

**AGENDA FOR A MEETING OF THE HENDERSON COMMUNITY BOARD TO BE HELD
IN THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN, WAITAKERE CITY,
ON THURSDAY, 4 AUGUST 2005, 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
PUBLIC FORUM WILL TAKE PLACE AT 7.00 PM	2
6 CHAIRPERSON'S REPORT	2
7 COMMITTEE SECRETARY'S REPORT	3
8 TRIENNIAL REPRESENTATION REVIEW	4
9 PROJECT TWIN STREAMS UPDATE	12
10 HARBOUR VIEW ROAD, TE ATATU PENINSULA - CHANGES TO BUS STOP CONTROL TIMES	18
11 MILLSTREAM DRIVE, HENDERSON - NEW NO STOPPING CONTROL	19
12 ALDERMAN DRIVE, HENDERSON TOWN CENTRE: PARKING RESTRICTIONS	22
13 JAMES LAURIE STREET, HENDERSON - REMOVAL OF ONE PARKING SPACE	24
14 PROPOSAL FOR LEASE IN TUI GLEN RESERVE FOR NEW ZEALAND MOTOR CARAVAN ASSOCIATION	25
15 BOARD MEMBERS' REPORTS	30

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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - 7 July 2005

RECOMMENDATION

That the minutes of the Meeting of the Henderson Community Board held on Thursday, 7 July 2005, as circulated, be taken as read and now be confirmed.



3 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 Board by resolution so decides; 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 and decision, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting.

The Board 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.



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

Public Forum will take place at 7.00 pm

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 Officer.



6 CHAIRPERSON'S REPORT

By now you will have attended the workshop for the Parks Strategy. I hope you found it as interesting as I did. I am really looking forward to the public consultation stage. I have also attended a briefing on the Twin Streams Project which is another project that the public will be consulted on and Group Manager: Asset Management will be giving a presentation at the Board meeting.

I was lucky enough to receive an invitation to the New Zealand Junior Water Polo Championships attended by Prince William. The pool and all street entrances to the City were in pristine condition and all those Council officers involved must be congratulated.

The Annual General Meeting of the Auckland Region Community Boards Association will be held on Saturday, 20 August 2005 at 9.30 am at the Fickling Centre Three Kings. The guest speaker is Grant Kirby, Chairman of the Local Government Commission.

The City Development Committee at the July 2005 meeting gave approval for the Henderson Bowling Club to install floodlights for evening bowls.

It is concerning to read one of the bus services under review, as being uneconomical, is that provided to Te Atau Peninsula.



RECOMMENDATION

That the Chairperson's Report be received.


Elizabeth Grimmer, MNZM

CHAIRPERSON



Issue	Comments	Reporting Council Officer
Te Atatu Traffic Management 6 March 2003 Public Forum	Although significant progress has been made since April 2005, there are issues that need to be attended to before Te Atatu Road Corridor results can be opened up for review and fed back from the interested parties.	Ross Hill  836 8000 ext: 8737
Taipari Strand Toilet, Te Atatu Peninsula Officers Update	A meeting was held with local residents and Community Board Members on Monday, 11 July 2005 to decide the location of the new toilet block to be installed in December 2005. It was agreed that the toilet block shall be installed next to the playground adjacent to Taipari Strand car park.	Toni Grogan  836 8000 ext: 8969

REPORTS PENDING

Subject	Date Requested	Report Due	Reporting Officer
Edmonton Road - Traffic Study - Annual Report (through Secretary's Report)	2 October 2003 Resolution No: 2018/2003	8 September 2005	Adam Moller  836 8000 ext: 8750

RECOMMENDATION

That the Committee Secretary's Report for 4 August 2005 be received.

Report prepared by: Ngareta Delamere, Committee Secretary.



8 **TRIENNIAL REPRESENTATION REVIEW**

PURPOSE OF THE REPORT

The purpose of this report is to present feedback from the key outcomes of the Triennial Review Workshops with Councillors held on 15 June 2005 and 5 July 2005, to the Henderson Community Board and invite the Board to advise the Finance and Operational Performance Committee of its views on the system of election and/or separate Maori representation.

BACKGROUND

The Council is required to conduct a review of its representation arrangements at least every six years. Because the Council chose not to undertake a review in 2003 it must do so in the 2006 year. It is considered inappropriate to consider those aspects of the review that must be undertaken during the 2005 year (Maori Wards and Electoral System) in isolation from those aspects for which decisions do not have to be made until 2006 (Boundaries and Representation) so a full review has been commenced now.

The Local Government Commission has advised that its workload to deal with any appeals and objections will likely be substantial and it cannot assure the Council that it will be able to 'hear' submissions on the appeals and objections in all local authority areas. The Local Government Commission, however, has advised that if a local authority is able to make its determination ahead of the statutory deadlines then it is much more likely that local hearings will be possible. It is therefore recommended that the Council continues the progress through 2005 and on to 2006 seamlessly so it makes a determination well ahead of the statutory time lines, and as soon as possible after robust consultation with the community.

The Local Electoral Act 2001 provides for two alternative electoral systems. These are the First Past the Post system and the Single Transferable Vote system. The First Past the Post system is the traditional system in New Zealand local government and is the system currently used by Waitakere City Council. A local authority may resolve to change the system of elections no later than 12 September two years before a Triennial Election and that system will remain in use for at least the following two Triennial Elections.

The amended provisions of the Local Electoral Act 2001 provide that any territorial authority may resolve to establish Maori Wards. The establishment of a separate Maori Ward or Wards would require that there are sufficient numbers of Maori electors registered within the area of the territorial authority. Any Council resolution to provide further for the establishment of a Maori Ward or Wards must be made no later than 23 November of the year that is two years before the next Triennial Election.

If a valid demand for a poll (from at least 5% of the registered electorate) on the issue of choice of electoral system and/or the introduction of Maori Wards is received before 28 February the year before a Triennial General Election then a poll must be conducted and the result of that poll will be binding and effective from that Triennial General Election. Likewise, the Council itself may resolve to hold a poll on these issues, but such a poll is also required to be held no later than 21 May 2006 (the year before the next Triennial General Election), for it to take effect at that election, failing which it can only take effect at the next but one Triennial Election. If polls are to be held on both the issues of introduction of Single Transferable Voting and of Maori Wards it would not be cost effective to hold these separately. The estimated cost of holding a poll is around \$200,000, covering as it will, the City at large.

The governing body of every territorial authority is to consist of no less than six and no more than thirty members (Councillors) including the Mayor. There are three options available for the election of members of a territorial authority. These are elections:

- At large; or
- By Ward (where the Council area is divided into wards); or
- A combination of at large and by Ward.

