeline	Consultation carried out
Preliminary concept - esplanade reserve option.	9 Oct 2002 10 Oct 2002 14 - 25 Oct 2002 31 Oct 2002	Public meeting for northern section of walkway. Public meeting for southern section of walkway. Consultation with stakeholders/ interest groups. Extended date for receiving written submissions.
	7 - 11 Nov 2002 13 17 Nov 2002	Individual site meetings with residents (by request). Extended consultation with residents
	10 Dec 2002	Public workshop meeting to discuss concept plan and alternative community proposal.
	Jan - Feb 2003	Council and Mayor site walkover with proposers of alternative walkway route.
Revised brief for alternative options - revised concept and new consultation phase.	4 - 17 March 2003	Individual and group site meetings with residents to look at potential alternative routes.
	April 2003	Consultation with stakeholders/ interest groups Meeting with the mayor- present revised proposal
	15 May 2003	Public meeting to present alternative options and recommended walkway route

Proposal	Timeline	Consultation carried out
Extended consultation period to issue additional information.	June - July	Issue of additional information to residents- including recommended option, cross-sections etc Written submissions received
	27 August 2003	Public meeting to present recommended option as issued to residents and gain feedback.

Summary of feedback

The following is a general overview of the issues put forward by residents throughout the concept and consultation phase of this project

Comments and issues (objection to walkway)

- effects on privacy and lifestyle;
- increased security risks and increased potential for vandalism and burglary;
- vandalism of privately maintained jetties will occur/ increase;
- property devaluation/ walkway will reduce property values;
- additional cost to landowners needed to fence off the esplanade;
- maintenance Issues- council will not maintain the walkway;
- geotechnical issues (erosion at top of bank);
- safety- existing unsafe structures;
- access to the water- walkway cuts of private jetty access;
- increase in dogs and dog litter in the area;
- restriction of water craft access with bridge across inlet;
- potential effect of walkway on uncovered Maori archaeological features;
- concern for best walkway option- not the cheapest;
- walkway will not be used- money should not be spent on it;
- why not have a boardwalk along the entire extent of the walkway?
- how will the extra demand for parking, toilets etc be dealt with?
- concern about night time use.

Summary of supportive comments

- public right of access to the coastal environment should be upheld; private occupation of the esplanade reserve is illegal;
- jetties critical to experience of the estuary- council should maintain some of them for public use;
- residents living near existing completed walkway sections had positive experience and no security problems- perception of increased crime and property devaluation is untrue;
- Council more likely to care for area if walkway is in place;
- examples of other popular walkways - and potential for Te Atatu walkway to be the same;
- desire to work with Council to get the best route in place now before future politicians revert to a cliff top option in esplanade reserve;
- best views are from the top off the cliff- should be maintained, (mangroves obscure views).

A16-A22 This report analyses and responds to the public submissions and meeting feedback received throughout the Te Atatu walkway concept and consultation process. The issues raised in response to the proposal are summarised in the following table attached at pages A16 to A22, and recommendations are made for mitigation measures.

FUNDING

Initial estimates for funding the proposed walkway from Chapman Strand To Taipari Strand was developed by Isthmus Group using the Te Atatu Peninsula Walkway Feasibility Study conducted by Leo Jew Consultants Limited in 1996 and in the site specific Detailed Feasibility Study conducted by Frame Group in 2001. The previous studies did not include consultation with the community and did take into consideration the effects the alignment of the path would have on the residents and the additional cost involved to alter the alignment of the path to minimise the effects.

The current estimate of costs is a considerable increase from the initial estimate established prior to consultation. This increase in cost has been kept to a minimum through the reduction in the need to undertake additional planting along the edges of the proposed boardwalks, elimination on transition links between different levels of path, and through design changes with consultation of affected parties to mitigate concerns over safety and privacy.

The estimates of cost for construction of the walkway are tabled below with the estimate of cost for the current proposal established by Isthmus Group in table 1.

	CHAPMAN STRAND TO WHARF ROAD COSTS	WHARF ROAD TO TAIPARI STRAND COSTS	TOTAL COST
Initial estimate	\$265,000.00	\$147,941.54	\$412,941.54
Current estimate	\$659,812.66	\$478,579.20	

Table 1 Estimate of Costs

Given the significant increase in cost compared to previous estimates it is planned to seek resource consents in 2004/2005 and include the programme for funding consideration in the 2006/2007 Long Term Council Community Plan.

CONCLUSION

The draft concept plan for the section of the Te Atatu Peninsula walkway from Chapman Strand to Taipari Strand has a higher overall cost to develop than that of the previous concept proposal, However this proposal has taken into consideration the opinions and concerns of local residents, coastal consent constraints, environmental and educational opportunities, recreational opportunities, financial and engineering design constraints that where not all taken into consideration previously.

If Henderson Community Board approves the proposed walkway route, consents will be lodged with Waitakere City Council and Auckland Regional Council as the proposed route passes through the Coastal Marine Area, which is controlled by the Auckland Regional Council. It is anticipated that the Auckland Regional Council will publicly notify this consent and allow three months for the public to lodge submissions on the proposal.

Construction will commence in stages dependent on funding being made available through the Long Term Council Community Plan and the granting of consents from Waitakere City Council and the Auckland Regional Council.

RECOMMENDATIONS

1. That the information be received.
2. That the draft concept plan for the Te Atatu Peninsula Walkway from Chapman Strand to Taipari Strand be approved.
3. That the Henderson Community Board recommends to Council that funding for the Te Atatu Walkway from Chapman Strand to Taipari Strand be included in the 2006/2007 Long Term Council Community Plan.

Report prepared by: Alan Duxfield, Parks Assets Project Manager.



9 PUBLIC CAR PARKING IN HENDERSON

PURPOSE OF THE REPORT

The purpose of this report is to bring back the results of the evaluation of car parking usage in Henderson and seek the Board's approval for revised parking restrictions at 4 - 8 Edmonton Road and 19 Alderman Drive car park adjacent to the Oratia Stream in Henderson. The report also updates the Board on the introduction of charge car parking to all day parking car parks.

BACKGROUND

At its meeting of December 2002 the Board considered at that time proposed car parking restrictions on the Alderman Drive/ Edmonton Road car park and Falls Hotel car park. At that time, the Board determined not to undertake changes to parking restrictions as it wished to see a comprehensive approach to car parking within Henderson undertaken.

Concurrent with this work, Waitakere City Council and UNITEC have resolved to jointly develop a new Waitakere City library and expanded UNITEC campus facilities in the Ratanui Street and Trading Place car park. The buildings are projected for completion in December 2005 to be operational at the start of the next academic year.

While the entire project involves the development of a car parking building on Trading Place to replace the existing shopper parking and meet resource consent requirements, once construction commences in early 2004, the existing public car park will not be available for shopper parking until the completion of the complex. Accordingly consideration of alternative sites for shopper parking need to be considered.

In addition, Council has also approved the commencement of a charge car parking trial in Henderson for the off street car parks providing all day parking.

STRATEGIC CONTEXT

Urban Strategy

Henderson is one of the three major town centres in Waitakere City and is recognised as a key centre in the Urban Strategy. It is the city's most centrally located town centre. It is located on the rail corridor and has the largest percentage of retail floor-space and community facilities. There has been significant recent investment, notably at Westfield's West City Mall, Sel Peacock Drive retirement complex and Council's Aquatic Centre. There is significant opportunity for further development and redevelopment. Good planning and co-ordination are essential to ensure Henderson consolidates its critical position as a key working environment and employment locality, hence furthering Council's objectives in creating a sustainable City.

The Henderson Town Centre Concept Plan was produced to guide the future development of Henderson in a planned and co-ordinated way to ensure that Henderson consolidates its critical position as a key working environment and local employer, furthering Council's key objectives in creating a sustainable city.

Key principles in planning for Henderson are as follows:

- Encourage mixed use development and improve the quality of the built environment;
- Develop the streams and the green networks and improve the leisure facilities;
- Improve public transport, road and walking linkages;
- Encourage a range of economic activities to sustain a robust economy in an adaptable innovative and dynamic way.

The Henderson Town Centre Concept Plan identified the need to generate a "movement economy" and the recognition that location of car parking was a key method of ensuring pedestrian movement in and around the town centre. The practical implementation of such an approach is to ensure that longer stay/commuter car parking is located on the periphery of the town centre, and that centrally located car parking is targeted at shorter stay/shopper parkers.

Transport Strategy

When considering the provision of car parking in town centres, a key issue is the Transport Strategy and Council's aspiration to increase the use of passenger transport. It will be difficult and expensive for Council to provide further car parking in its town centres as land availability is limited and the environmental and urban design effects of taking up further land with car parking are significant. Therefore, it is likely that the lack of opportunities to provide car parking will become a brake on growth in the City's main centres.

In terms of approach to car parking therefore a focus on Council provision of shopper parking to support town centre retail and economic activity is the priority. Provision of substantial areas of free long term/commuter parking therefore is not seen as a priority in car park provision or development by Waitakere City Council.

Restrictions on all day car parking and the introduction of charge car parking is one mechanism being developed to focus ratepayer's contribution towards parking on supporting Council's Transport Strategy and Urban Strategy, rather than subsidising the use of cars as a commuting option. Charge car parking and all day parking restrictions will change the relative cost of private motor vehicle usage and public transport, making public transport a more viable option. In addition, the introduction of charge car parking will make it commercially viable to build car park buildings without relying on rates to pay for these facilities.

ISSUES

Demand for Car parking in Henderson

An assessment of the current car parking provision in Henderson and its current usage has been undertaken. Despite community perception, this survey indicates that within the Henderson Town Centre, parking is normally available, with a maximum parking demand in the whole town centre of 60%.

The study does however indicate that there is a high level of demand for those car parks within a 5 minute walk of the town centre (in excess of 90% usage at times of maximum parking demand during the day), and it is parking on the periphery of the centre that has a much lower usage.