Community Boards are required to be comprised of between four and twelve members, with a minimum of four elected members. There are three options available for the election of members of a Community Board (for electoral purposes the area of a Community Board is referred to as a 'Community'). These are elections:

- At large; or
- By Electoral Subdivision (where the Community is subdivided for electoral purposes); or
- By Ward (where the Council area is divided into wards and the Community comprises of two or more complete wards).

There is however, no provision for any combination of these systems of election for Community Boards.

The first principle of the Local Electoral Act 2001 is to provide for **fair and effective representation** of individuals and communities.

With regard to fair representation the Local Electoral Act 2001 prescribes that this is to be achieved, in respect of representation arrangements, including Wards and Electoral Subdivisions for both Councils and Community Boards through the requirement to ensure that the ratio of Elected Members (other than the Mayor) to population does not vary by more than 10% within the respective Council or Community Board. The only exceptions to this 10% rule which are permitted are in respect of island or isolated communities. Both in its decisions in respect of the 2003 Review and in its draft guidelines for the 2006 Review, the Commission has made it clear that there will be stringent interpretation of the term 'isolated'.

With regard to effective representation, the Local Electoral Act 2001 prescribes that this is to be achieved, in respect of representation arrangements, including Wards and Electoral Subdivisions, for both Councils and Community Boards, through the identification of Communities of Interest. All electoral boundaries are required to align with statistical meshblocks.

Pursuant to the provisions of the Local Electoral Act 2001, the Council Electoral Officer is required to manage the undertaking of this Review on behalf of Council. To this end the Electoral Officer prepared a detailed Discussion Document to brief the Councillors on the process and suggest the way forward as well appointing a project team of Council staff to assist with the management of the project. Further, a Consultant, commissioned by the Electoral Officer, has undertaken a study mapping the Communities of Interest within Waitakere City.

As required by the Finance and Operational Performance Committee resolution 358/2005 on the process of consultation on the issue of Maori representation has already been initiated.

The Finance and Operational Performance Committee has delegated authority to make preliminary decisions on electoral and representation matters and make recommendations to Council for final decision. Accordingly, the outcome of this workshop is now being reported to that Committee for a formal decision.

A workshop was held with Councillors on 15 June 2005 who considered the following aspects of the Review with respect to process:

- Overview of requirements;
- The option to change the Electoral System from First Past The Post to Single Transferable Vote;
- The option of introducing separate Maori representation through a Maori Ward or Wards; and
- The methodology to be used for public consultation with regard to all matters to be consider under the review.

The outcome of the Workshop was reported to the Finance and Operational Committee at its meeting of 11 July 2005. The Committee resolved as follows:

“That the Council wait to hear the outcome of the consultation with the Maori Community on the issue of separate Maori representation through a Maori Ward or Wards before pursuing the matter further.”

1332/2005

“That the initial consultation with the wider community in order to arrive at substantive proposal on the two issues being reviewed (Maori representation and the composition and basis of election for Council and Community Boards) be undertaken and include the use of focus groups on the basis outlined in the Agenda report.”

1333/2005

A further workshop was held with Councillors on 5 July 2005 on which considered the following aspects of the review:

What is Single Transferable Voting?

- It was first proposed in the mid nineteenth century;
- It was first used in New Zealand, in the 1920's (Christchurch City Council);
- It is a form of preferential voting where voters rank some or all of the candidates in order of personal preference;
- The 'quota' is the underlining principle of Single Transferable Voting, where a candidate needs to receive not a majority but a minimum number of votes to be elected;
- New Zealand Single Transferable Voting uses New Zealand counting method (derived from the Meeks method) which is a complex algorithm calculation to transfer the votes between preferences;
- It was used in New Zealand for all the District Health Board elections in 2004, plus 18 Territorial Authorities (including one unitary authority - Marlborough District Council).

What is First Past the Post?

- The candidate(s) who receive(s) the most votes wins;
- Also known as 'Winner Takes All';
- Traditional System in New Zealand and elsewhere.

Who Uses Single Transferable Voting?

- New Zealand:
 - All District Health Boards;
 - 18 Territorial Authorities;
 - Fonterra.
- Overseas:
 - Australia Senate;
 - Tasmania;
 - Republic of Ireland;
 - Northern Ireland;
 - Malta.

Who Uses First Past the Post?

- Electorate Seats NZ Parliamentary Elections;
- Traditional System for Westminster type legislatures;
- Traditional System for most Local Authorities in English Speaking Countries.

Process for Deciding Electoral System for 2007

- Four part process:
 - Council can resolve to change electoral system (Section 27 Local Electoral Act);
 - Council must give public notice of the right to demand a poll (Section 28 Local Electoral Act);
 - The community can demand a poll on the electoral system to be used (Section 28-30 Local Electoral Act);
 - Council can decide to hold a poll on the electoral system to be used (Section 31 Local Electoral Act).

Council Resolves Change in Electoral System

- Section 27 Local Electoral Act enables Council to resolve to use Single Transferable Voting for next triennial general election;
- Resolution to be made no later than 12 September 2005;
- Applies to Council & Community Boards;
- Any change in electoral system must be used for next two triennial general elections (Section 27 Local Electoral Act).

Community May Demand Poll

- Council must publicly notify right to demand poll on Electoral System by 19 September 2005;
- If Council has resolved to change to Single Transferable Voting it must include in notice;
- the resolution;
- a statement that a poll is required to countermand that resolution;
- At least 5% of electors of the District required to demand a poll;
- The demand must be lodged within 90 days of the date of the public notice;
- Outcome of poll is binding for next two Triennial General Elections.

Council May Resolve to Hold Poll

- Council may resolve to hold a poll on a specified electoral system;
- 28 February 2006 last day for Council to make this decision;
- Poll must be held within 82 days of the Chief Executive Officer giving notice to the Electoral Officer of this decision;
- Poll is binding for next 2 Triennial General Elections.

Timeline

- 12 September 2005 Last day Council may resolve change to Single Transferable Voting or stay with First Past the Post for 2007;
- 19 September 2005 Last day for Council to give public notice of poll demand;
- 28 February 2006 Last day for poll demand by 5% of electors (s30 Local Electoral Act);
- 28 February 2006 Last day Council may resolve to hold a poll (s31 Local Electoral Act);
- 8 September 2006 Last day for Council to give public notice of proposed representation arrangements for 2007 Triennial General Election.