When the length of stay issue is looked at, it is clear that the majority of the demand for car parking (86%) is for short term 1-2 hour car parking. Therefore, in order to free up short term shopper parking, the study recommends creating secure long term parking spaces to the south of Pioneer Street and set one or two hour time limits in the Edmonton/Alderman car park.

Overall the study shows there are not major peaks in parking demand, with an increase through to near peak at 11am, with demand remaining at this level until 5pm.

A number of recommendations have been made which are being further investigated including better use of private car parks, improving pedestrian connections between K'Mart and Westcity and from Westcity across the railway tracks to Smythe Road. A long term car parking facility on the NZRailcorp land is also suggested.

The study also makes a comment on the private car parking provided between Great North Road, Alderman Drive and Trading Place and that it is under-utilised in an area of high public parking demand. The study suggests that better use could be made of this car parking.

The table below outlines the current time limits, maximum occupancy and a comment on the length of stay of each of the off street Council car parks.

Car park	Current Time Limit	Maximum Occupancy	Length of Stay
Trading Place/Ratanui -127 Public Parking Spaces	Mostly P90	118 of 127 spaces (93%)	Largely used for shopper parking with most stops for less than an hour.
Edmonton Road/Alderman Drive - 191 Public Parking Spaces	No time limit	185 of 191 spaces (97%)	83% are all day parkers
Falls Park - 132 Public Parking Spaces	No time limit	53 of 132 spaces (43%)	Largely used for shopper parking with most stops for less than an hour
Aquatic Centre - 245 Public Parking Spaces (note are also bowling club and staff parking spaces)	A range of time limits	100% - peak period from 3pm onwards compared to other car parking peak periods during the day	Largely used for Aquatic and Recreation Centre parking, differing time limits reflect range of users
Corban Estate/ Rotary Park Hill - 57 Public Parking Spaces	No time limit	50 spaces (88%)	66% are all day parkers

Introduction of Charge Car parking

Council has signalled through the 2003/2004 Annual Plan to implement a charge car parking trial in Henderson. The focus of this trial is on all day parking not short-term (shopper) parking. Sites for charged parking have not been established yet. However, it is thought that the majority Council owned all day parking would be put into charge parking. Sites that are not charged would likely need to have time restrictions so that they would not undermine charged sites.

A report will be brought to the board once further investigations into charged parking and sites have been completed later in the year.

Temporary loss of car parking during construction of Waitakere Library & UNITEC Campus expansion

Once construction of the new Waitakere Library and expanded UNITEC campus commences on the Ratanui Street and Trading Place car park early in 2004, the existing 127 90 minute spaces in the public car park will be unavailable for parking.

These existing public car parks will be replaced as part of the redevelopment and new parking spaces will be constructed to meet the needs of library and tertiary users in accordance with District Plan requirements.

Given the results of the car parking study undertaken, and the indications that 86% of the demand for car parking is for 1-2 hours, it is important that the shopper car parking in Trading Place/Ratanui Street is replaced.

A23

There is currently no time restriction on the 191 car parks in the Edmonton/Alderman Drive car park, Henderson, shown at page A23. The car parking study indicates that 86% of the users of this car park use it for all day parking. If these users could be accommodated elsewhere, these parks could be converted to one to two hour parking.

It is recommended that these are converted to 90 minute car parks, as this is the time restriction on most of the car parks in the Ratanui Street and Trading Place car park. This will require the installation of signage and would come into effect once construction commences in early 2004. These changes will be enforced by Council's enforcement staff.

It is also recommended that access is improved across the footbridge between the Alderman Drive car park and Trading Place by providing lighting.

Given the findings of the car parking study, it is recommended that this time restriction is put in place on a permanent basis, as demand for short term shopper parking in Henderson is high and as the town centre grows and redevelops this demand will increase.

Long term parking

Restricting parking in the Alderman Drive car park to short term parking will prevent people parking here all day. It should be noted from the table above that the Falls car park is not utilised to full capacity, and that some of the long term parking will almost definitely be displaced to this car park.

Alternative long term parking sites are still being investigated in conjunction with both the Henderson Hub project and the charge car parking investigations. Council's strategy however is to prioritise its car parking provision for shopper parking rather than commuter car parking, and therefore while some alternative sites may be developed for all day parking, this is likely to be on a charge basis and may well involve private sector partnerships rather than direct Council provision. At this stage the car parking report identifies the NZ Rail Corporation land adjacent to the railway line as the most appropriate site for long term parking, including park and ride.

Community Board Delegations

The Community Board is delegated specific functions and powers with respect to car parking and traffic issues, among other things. This delegation is to be exercised within the framework of Council's Strategic and Annual Plans. The Waitakere Central Library Project and charge car parking trial for all day parking in Henderson are projects which are part of the adopted Long Term Council Community Plan and Annual Plan.

RESOURCES

Resources for the installation of signage and lighting have been approved through the 2003/2004 Annual Plan and Long Term Council Community Plan through a combination of the Waitakere Library and Roading budgets.