New Zealand Single Transferable Voting Calculator

- Department of Internal Affairs commissioned the development of the 'New Zealand Single Transferable Voting Calculator' and the 'New Zealand Single Transferable Voting Backup Calculator';
- Constructed and developed by a Wellington based software development house;
- Certified by Audit New Zealand and Price Waterhouse Coopers to ensure that the New Zealand method Single Transferable Voting algorithm calculation as set out in the Local Electoral Act 2001 is correct;
- Provided free of charge to all Territorial Authorities for Council and District Health Board elections;
- Elections software providers to integrate with existing elections management software, i.e. data capture/reporting systems.

Advantages of Single Transferable Voting

Proponents of Single Transferable Voting claim that it:

- Reflects voters' wishes better than First Past the Post;
- Ensures all votes have equal value;
- Gives effective representation to all significant points of view within the electorate, and is therefore a much fairer system, i.e. enhances opportunities for minor parties, women, Maori, ethnic minorities etc;
- Allows voters to vote for their preferred candidates without fear of 'wasting' their votes. Therefore, as many votes as possible will count towards the election of Elected Members;
- Treats every candidate on an even footing, whether they be independent or representing a political party;
- Has been shown to work well over time as one of the fairest ways to elect candidates democratically.

Arguments used against Single Transferable Voting

Those against Single Transferable Voting suggest that:

- It is a system that is unfamiliar to most voters and hard to understand;
- It appears a complex system involving mathematical calculations that is hard to explain to voters;
- The vote counting is too tedious to be processed manually, and can't start until all the votes have been verified and captured, including special votes;
- Data capture and processing time is longer than an First Past the Post election;
- Election results are not displayed on a per votes cast basis as for First Past the Post results.

Advantages of First Past the Post

- First Past the Post results are easier to understand;
- First Past the Post is easier to explain and understand;
- Electors are familiar with it;
- Marginally less expensive to process than Single Transferable Voting.

Arguments used Against First Past the Post

- First Past the Post system:
 - All votes that are not cast for the successful candidates are 'wasted', i.e. they have not counted towards electing someone;
 - In a 1 position election, egg. Mayoralty, often the successful candidate does not receive a majority of total votes cast;
 - The views of all the electors are not fairly reflected in the result;
 - Minority views are often not represented.

Implementation Issues

- Use of First Past the Post and Single Transferable Voting at the same time:
 - In 2007 District Health Boards will be using Single Transferable Voting. If Waitakere City Council changes to Single Transferable Voting the Licensing Trusts and Auckland Regional Council may not.
- Voting Document Design:
 - 2004 Colour wash Criticisms.

- Elections Software Development Issues:
 - Failure of election.com/datamail software does not invalidate system;
 - Moore Gallagher software did not fail;
- Voter Education about Single Transferable Voting and How it Works.

Principles of Single Transferable Voting

- The principle of Single Transferable Voting is the 'quota';
- A successful candidate only needs to poll the quota, not a majority of votes;
- Electors rank their candidates in order of preference by marking a number next to the candidates name, i.e. 1, 2, 3 and so on, instead of just putting a tick against one or more of them;
- Not all candidates have to be ranked;
- A vote is valid as long as one candidate is ranked with a first preference;
- Quota calculation is the number of valid votes divided by the number of positions to be filled, plus 1, plus a tiny fraction;

The Quota

- Once the quota has been established, then the first count can be undertaken;
- As soon as a candidate reaches the quota, they are elected;
- Any votes over the quota are then transferred to the other candidates in accordance with the voter's second preferences.

The outcome of the workshop was as follows:

- That the Councillors views on whether or not to adopt the Single Transferable Vote system of election were not conclusive;
- A detailed report be forwarded to the Finance and Operational Performance Committee at its August meeting on which the Committee would make a decision to recommend to Council whether or not to change to the Single Transferable Vote system of election. Accordingly the consultation which will be carried out, will be in respect of Maori Wards and of the basis of election or representation (Council Electoral arrangements).

The Finance and Operational Committee at its meeting of 11 July 2005 resolved the following:

“That the Finance and Operational Performance Committee consider the System of Election in the light of the outcome of the 5 July 2005 workshop, following the receipt of a further report at the August 2005 meeting of the Finance and Operational Performance Committee.”

1331/2005

STRATEGIC CONTEXT

Active Democracy is one of the Council's nine strategic platforms identified in its current Long Term Council Community Plan and Annual Plan 2005/2006. This platform supports the involvement of citizens in the Council's decision-making process, through education, removing barriers, developing partnerships, improving information flows and supporting the communities' own ways of interacting with the Council.

The Council measures its success in meeting active democracy targets by conducting regular household surveys. Although the public's perception of engagement in the Council's decision-making processes has improved since surveys were first conducted in 2001/2002, (partly due to this Council's extensive community consultation processes), the voter turnout for Council elections remains low. Voter turnout was only 35.68% during the last election. The electoral representation review process will assist the Council in determining why this is so and how to structure a system that is more conducive to active voter participation.

In addition to the Active Democracy Platform, the Treaty of Waitangi is one of the Council's overarching priorities, which must be affirmed in all the Council's activities and planning. Furthermore, the Local Government Act 2002 (Part 6), requires the Council to establish and maintain processes to provide opportunities for Maori and to foster the development of Maori capacity to contribute to its decision-making processes. The Council's commitment to the Treaty of Waitangi, together with the requirements of the Local Government Act, make it incumbent upon this Council to consider the issue of appropriate Maori representation.

ISSUES

Every effort has been made by Council staff to arrange a workshop with Community Board Members to discuss the issues raised at the workshops with the Councillors. Unfortunately it has proved impossible to arrange a workshop prior this round of Community Board Meetings. The Finance and Operational Performance Committee meeting is scheduled for 8 August 2005.

At the Community Board Members informal meeting held on Friday, 15 July 2005, the Community Board Members requested the Electoral Officer to prepare a detailed report on the subjects raised at the two workshops held with the Councillors to date so that they could provide some input to the Finance and Operational Performance Committee at its meeting of 8 August 2005.

A1-A15

At the workshop of 10 July 2005, the Councillors requested that the report to be prepared for the Finance and Operational Performance Committee include some statistical analysis of whether the use of the Single Transferable Vote system in the 2004 elections had increased diversity in respect of the membership of the Council's using this system. Unfortunately no statistics appear to be available and this has been confirmed with Local Government New Zealand. The information that they do hold is confidential because of privacy issues. The nomination forms do not require disclosure of age, gender or ethnicity so there is no public record of these matters, and surnames can be misleading. Discussions with Electoral Officers using this system have indicated there appeared to be very little change in diversity levels in their particular Councils. However, this information could also be distorted by the fact that some of the Councils concerned had their number of Elected Members reduced at the same time. At the Representation Review Workshop organised by the Society Local Government Managers of New Zealand in Wellington in February 2005, representatives of the Ministry of Health had indicated that they believed that the composition of the Elected Members of District Health Boards had become more diverse than previously, without providing any statistical evidence to suggest this assertion. A copy of the Triennial Review Discussion Document is attached at pages A1 to A15.