CONCLUSION

A comprehensive study into car parking in the Henderson Town Centre has been undertaken. This study indicates that there is currently under-utilisation of car parking overall in Henderson, but that the core town centre area has very utilisation. The majority of demand for car parking is for short-1-2 hour stops. The recommendation to restrict parking to 90 minutes in the Edmonton/Alderman Drive car park will increase chance of existing spaces being available for short term users once construction of the Waitakere Library & UNITEC campus expansion commences. Ongoing studies in conjunction with the Henderson Hub development will look at sites for long term car parking including the provision of park and ride facilities.

RECOMMENDATIONS

1. That the information be received.
2. That in relation to **ALDERMAN DRIVE AND EDMONTON ROAD, HENDERSON:**
 - a) That all existing parking restrictions or limitations (affected, or superseded, or replaced) by this resolution, applicable to parking at 4, 6, 8 Edmonton Road and 19 Alderman Drive, Henderson (Lot 1, 2, 3A DP 21809 Edmonton Road and Lot 7 DP 1467 Alderman Drive), imposed by any prior resolution (including resolution of any former authority) cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
 - b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Transport Act 1962 and the Waitakere City Council Bylaw No 7, 1991 - Traffic, the following parking limitations and restrictions be now resolved to be specified and imposed namely:
 - all parking spaces in Lot 1, 2, 3A DP 21809 Edmonton Road and Lot 7 DP 1467 Alderman Drive (4, 6, 8 Edmonton Road and 19 Alderman Drive, Henderson) to be designated as "P90" parking spaces.
3. That the appropriate signage and/or marking, in accordance with the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said parking limitation and restrictions start affecting from February 2004.

Report prepared by: Lois Easton, Group Manager: City Development Projects.



10 WAITAKERE CENTRAL LIBRARY DEVELOPED DESIGN

PURPOSE OF THE REPORT

The purpose of this report is to update the Henderson Community Board on the development of the Waitakere Central Library and surrounds, including the associated UNITEC campus expansion

BACKGROUND

The design for the Waitakere Central Library commenced on 3 April 2003. The preliminary design was presented to the Council meeting of 23 July 2003 and at that meeting it was resolved:

“That the preliminary design for the Waitakere Library be approved as a basis for further design development.”

1516/2003

At the presentation, the Council raised a number of issues and identified aspects of the design which they wished to see amended. Following that meeting, the design was presented to all the Community Boards, Te Taumata Runanga, and the Pacific Island Advisory Board. In addition a number of workshops have been held with the Henderson Community Board and a workshop has been held with the local Henderson Businesses regarding the preliminary design. A deputation was also made to the City Development Committee by the landowner of the 357 Arcade which abuts the site.

Throughout the process input into the design has been received from internal stakeholders and appointed advisors (Iwi representatives, lead artists, quantity surveyor) with co-ordination from a joint Project Control Group assisted by an independent project manager.

Councillors from Waitakere City Council and UNITEC have also formed an Elected Members working party to advise staff on this project and other matters relating to Waitakere City's and UNITEC's partnership.

This process of communication and receiving comment, have led to a progression of the development to the point where the developed design phase is now complete.

STRATEGIC CONTEXT

The Waitakere Library/UNITEC campus development is one of a number of projects that support the Henderson 20 Year Strategic Plan (1995) and the Henderson Town Centre Concept Plan (2002).

The principles of the Henderson 20 Year Strategic Plan are to:

- encourage mixed use development and improve the quality of the built environment;
- develop the streams and the green networks and improve the leisure facilities;
- improve public transport, road and walking linkages;
- encourage a range of economic activities to sustain a robust economy in an adaptable innovative and dynamic way.

The Henderson Town Centre Concept Plan was produced to guide the future development of Henderson in a planned and co-ordinated way to ensure that Henderson consolidates its critical position as a key working environment and local employer, furthering Council's key objectives in creating a sustainable city.

This plan identified specific economic strategies for Henderson's revitalisation and identified three key redevelopment clusters including a Business/Community/Education cluster in the Trading Place / Ratanui Street area. The requirements to make the Business / Community / Education cluster successful were identified as:

- combining community facilities, business development and tertiary education in the most integrated way possible;
- offering high quality, safe, vibrant public spaces and amenities facilitating a mixture of uses that encourages the development of a 24hr life area that extends the commercial trading viability of the town centre;
- being easily accessible by car to assist trade;
- having a new road and bridge link from Edmonton Road;
- offering sufficient parking to replace the existing provision and providing more for new uses;
- maintaining good access from the mall;
- having an integrated civic library and tertiary education development.

The preliminary design meets the strategic goals of these two plans.

UNITEC has long been aware that a large proportion of its students come from Waitakere, and many more Waitakere citizens were not accessing tertiary education. Planning for the establishment a UNITEC presence in Waitakere City has been progressing for many years with significant recent progress with the opening of their Henderson campus in 2001 and signing a Memorandum of Understanding with Waitakere City Council in 2002 that identifies ways in which both organisations can work together in the future.

ISSUES

Progression of the Design to Developed Design

The developed design is a significant progression from the preliminary design as presented to the two Councils. This has been both in response to the comments made, in order to improve the functionality of the library building and to minimise the visual impact of the car parking building. Specifically the design has been progressed as follows:

- elongation of the library building to give a greater floor print to maximise functionality - the building now fronts a substantial portion of the length of Waitakere Lane and has reduced in height from four to three stories with the bulk of the public library component on the first two floors;
- sleeving the car parking building behind the library and adjacent to the right of way access to the Great North Road properties;
- sleeving the bottom of the car parking building as it fronts the Great North Road entry plaza with the Citizens Advice Bureau - providing both a separate and slightly private address for the Citizens Advice Bureau as well as good linkages with the adjacent library and public space;
- providing the main pedestrian entry and exit point from the car parking building out into the Great North Road entry plaza;
- providing for a lecture theatre and associated reception areas in the Trading Place end of the UNITEC building - designed in such a way that it can be operated separate from the rest of the facility and therefore be used for other than UNITEC requirements;
- providing three public spaces within the development - a Library courtyard, the Ratanui Plaza and the Great North Road entry plaza;

- providing for narrow laned two way traffic along Waitakere Lane in order to slow traffic and provide better access into the development;
- developing detailed arts opportunities and proposals in both the open space and buildings;
- developing detailed sustainability opportunities associated with all three buildings and the open space areas;
- identifying the materials proposed for use on each of the buildings and in the open space.

RESOURCES

The budget for the Waitakere Central Library has been allocated over three years within the Long Term Council Community Plan for a total cost of \$11.8 million.

CONCLUSION

The Developed Design phase of the Waitakere Central Library has been completed, on time and to budget, while incorporating significant change as a result of feedback received on the project.

RECOMMENDATION

That the information be received.

Report prepared by: Lois Easton, Group Manager: City Development Projects.



11 PROPOSED BUILDING ADDITION FOR WAITEMATA CANOE AND MULTISPORT CLUB INC

PURPOSE OF THE REPORT

The purpose of this report is to outline to the Henderson Community Board a proposal which has been submitted by the Waitemata Canoe and Multisport Club Inc for an addition to their current building. The report outlines the issues and seeks the Boards consideration on approval of the proposal.

BACKGROUND

The Canoe and Multisport Club Inc. proposes to erect a new building/shed addition on the Taipari Strand Reserve adjacent to their existing clubrooms to accommodate increased community participation within the Waitemata Canoe and Multisport Club.

The club have indicated that due to an increase in club members over the past five years, the present clubroom is too small to accommodate the members (currently 193) and the storage of the equipment. The new building (81m²) is proposed to be utilised as a storage shed to accommodate the canoes, kayaks and gear that are presently stored in the existing clubroom. This will allow better use of the clubroom for day to day activities, training and for meetings. In addition the proposal requires the transplanting of a small pohutukawa tree within the near vicinity of its existing location.

Several meetings have been held over the previous years with the three clubs located at Taipari Strand. The meetings have predominantly focused on the safety issues on the water (particularly between the water ski boats and the rowing boats) and space requirements off the water for each of the clubs (particularly for the Canoe and Multisport Club). The last meeting held in July 2003 was attended by representatives from Waitakere City Council, Auckland Regional Council and each of the clubs.

At this meeting it was agreed by everyone that the only way to resolve the safety issues seemed to be to relocate at least one of the clubs to avoid the same stretch of water being used by motorised and non-motorised boats. As this stretch of water is a public access way for all boats and is also a designated ski lane it was agreed that it would be logical for the Rowing Club and the Canoe and Multisport Club to be relocated to another waterway in the City. No feasible location has currently been identified, but Council officers will continue to investigate all possible alternatives. The proposal being put forward for the shed addition, addresses immediate requirements of the club. At any time in the future there is a desirable alternate location proposed for the canoe and/or rowing clubs then the style of building being proposed will accommodate relocation and will not prevent the continued investigation of alternate locations which will alleviate some of the existing functional conflicts.

A24 -A62

The Club has undertaken an Assessment of Environmental Effects related to the proposal, which details the reasons for the proposal and outlines issues related to the proposals effects. It also provides a plan showing the location of the proposed building and its appearance. This report is attached at pages A24 to A62.

STRATEGIC CONTEXT

Taipari Strand consists of coastal reserve land classified as a Recreation, Esplanade and Local Purpose Reserves.

The Management Plan for Taipari Strand was adopted in March 1994. There is reference in the Plan to the provision of the existing building for the Canoe and Multisport Club, but the new addition is not provided for. The only policy in the Plan which relates to the proposed expansion is outlined in 6.2.3 Buildings and Structures which states: *"To ensure that any new park furniture, buildings or alterations to existing structures be of an approved high standard and be aesthetically and environmentally sensitive to the surrounding landscape."*

Under Section 41(4) of the Reserves Act (1977) the Plan may be adapted to changing circumstances. The Community Board have the delegated authority to make a variation to the plan without public notification if the change is considered minor.

ISSUES

The proposal for the new shed addition is located in an area that is proposed in the 1994 development plan as the location for a new toilet facility.