RESOURCES

Provision has been made in the draft Annual Plan 2005/2006 to resource the Representation Review.

CONCLUSION

The Henderson Community Board is requested to consider the issues raised in this report and forward any relevant recommendations regarding the system of Election and/or the issue of separate Maori representation to the Finance and Operational Performance Committee for consideration at its meeting on 8 August 2005.

The process of consultation with the Maori Community on the issue of Maori representation will be reported back to Te Taumata Runanga and the Finance and Operational Performance Committee.

Preparations for public consultation (public meetings and focus groups) with regard to all matters to be considered under the Review are underway.

RECOMMENDATIONS

1. That the Triennial Representation Review report be received.
2. That the Henderson Community Board make any relevant recommendations to the Finance and Operational Performance Committee on the subject of the system of Election.
3. That the Henderson Community Board make any relevant recommendations to the Finance and Operational Performance Committee on the subject of separate Maori representation.
4. That a workshop will be held on the Representation Review with all Community Board Members as soon as this is practicable.

Report prepared by: Charlie Inggs, Deputy Electoral Officer.



9 PROJECT TWIN STREAMS UPDATE

PURPOSE OF THE REPORT

The purpose of this report is to provide the Henderson Community Board with an overview of Project Twin Streams outcomes to date.

BACKGROUND

In 1997/1998 Council initiated studies to address stormwater effects in the Oratia and Opanuku Streams. This work led to the creation of Project Twin Streams with a successful application made to Infrastructure Auckland for funding to implement solutions, over a 10 year period, to avoid, remedy and mitigate these effects in ways that also achieve social, cultural and economic outcomes

Project Twin Streams is an exciting and innovative multi-faceted project that focuses on achieving long-term sustainable integrated management of the Henderson Creek and Huruheru Creek catchments. This project weaves together the issues of integrated storm water management and the restoration of 125kms of stream banks along the Oratia, Waikumete, Opanuku, Pixie and Swanson Streams, with healthy and sustainable communities in a healthy environment.

At the heart of Project Twin Streams is the relationship between people and the environment. The project recognises that it is not possible to repair and restore natural waterways without working with the people and communities who are part of the catchment. This requires looking beyond stream restoration to a sustainable community development approach that includes, promotes and fosters the inter-connectedness of economic, social, cultural, spiritual and environmental well-beings.

Project Twin Streams is working ultimately towards a community governance model for a sustainable catchment.

A report was submitted to Council for their 20 July 2005 meeting seeking endorsement in principle of the programme objectives and recommending that this project be monitored by the City Development Committee.

STRATEGIC CONTEXT

Project Twin Streams has been identified as one of Council's catalytic projects and will contribute to implementing the vision of Waitakere as an Eco City through all Council's strategic objectives and platforms.

Project Twin Streams also demonstrates the integration of Council's Quadruple Bottom Line approach in programme development and implementation as required by the Local Government Act 2002.

ISSUES

The vision for Project Twin Streams is *Healthy People in a Healthy Environment: Creating a Sustainable Future*.

Sustainability requires actions across all four aspects of wellbeing – social, economic, environmental and cultural. For Project Twin Streams this will require actions to ensure strong, healthy, engaged local communities who understand the challenges facing their catchment and take responsibility for them. It recognises that creative ways of learning, respect for heritage and valuing and celebrating different world views are essential ingredients in all community processes. It also understands that strong, local economies require new skills and new approaches which in turn will lead to new opportunities and jobs. All of this requires a healthy natural base, the recreation of biodiversity and the wise management of our natural resources and urban design that achieves a lighter footprint on the earth.

A sustainable community development approach is required to deliver the Project Twin Streams vision and objectives

A16 Objectives that reflect a quadruple bottom line approach have been developed to achieve the Vision of the programme and the Auckland Regional Holdings (Infrastructure Auckland) contract, as detailed in the attachment at page A16.

The underlying assumptions of Project Twin Streams are:

- Some goals will be achieved in the short and medium term (3-5 years) and others will be longer term (10-50 years);
- The community will embrace the community development approach;
- Success requires willingness from across Council to actively support the project;
- In adopting this community development programme additional resources (or reprioritisation of existing resources) may be required through the 2006/2016 Long Term Council Community Plan.

UPDATE ON PROJECT TWIN STREAMS OUTCOMES

Planting and Maintenance Programme

Over 2004/2005 26,441 plants have been planted by over 1,000 volunteers totalling over 2,500 volunteer hours. This has resulted in the revegetation of 8,230 square metres of stream banks. Weed and maintenance programmes have also been carried out on 22,590 square metres of stream banks.

It is envisaged that during 2005 significant planting will take place on the Henderson and Swanson Streams - approximately 150,000 plants are proposed to be planted.

To date the majority of the planting has been undertaken by informal community groups and schools. Increasing community interest has been generated from youth, church groups, schools, local communities, neighbourhood groups and individuals interested in revegetating the banks of their local streams.

Property Buy Outs

Following approvals from the Finance and Operational Performance Committee (August 2003, September 2004 and July 2005), Project Twin Streams commenced buying properties in the Serwayne Place/Millbrook Rd area (2003) and in the Henderson Valley Road area (2004) to address flooding and stormwater management issues. To date 33 properties have been purchased and a further 11 properties are in various stages of negotiation. This process has been successful with all buyouts taking place with willing sellers. It has not been necessary for Council to resort to using the Public Works Act to acquire the required properties in these areas.

Some of these houses may be sold for relocation after sustainable retrofitting.

Cycle and Walkways

As part of Project Twin Streams, an application was made to Infrastructure Auckland for \$5.5 million to construct 14.5kms of cycle and walkways along the Opanuku, Oratia and Waikumete Streams. This application was approved in 2004.

These cycle and walkways contribute to the vision of Council's Walking and Cycling Strategy, for Waitakere City to be a 'walking and cycling friendly' city, where cycle and walkways are safe, enjoyable and popular forms of transport and leisure. They also contribute to Project Twin Streams Vision for connecting communities and people with the stream and each other and promoting opportunities for health and exercise.

Work has begun on the cycle and walkway programme which is anticipated to be completed by the end of 2006. The programme is on track to complete the public consultation and resource consent process by early 2006 and construction by December 2006.

Public consultation on the cycle and walkways will include the consultation required for the completion of the draft Lower Oratia Reserve Management Plan.