Since the 1994 plan was adopted, there have been some changes undertaken at the reserve, including the relocation of the playground to the lower part of the reserve. It is anticipated that due to these changes any proposed new toilet facility on the reserve will be re-evaluated in terms of location within the reserve as part of a consultation process around the toilet project. It is likely that a location different from that shown on the existing development plan will be proposed, due to the changed facility locations within the reserve.

It is therefore considered that the proposed location of the shed addition, does not impinge on any opportunity in the future for the location of a toilet facility within the general vicinity or any other location within the reserve as may be decided at the time.

The proposed addition is of the same scale and style as the existing club room building (an a-line colorsteel shed) as indicated in the photomontage provided in the attached Assessment of Environmental Effects. The building has a backdrop of native planting which minimises its impact and is located in an area with a range of existing clubroom buildings and therefore does not have any increased affect on the current character of that part of the reserve.

At this point in time, due to the addition not being provided for in the existing Management Plan, the building is a non complying activity and requires a resource consent.

The Community Board has the option of approving the proposal for the shed addition outside of the Management Plan, which would then require the Resource Consent process to still be followed through with possible public notification and hearings and decisions around the provision of the addition would be determined through that Reserve Management Act process.

Another option is for the Community Board to amend the existing Management Plan, which would then allow for provision of the addition as a permitted activity, thereby significantly reducing the complexity and length of any consent process.

Amendment to the Existing Reserve Management Plan

As outlined the Community Board has the delegated authority to undertake an amendment to the existing Taipari Strand Management Plan. A decision is required as to whether that amendment should go through a public process or not. This is determined by considering if public comment will materially assist in the preparation of the amendment (plan), the requirements of which are outlined as follows:

- “(9) *Where under subsection (4) of this section the administering body considers any change not involving a comprehensive review to its management plan is required, it may, if it thinks fit, follow the procedure specified in subsections (5) and (6) of this section.*
- (5A) *Nothing in subsection (5) of this section shall apply in any case where the administering body has, by resolution, determined that written suggestions on the proposed plan would not materially assist in its preparation.”*

In this instance, the Assessment of Environmental Effects outlines, the reason for the proposed building addition is a result of changing circumstances, i.e. with increases in club numbers and the need for more space to accommodate the club functions within the community.

In addition the proposed building is located in an area which was indicated in the development plan as having a building on it (at that time a toilet block) and is located in an area where there is a concentration of built structures to accommodate the various water sports which operate from this area.

The design and appearance of the shed addition is in line with the existing building. It is considered that the impact of the shed addition is minimal when considered in the context of the existing Taipari Strand Management Plan and is therefore able to be considered as a change to the plan which would not require public notification or written suggestions from the public.

RESOURCES

All costs associated with gaining resource, building consents, and implementing the new shed structure will be the responsibility of the Waitemata Canoe and Multisport Club.

CONCLUSION

The proposal from the Waitemata Canoe and Multisports Club outlines provision of a shed addition to meet the current needs of the Club to continue providing their services to the community. The addition fits in with the existing style of building and is low maintenance and of a style which could be shifted, if required at a later date, pending further investigation of options for the canoe and rowing club location.

The proposal has resulted from changing circumstances and increased demands on the club from additional member numbers and interest in water sports in the City. As such, it is considered appropriate that the existing Taipari Strand Management Plan be amended to accommodate the provision of the shed addition and that the amendment would not benefit from additional community consultation.

RECOMMENDATIONS

1. That the information be received.
2. That the Henderson Community Board consider that community consultation on the amendment to the Taipari Strand Management Plan to allow a shed addition to the Waitemata Canoe and Multisport Club will not materially assist in the preparation of the amendment to the Plan.
3. That the Henderson Community Board approve an amendment to the Taipari Strand Management Plan which allows the provision of a shed addition to the Canoe and Multisport Club Incorporated as detailed in the following Policy:
 - 6.2.10 That provision be made for an 81m² shed addition to the Waitemata Canoe and Multisport Club Inc directly adjacent to their existing club building and that the building is consistent with the existing style of building and provides for relocation if necessary at any point in the future.
4. That the Chief Executive be given authority to negotiate and arrange execution of a lease with the Waitemata Canoe and Multisport Club Inc for the footprint of the new building addition under section 61(2A) of the Reserves Act 1977.

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



12 RAIL STATIONS UPGRADE

PURPOSE OF THE REPORT

The purpose of this report is to inform the Henderson Community Board of work which Auckland Regional Transport Network Limited is currently undertaking in developing concept designs for rail stations and to propose a programme of stakeholder consultation for stations to be included in the first application to Infrastructure Auckland for funding.

BACKGROUND

Auckland Regional Transport Network Limited is currently developing concept plans for extended platforms and upgraded stations on the regional rail network. Within Waitakere City, this work will include all stations except Henderson and Waitakere. Henderson station is currently being developed through a separate process, with Architectus developing detailed designs for the station. Auckland Regional Transport Network Limited does not hold the lease for Waitakere station, but is currently negotiating with the Crown regarding this.

Joint workshops between staff from Waitakere City Council and Auckland Regional Transport Network Limited have been held to gather information on all stations. Council staff have obtained specialist advice in relation to a number of the stations, including Henderson and Sunnyvale.