Community Contracts and Community Engagement

A key goal of the Project is to foster community engagement in ways that are inclusive and meaningful for local neighbourhood communities and communities of interest. Local ownership is being achieved through working to engage and contract six locality-based community organisations to develop Project Twin Streams in their neighbourhoods. As well as co-ordinating community involvement in the weeding and maintenance of the stream banks, local contract holders will develop with their local communities' opportunities to integrate environmental awareness through music, arts, cultural, storytelling, youth, job creation and employment and training initiatives.

To date Project Twin Streams has contracted two organisations to develop Project Twin Streams in their locality. These are:

- Te Ūkaipō Mercy Initiatives for Rangatahi Limited in Ranui-Massey along the Swanson Stream from Birdwood Road to Huruhuru Creek;
- West Auckland District Council of Social Services (WADCOS) in the Henderson area along the Henderson Creek.

Using a community development model these organisations will:

- Undertake weeding, planting and maintenance of the streams;
- Plan and organise community events to engage the wider community in weeding, planting and maintenance;
- Build the capacity of the local residents and groups in their locality as well as the business sector to participate in Project Twin Streams and take stewardship of the stream;
- Identify and develop creative opportunities and methods to increase community understanding of the causes and effects of riparian degradation, and ways to change behaviour to mitigate the effects, with assistance and resources supplied by Council;
- Assist with monitoring and evaluation of the environmental, social, economic and cultural progress;
- Establish a sustainable structure for the long-term development of the project in their locality.

A short term community development broker position has been established through a contract with West Auckland District Council of Social Services. The purpose of the position is to work with local communities to identify another four community organisations to take up community contracts to engage with Project Twin Streams in their locality. It will also enable Project Twin Streams to be more community owned and driven.

Relationship with Iwi

Regular meetings have been held through the Iwi Consultation process with Ngati Whatua and Te Kawerau a Maki to determine their particular interests in Project Twin Streams. Over the next year cultural heritage reports will be commissioned for the whole Project Twin Streams area and other opportunities developed to progress mutual interests. Cultural heritage reports are currently being undertaken for the areas covered by the cycle and walkways.

Sustainable Auckland - Sustainable Communities

Project Twin Streams has been selected as one of two demonstration sites for Sustainable Communities which is one of the work strands of Sustainable Auckland. This brings additional resources of \$65,000 a year for three years through direct funding. It also includes the re-alignment of existing central government resources to further the social, economic and cultural goals of Project Twin Streams. Resources have been obtained for:

- A part-time Community Arts Co-ordinator for Project Twin Streams to work with the contracted community organisations to develop and implement creative ways of engaging people in the project and developing understanding of the causes and means of addressing environmental degradation. Funding is initially for 6 months;
- A Maori Economic Development Project to advance Maori interests in establishing economic development opportunities, in particular for youth. Department of Internal Affairs have aligned one of their funding schemes to support this position. Te Kawerau a Maki and Te Piataata Trust will jointly take up this contract with the Department of Internal Affairs from July 2005.

Evaluation and Monitoring

A range of methods is being developed to monitor and evaluate the effectiveness of Project Twin Streams in meeting its vision and objectives. The range includes:

- Establishing environmental baseline monitoring to measure the effectiveness of Project Twin Streams in improving the environmental and ecological health of the catchment;
- Developing an integrated evaluation framework to measure the effectiveness of a community development model in delivering the vision and objectives of the programme;
- Monitoring and evaluating the effectiveness of Project Twin Streams in increasing job and economic development opportunities and improving the health and wellbeing of communities in the catchment;
- Working in partnership with Landcare Research to maximise external research funding.

Evaluation will also occur through Sustainable Communities which will evaluate the effectiveness and processes of central and local government and communities working together to achieve some key Project Twin Streams outcomes.

ISSUES OF INTEREST TO HENDERSON COMMUNITY BOARD

Community Contracts

As mentioned above Project Twin Streams has a community contract with West Auckland District Council of Social Services to deliver and develop Project Twin Streams along Henderson Creek from the North-Western Motorway into the Henderson Town Centre. A Project Co-ordinator has recently been employed and their first community planting day is planned for Saturday 30 July 2005.

The recently appointed Project Twin Streams Community Arts Worker is also working alongside the project. Events being planned to raise local awareness of the project are:

- A chalk art project at West City;
- An arts display depicting images of environmental issues facing Henderson Creek.

There is currently consultation being undertaken with communities bordering the lower Oratia and Opanuku Streams regarding how Project Twin Streams could be implemented in these areas and to identify suitable locality based community development organisations to enter into a community contract.

Cycle and Walkways

The first stage of the walkway and cycleway project connecting Henderson Town Centre from Great North Road, up the Opanuku Stream through Henderson Park to Boarder Road Bridge and from Millbrook Road up the Oratia Stream to Parrs Cross Road is underway. Public consultation is being planned from 22 July to 23 September and will also include consultation on the draft Lower Oratia Reserve Management Plan.

RESOURCES

The resources available are as follows:

- Funding of \$38.2 million has been received from Infrastructure Auckland for stormwater management, repair and restoration of 125 km of streams and to provide social and economic benefits as outline in the contract;
- Funding of \$5.2 million has been received from Infrastructure Auckland for the construction of cycle and walkways along the Oratia, Opanuku and Waikumete streams;
- Direct funding of \$65,000 from Sustainable Communities for three years has been secured to progress agreed social, cultural and economic goals of the programme plus;
- Aligned funding from the Department of Internal Affairs for \$80,000 per year for three (3) years through their Community Development Project Scheme for Maori economic development;
- A Community Advisor from the Department of Internal Affairs will be available to contribute up to 20 hours per week to progress agreed Project Twin Streams-Sustainable Communities goals;
- Resources through Landcare Research to establish the integrated monitoring and evaluation framework for Project Twin Streams;
- Funding of \$12 million from Financial Contributions.

CONCLUSION

Project Twin Streams has evolved significantly from its original concept of riparian restoration to become a community development model for catchment restoration as a living example of sustainable development.

The support and involvement of local residents in Waitakere is integral to ensuring Project Twin Streams is responsive to the diverse communities that comprise Waitakere City.

In order to provide an effective overview of the project, it is recommended that Project Twin Streams provide the Henderson Community Board with progress reports submitted every four (4) months.

RECOMMENDATIONS

1. That the Project Twin Streams Update report be received.
2. That a progress report on Project Twin Streams be submitted to the Henderson Community Board every four (4) months.

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



10 **HARBOUR VIEW ROAD, TE ATATU PENINSULA - CHANGES TO BUS STOP CONTROL TIMES**

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval to change the times at which the 'bus stop' parking restriction for the indented parking bay outside Te Atatu Intermediate School is in force.