Once concept designs have been developed, Auckland Regional Transport Network Limited intends to apply to Infrastructure Auckland to fund these stations. The Council would join in these applications to include park and ride facilities, accessways and related infrastructure in order to identify a Council contribution and maximise the availability of funding.

Auckland Regional Transport Network Limited intends to lodge its first funding application in February 2004, with a second application in April 2004, followed by a subsequent application in mid-late 2004. Prior to lodging the funding applications, community consultation will need to have been undertaken regarding the stations in the application. Auckland Regional Transport Network Limited has requested that Council prioritise the stations likely to be included in the first application.

While Sunnyvale Station falls within Henderson Community Board's jurisdiction, it is on the boundary of the Waitakere ward and when developed as a park and ride station will cater for a large number of Waitakere ward residents, therefore this station will also be reported to the Waitakere Community Board. A similar process was used with Ranui Signature Station which provides for residents of both the Massey and Waitakere wards.

ISSUES

Auckland Regional Transport Network Limited's station development programme is intended to be staged from 2003 to 2006 in accordance with the Rail Business Plan. This is to ensure that stations are developed to take advantage of the completion of the double tracking.

The first and second funding applications would envisage station development and surrounding infrastructure, including park and ride facilities, to be constructed in 2004/2005. If the double tracking proceeds in stages – to New Lynn, to Henderson, and to Swanson - then it may be appropriate that stations along those sections are developed on a similar timeframe.

Further considerations are:-

- the time required to develop concept plans. Some stations are more complex than others and concept plans may not be developed by mid November to meet the timetables for the first funding application. As part of developing the concept designs for each station there will be opportunities for political involvement;
- the extent of consultation that is required with relevant communities. Auckland Regional Transport Network Limited proposes that it will lead the consultation on the concept plans with community groups, using the networks developed by the Council. This is intended to take place in November and December. Some stations may involve issues that will require a longer process. An option may be to conduct a second stage of consultation to identify requirements for the station surrounds, but this is not preferred;
- the need for station development at various sites. For example, there is a strong demand for additional park and ride at Swanson and better access is needed at Sturges station.

It is proposed that both Henderson and Sunnyvale stations are included in the February 2004 applications for the following reasons:-

A63

- **Henderson Station** - It is critical to link the station development with the civic centre development. A concept design for the Henderson station has already been developed as part of the Henderson Hub project (attached at page A63) and detailed design is currently being undertaken. It is important that funding for a 21st century station at Henderson is secured as soon as possible so as to ensure that station development occurs in tandem with the Henderson Hub development.
- **Sunnyvale Station** - Sunnyvale station is in poor condition, lacks adequate surveillance and access and has been the subject of Annual Plan submissions over recent years. The station is located within the McLaren Park Community Project, whose coordinator has shown interest in being involved in the development of the station. Council is in the process of purchasing land near the station for both a park and ride and to facilitate the Twin Streams Project. This land purchase will be completed prior to lodging of the Infrastructure Auckland funding application. Council has proposed funding in the 2004/2005 Annual Plan for development of this park and ride facility.

Henderson Station

Henderson has been identified as one of the two major stations on the western rail corridor. A May 2003 survey of Henderson station showed over 1,100 people boarding or alighting each day. Once redeveloped, Henderson will become the major hub station for the western rail corridor, with a significant bus/rail interchange. Developments proposed within easy walking distance of the station including the civic centre and other development on the Carter Holt Harvey site, UNITEC's expansion and the development of the Waitakere central library will all result in increased rail patronage.

A63

The concept design for Henderson Station is attached at page A63. This was developed as part of the concept design for the Henderson Hub. The station location was decided with Council input, both at a political and officer level. This concept details a rail station integrated with the civic centre, with buses and taxis being located adjacent on Railside Ave. Critical issues in the design of the station include ensuring that the precinct works for all users - providing access to the Henderson Hub, access across the rail corridor for residents, and high quality amenity and facilities for users of the buses, rail, taxis and walkways.

Sunnyvale Station

A May 2003 survey of Sunnyvale Station users showed rapid patronage growth with a more than doubling of station usage since 1997, to 388 daily boardings and alightings. The station currently suffers from poor surveillance and a small walking catchment as much of the surrounding area within the 1 in 100 year flood plain. Therefore Sunnyvale station has been identified as an important station for park and ride, providing for a large catchment including the Sunnyvale, Glen Eden, Henderson Valley and the Waitakere Ranges. It has the benefit of providing a park and ride facility on a main transport route leading to Henderson, yet outside the town centre.

Sunnyvale Station was the subject of a number of Annual Plan submissions, both in the 2003/2004 and earlier plans. Key issues raised by the public included providing adequate pedestrian access and ensuring sufficient quality park and ride facility.

While no overall concept plans for the station have yet been developed, a concept plan for the park and ride facility was developed in late 2002. This was the basis for the Council's decision to purchase the identified site in June 2003. This purchase is likely to be finalised later this year and funding is budgeted in the Long Term Council Community Plan in 2004/2005 for development of the park and ride site. The site will allow for approximately 200 spaces.