BACKGROUND

The Principal of Te Atatu Intermediate School has contacted Council requesting that the times during which the 'bus stop' parking restriction outside the school on Harbour View Road be changed from 8.30am - 3.30pm to 9.00am - 3.00pm.

This will allow the indented parking bay to be used before and after school by vehicles delivering and collecting children from the school. The bus stop is not used by a regular service bus route, i.e. is not used by buses taking children between their homes and the school, it is only used between 9.00am and 3.00pm for buses taking children on field trips or other school activities.

STRATEGIC CONTEXT

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

Correctly marked and sign posted bus stops are desirable to both notify public transport users of the pick up and drop off locations for bus services and to keep these locations clear of other vehicles.

ISSUES

It is proposed to make the change which the Principal of Te Atatu Intermediate School has requested.

A17 The location of the proposed change to an existing parking control is marked on the aerial photograph attached at page A17.

RESOURCES

The proposed signage changes can be implemented under the 2005/2006 maintenance budgets.

CONCLUSION

The proposed changes to the times that the 'bus stop' parking restriction outside Te Atatu Intermediate School are recommended to allow better utilisation of the indented parking bay.

RECOMMENDATIONS

1. That the Harbour View Road, Te Atatu Peninsula - Changes to Bus Stop Control Times report be received.

2. **HARBOUR VIEW ROAD, TE ATAU PENINSULA:**

- a) That all existing parking restrictions or limitations currently applicable to **HARBOUR VIEW ROAD** imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, 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 Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely:
- (i) on the north kerb line of **HARBOUR VIEW ROAD** starting from a point 2 metres west of a point adjacent to a point adjacent to the property boundary between Te Atatu Intermediate School and **14 HARBOUR VIEW ROAD** and extending to a point a further 46 metres west along the kerb line a new **BUS STOP, 9.00am to 3.00pm, MONDAY TO FRIDAY ONLY** control be put in place.
3. The appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Paul Schischka, Transport Engineer.



11 **MILLSTREAM DRIVE, HENDERSON - NEW NO STOPPING CONTROL**

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for a new 'No Stopping' control in Millstream Drive, Henderson.

BACKGROUND

During the Public Forum section of the Henderson Community Board's meeting of 7 April 2005, Mr Kerry Dye, a resident of Millstream Drive, addressed the Board regarding the number of cars parked in Millstream Drive. Mr Dye suggested that a 'No Stopping' line be installed on one side of Millstream Drive. Officers have investigated Mr Dye's request and this report recommends that the parking restriction requested be installed.

Millstream Drive is a residential cul de sac off Buscomb Avenue in Henderson which provides access to around 50 properties. Millstream Drive is 377 metres long and is used by an estimated 110 vehicles per day. Vehicles belonging to people working in or visiting the Henderson town centre often park in the street especially near the intersection with Millstream Drive.

Millstream Drive is insufficiently wide enough to permit vehicles parking on both sides simultaneously without reducing the available width of clear carriageway to one traffic lane only.

STRATEGIC CONTEXT

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

'No Stopping At All Times' controls can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

ISSUES

Safety Issues

In making his original request for parking restrictions, Mr Dye expressed concerns that the parked vehicles in Millstream Drive were creating a traffic hazard. A Transport Engineer has assessed the hazard created by parked vehicles in the street and believes that it is minimal.

Although parked vehicles reduce traffic flow to one lane only the risk of head on collision is low as drivers are able to observe approaching vehicles. Parked vehicles can obstruct sightlines from vehicle crossings but given the low traffic volumes and speeds in Millstream Drive these accidents are likely to be few in number and not result in injury to any person. Vehicles parked partially over vehicle crossings can cause accidents where residents have difficulty manoeuvring into and out of their vehicle crossing.

Any accidents that occur in Millstream Drive are unlikely to cause injury to any person. Accidents are likely to be of a low speed collision while manoeuvring and are mostly likely to result in minor vehicle damage only. The parking issues in Millstream Drive present more of a nuisance to residents than a significant safety issue.

Consultation and Options

Residents of Millstream Drive were sent a consultation letter requesting their opinions about parking restrictions in the street. This consultation letter provided 2 potential parking restriction regimes for the residents to comment on, as follows:

- **Option A** - Install a new 'No Stopping' line on the northern side of the road from the intersection with Buscomb Avenue to the south side of the vehicle crossing of number 20;
- **Option B** - Install a new two hour parking restriction operating business hours only on the northern side of the road from close to the intersection with Buscomb Avenue to the edge of the vehicle crossing of number 8 and a 'No Stopping' line from the vehicle crossing of number 8 around the curve outside number 12 to the south side of the vehicle crossing of number 20.

Option A was in accordance with Mr Dye's request to the Board. Option B was an alternative option that would prevent all day parking on the northern side of the road but still permit some short term parking that could be used by residents' guests.

Prior to preparation of the consultation letter, a Council officer visited the site on six occasions during business hours to observe the existing traffic conditions in the street in regard to parking. On all six occasions the street was visited, the area where vehicles parked each side at once did not extend further than number 20. For this reason the two proposed options for parking restrictions did not extend beyond number 20.

Of the 53 properties consulted 32 responses were received (60%). Of the 32 responses received 29 (90%) favoured some form of parking restriction in Millstream Drive. When asked to express a preference for one of the two options 18 respondents (56%) favoured Option A, 9 respondents (28%) favoured Option B and 5 respondents (16%) expressed no preference.

A18-A19

Residents were also offered the opportunity to provide other written comment on the proposed changes. These responses are summarised at pages A18 to A19.

Nine (9) respondents were concerned the proposed parking restrictions would result in vehicles being parked further along the street and requested that Council consider extending the proposed new parking restrictions beyond number 20. A second consultation letter was sent out asking residents to comment on two possible alternatives:

- **Option A1** - Install a new 'No Stopping' line on the northern side of the road from the intersection with Buscomb Avenue to the south side of the vehicle crossing of number 20. Parking patterns in the street would be monitored after this change was implemented, and if parking problems occurred elsewhere in the street, consideration would be given to extending the restriction at a later date;
- **Option B** - Install a new 'No Stopping' line down the entire northern side of the road and around the head of the cul de sac.

A20-A21

There were 30 responses to the second consultation letter. Of these responses 15 (50%) favoured Option A1, 14 (47%) favoured Option B1 and 1 (3%) stated no preference. A number of other comments were made by the respondents which are covered at pages A20 to A21.

A22

As Option A1 was the option favoured by the residents by a narrow margin, it is recommended that these parking restrictions be approved by the Henderson Community Board, as shown at page A22. Should this option be approved it is recommended the street be monitored for six weeks and then residents be consulted again on their opinions in regard to the effectiveness of the new restrictions. Should this monitoring or consultation indicate that new restrictions are not considered effective by residents, then this will be reported back to the Henderson Community Board with recommendations for possible additional restrictions.

RESOURCES

The proposed marking changes can be implemented under the 2005/2006 maintenance budgets.

CONCLUSION

The proposed new 'No Stopping' line in Millstream Drive, Henderson is recommended to ensure that parked cars do not prevent the two way flow of traffic in Millstream Drive.

RECOMMENDATIONS

1. That the Millstream Drive, Henderson - New No Stopping Control report be received.
2. That in relation to **MILLSTREAM DRIVE, HENDERSON**:
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,

- (i) on the north kerb line of **MILLSTREAM DRIVE** starting from a point where the kerb line meets the kerb line of **BUSCOMB AVENUE** and extending to a point a further 234 metres east along the kerb line a new '**NO STOPPING AT ALL TIMES**' control be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Paul Schischka, Transport Engineer.



12 ALDERMAN DRIVE, HENDERSON TOWN CENTRE: PARKING RESTRICTIONS

PURPOSE OF THE REPORT

The purpose of this report is to establish 'No Stopping' controls outside 22 Alderman Drive and P120 parking restrictions outside 10 Alderman Drive, Henderson.

BACKGROUND

Complaints have been received regarding vehicles parking inconsiderately on Alderman Drive outside the Falls Hotel. Vehicles parked in such a manner impede the flow of traffic attempting to form two lanes prior to entering the traffic island at the intersection of Edmonton Road and Alderman Drive creating a road safety issue. Vehicles parked here are also blocking the vehicle entrance into the park area where the band rotunda is placed.

'Michaels at the Falls' have been consulted about the No Stopping control; and endorses this proposal as they have identified the need for the restrictions. The vehicles that park all day on that part of Alderman Drive are neither their clients nor staff. The vehicles that park there pose a road safety concern as well as detracting from the aesthetics of the Falls Hotel precinct. They have sufficient timed parking for their clients and patrons in the Falls Park car park and thanks Council for the provision of the same. A further concern has been raised about the lack of medium term parking close to Waipareira Health, Waitakere District Court and West Auckland District Council of Social Services House. Outside 10 Alderman Drive there is approximately 80 metres of un-timed kerb side parking. This area is suitable for medium term parking as it is no more than 65 metres from the above destinations.

STRATEGIC CONTEXT

The Waitakere City Council's 'Integrated Transport and Communication' platform provides the strategic context for this report. The vision is for transport systems that are focussed on meeting the essential needs of all, for access, communication and safety.

ISSUES

It is considered there is sufficient long term parking available elsewhere within the Henderson central business district without the need to park all day in these immediate areas of Alderman Drive and Ratanui Street.

The acceptance of this report requires the formal imposition of new restrictions applicable from the date of such resolution in accordance with the provisions of the Local Government Act 1974.

Upon resolution, the relevant signage and/or markings are also required to be put in place pursuant to Land Transport Rule: Traffic Control Devices 2004.

A23-A24

The location and extent of the proposed parking restrictions are indicated at pages A23 to A24.

RESOURCES

The necessary traffic signs and markings can be implemented from the existing Traffic Signs Maintenance and Road Marking Maintenance budgets.

CONCLUSION

That the Waitakere City Council put in place those parking restrictions as requested in Alderman Drive, Henderson.

RECOMMENDATIONS

1. That the Alderman Drive, Henderson Town Centre: Parking Restrictions report be received.
2. That in relation to **ALDERMAN DRIVE, HENDERSON TOWN CENTRE**:
 - a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, 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:
 - (i) On the north western side of Alderman Drive approximately 62 metres from the intersection with Edmonton Road in a westerly direction for approximately 107 metres a '**NO STOPPING AT ALL TIMES**' control be put in place.
 - (ii) On the south side of Alderman Drive approximately 7 metres from Ratanui Street in a south westerly direction for approximately 80 metres, a **P120** parking restriction be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Colin P. Waite, Team Manager: Parking Services.



13 **JAMES LAURIE STREET, HENDERSON - REMOVAL OF ONE PARKING SPACE**

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval to eliminate one public parking space outside number 51 James Laurie Street by extending the existing 'No Stopping' line on the corner of Waitaki Street over the parking space.

BACKGROUND

A member of the public has contacted Council with concerns that when vehicles are parked outside number 51 James Laurie Street the parked vehicles partially obstruct the sight line of drivers exiting Waitaki Street and create a safety hazard.

STRATEGIC CONTEXT

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

'No Stopping At All Times' controls can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

ISSUES

According to the Association of Australian and New Zealand Road Transport and Traffic Authorities' 'Intersections at Grade', the type of intersections like James Laurie Street and Waitaki Street will require minimum 80 meters distance as entering sight distance when vehicles enter into the intersection from Waitaki Street. However when vehicles are parked in the space the sight distance for the approaching vehicles does not meet the minimum requirement.

Replacing the parking spaces with a 'No Stopping at All Times' line will ensure sufficient sight distance for vehicles approaching the intersection and eliminate the potential hazards caused by lack of sight distance.

A25 The location and extent of the proposed no stopping line is indicated at page A25.

RESOURCES

The proposed new parking control markings can be implemented under the 2005/2006 maintenance budgets.

CONCLUSION

The proposal to install a new 'No Stopping At All Times' control in the James Laurie Street is desirable to ensure that the sufficient sight distance for vehicles approaching the intersection.

RECOMMENDATIONS

1. That the James Laurie Street, Henderson - Removal of One Parking Space report be received.

2. That in relation to **JAMES LAURIE STREET, HENDERSON**:
 - (a) That all existing parking restrictions or limitations currently applicable to **JAMES LAURIE STREET** imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, 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 Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) on the south kerb line of **JAMES LAURIE STREET** starting from a point where the kerb line meets the east kerb line of **WAITAKI STREET** and extending to a point a further 35 metres east along the kerb line a new '**NO STOPPING AT ALL TIMES**' control be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Jinjiang Zhong, Transport Engineer.



14 PROPOSAL FOR LEASE IN TUI GLEN RESERVE FOR NEW ZEALAND MOTOR CARAVAN ASSOCIATION

PURPOSE OF THE REPORT

The purpose of this report is to gain comments from the Henderson Community Board to be included in a report to the City Development Committee for the provision of a lease to the New Zealand Motor Caravan Association, for the use of the old depot site in Tui Glen Reserve.