Preliminary engineering work indicates that the station would be best retained in its current location. Relocation to the other side of Seymour Road would result in the station being on a curve and disabled access being difficult to achieve. In addition, the station is currently used by a number of Bruce McLaren Intermediate students and relocation would move the station further from this school.

Key issues for discussion as part of developing concepts for this station include key pedestrian linkages and how to improve the safety of the station, particularly with improved passive surveillance.

Officers have met the McLaren Park Community Project leader who has shown keen interest in working alongside Council officers in planning and consultation around this station.

Consultation Plans

It is proposed that developed concept plans be consulted on with the community to get feedback on the following:-

- any issues relating to the concept plan that need to be resolved;
- any modifications or improvements that would still satisfy technical requirements from a rail operations perspective and the regional fit in terms of branding and theming;
- any implementation issues;
- requirements relating to the station surrounds such as toilets, access, parking or drop-off facilities;

Given that the Henderson station is an integral part of the Henderson Hub, consultation on Henderson station will be limited to information provision and access issues outside of the immediate precinct. This station is one component of a major development and any changes to this run the risk of having negative flow-on effects.

It is proposed that consultation with the community be focussed through key community networks. The table below lists groups who are likely to be interested in assisting in developing concepts for the stations and should be contacted. It is proposed that this list, as amended by the City Development Committee and Community Boards be the basis for community consultation over Sunnyvale and Henderson stations. This would be held out as joint consultation by the Council and Auckland Regional Transport Network Limited, with local ward Councillors and Community Board members having a lead role. The consultation targeting the following community groups would commence in November 2004 and be completed by February 2004.

Sunnyvale Station	Henderson Station
Henderson Community Board	Henderson Community Board
Waitakere Community Board	Henderson Business Liaison Group
McLaren Park Residents and Ratepayers Association	Henderson High School
Sunnyvale Residents and Ratepayers Association	
Oratia Residents and Ratepayers Association	
Hoani Waititi Marae & Kura	
Bruce McLaren Intermediate	
Station Users	

CONCLUSION

Auckland Regional Transport Network Limited is currently developing concept plans for stations within Waitakere City. Henderson and Sunnyvale stations would be appropriate for Council Officers to focus on for inclusion in the first round of Infrastructure Auckland funding.

RECOMMENDATIONS

1. That the information be received.
2. That a representative from the Henderson Community Board take a leading role in the consultation on the Henderson and Sunnyvale stations.

Report prepared by: Glenda Lock, Project Manager: Transport.



13 BOARD MEMBERS' REPORTS

Provision has been made on this agenda for Board Members should they so wish to submit a report on their activities during the month in regard to matters within the scope and delegations of the Board. However, to comply with the provisions of the Local Government Official Information and Meetings Act 1987, no decision may be made on matters raised in Board Members' reports.

HENDERSON COMMUNITY BOARD APPOINTMENTS

OUTSIDE ORGANISATIONS	APPOINTMENT
Auckland Region Community Boards' Association Executive Committee	Helen Jones (Alternate: Barry Shaw)
Henderson Citizens Advice Bureau	Bill Postlewaight
Henderson Heritage Trust Inc.	Brenda Brady
Keep Waitakere Beautiful Committee	Camille Nakhid
Liaison Officer for Waitakere District of the New Zealand Police	Barry Shaw (Alternate: Bill Postlewaight)
Henderson Creek Reserves Management Plan	Camille Nakhid (Alternate: Barry Shaw)

OUTSIDE ORGANISATIONS	APPOINTMENT
Auckland Region Community Boards' Association Executive Committee	Helen Jones (Alternate: Barry Shaw)
Waitakere Road Safety Advisory Committee	Barry Shaw
Te Atatu Community House Committee	Bill Postlewaight (Alternate: Annette Fenton)
Henderson South/McLaren Park Action Group (Contact Person: Carolyn McCardie)	Helen Jones (Alternate: Annette Fenton)
Wai Care Programme	Camille Nakhid Wayne Davis
Herbicide Reduction Working Party	Annette Fenton
Sunnyvale Residents & Ratepayers Association	Barry Shaw
Te Atatu Ratepayers Association	Camille Nakhid
Henderson Business Association	Annette Fenton
Shopping Trolleys in Streams Steering Group	Barry Shaw
Project Twin Streams Steering Group	Camille Nakhid (Alternate: Barry Shaw)
Henderson Business Liaison Group	Helen Jones Barry Shaw (Alternate: Camille Nakhid)
HENDERSON COMMUNITY BOARD SUBCOMMITTEES	
Street Events Subcommittee	Barry Shaw
Henderson Creek Reserves Management Subcommittee	Camille Nakhid
Lower Oratia Stream Reserve Management Plan Subcommittee	Camille Nakhid (Alternate: Bill Postlewaight)
COUNCIL COMMITTEES	
Community Sport Fund Allocation Subcommittee	Bill Postlewaight (Alternate: Camille Nakhid)
Hearings	Camille Nakhid (Alternate: Barry Shaw)