BACKGROUND

Tui Glen Reserve is one of fourteen reserves included in Te Huruheru - Henderson Creek Corridor Reserves Management Plan which was adopted by a Subcommittee of the City Development Committee and the Henderson and Massey Community Boards in July 2003.

Tui Glen was New Zealand's earliest motor camp, opening to the public in 1925. During the process of preparing the Reserve Management Plan, the historic motor camp at Tui Glen Reserve was closed down and a separate consultation taken to determine the future of the motor camp and reserve. The majority of the 179 submitters wanted the Reserve to retain some of its historical function as a camp ground, but specified that any temporary accommodation facility be restricted to short term, high quality accommodation.

A26-A28 In August 2003, the New Zealand Motor Caravan Association approached Council with a request to allow overnight parking for their members in certified self contained Motor Homes at Tui Glen Reserve, attached at pages A26 to A27. In October 2003, the New Zealand Motor Caravan Association followed this up with a presentation to Council formally requesting that the New Zealand Motor Caravan Association Auckland be given approval to use a designated area in Tui Glen for overnight parking of members' motor homes for up to two nights. This proposal was then referred to Council staff for their consideration in a letter attached at page A28.

A29-A30 The Management Plan includes a concept plan for Tui Glen Reserve, attached at pages A29 to A30. The plan shows the area to the south of the Reserve identified as suitable for short term accommodation and associated services. This area is located on Lot 12 DP 6760, classified as Recreation Reserves under the Reserves Act 1977. This area includes the site of the old depot which is the area identified as suitable for lease to the New Zealand Motor Caravan Association.

STRATEGIC CONTEXT

Tui Glen Reserve is composed of the classifications of Recreation Reserve and Local Purpose (Esplanade and Accessway) Reserve under the Reserves Act 1977 and forms part of the chain of reserves that are identified in the Parks Strategy 1999 as a City-wide wide reserve. It has been classified as a City-wide reserve due to its high visibility, its importance as a Green Network Ecological Linkage, and its relationship with the Henderson Town Centre and the number of important and high profile parks along its length.

As a City-wide reserve, delegation for decisions around the Reserve sits with the City Development Committee. However, due to local interest in the development and use of these reserves, this report is being brought to the Henderson Community Board to make recommendations and comments to be included in the report to the City Development Committee in September 2005.

The Henderson Creek Corridor makes a significant contribution towards both the Green Network and Urban Villages Platforms of Council.

Tui Glen Reserve is strategically located close to the heart of Henderson township, adjacent to the Library, Bowling Club, West Wave and within walking distance of the Waitakere Trusts Stadium and sports complex.

ISSUES

The proposal is to negotiate a lease with the New Zealand Motor Caravan Association, allowing them the right to manage and use the old depot area to park their motor caravans on a temporary basis.

The area was previously used as the old Parks and Maintenance Services depot and storage area which was closed in 2003. It is fenced by a 2m high wire security fence and locked gates. Over the years, old parks equipment and rubbish had been stored or dumped there. A significant cleanup has been undertaken using funding allocated in the 2004/2005 Annual Plan for work at Tui Glen.

The existing wire security fence has been retained and power and water reinstated. The security fence will allow the New Zealand Motor Caravan Association to control access to their area, and provide additional security for their vehicles when unattended. The water supplies an existing fire hydrant on the old depot shed and power will serve a security light at the entrance. A large amount of rubbish has been removed, the area weeded and landscaped with the banks retained and ready for planting. Two flat areas have been levelled and covered in metal to create areas suitable for parking. The old depot storage shed has been retained and painted. It is proposed that the terms of the lease allow access to half the shed for the New Zealand Motor Caravan Association, and the other half for Parks storage.

The New Zealand Motor Caravan Association has requested that the area be used year-round, as temporary parking for their members who are travelling through Auckland. Each Motor Caravan unit is between 6 to 9 metres long and totally self contained and self sufficient. It is anticipated that the metalled parking area allocated will allow for a maximum of up to 8 or 9 motor caravans parked at any one time, with the numbers generally expected to be highest during the summer months. The area is lockable and access will be restricted to members of the New Zealand Motor Caravan Association only. Individual stays will be restricted to two nights and monitored by the New Zealand Motor Caravan Association.

Many of the owners are retired, with a significant financial investment in their motor homes. The New Zealand Motor Caravan Association have indicated that they are willing to undertake responsibility for the ongoing maintenance and care of the depot area, including the maintenance of the planted banks around the parking areas.

This proposal is in keeping with the objectives of the Management Plan which clearly marked this area for the purposes of short term accommodation. Areas for additional car parking have been designated elsewhere in the Reserve (shown in the concept plan) and will be developed as part of the Reserve upgrade in the 2005/2006 financial year.

It is considered that having the year round presence of the members of the New Zealand Motor Caravan Association in the park will contribute to better surveillance and use of the Reserve with benefits for the safety of other parks users as well as benefits to the town centre.

It is considered that the lease of the area would fit well with other leases currently proposed for Tui Glen Reserve, including the Maori Wardens, West Auckland District Council of Social Services and the kayak hire.

A31-A32

Information about the New Zealand Motor Caravan Association is attached at pages A31 to A32.

Management Plan Assessment

The proposal from the New Zealand Motor Caravan Association has been assessed against the objectives of the Henderson Creek Reserves Management Plan. The following table outlines how the proposal contributes to a number of policies and objectives within the Plan:

Policy	Details	How the Proposal Contributes
2.4	To provide for a variety of recreational pursuits while respecting the needs and values of all users.	Provision of a lease for the old depot site in Tui Glen will increase the number and variety people using the Henderson Creek reserves and facilities and is not anticipated to impinge on other users in the reserves.
2.6	To increase the use and range of recreation facilities. <ul style="list-style-type: none"> Encourage clubs leasing land and buildings to enter into joint arrangements in accordance with the Community Assistance Policy, to enable the efficient use of facilities by a range of groups, including youth, older people, women and all cultures. 	The Provision of a lease for the old depot site in Tui Glen will bring more visitors into the City and the reserves who are anticipated to use the local recreational facilities such as walk/cycleways, aquatic centre and associated facilities as they will leave their caravans parked in the depot and travel by foot or public transport during their stay

Policy	Details	How the Proposal Contributes
2.8	<p>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.</p> <ul style="list-style-type: none"> • Ensure that the accommodation and associated services component does not impact negatively on the reserve area or public access. • 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. • 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. • 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. • Ensure that caravans are not permitted. • Ensure that any development in Tui Glen Reserve does not detract from the primary recreational values of the reserve. 	<p>This lease will allow for short term accommodation without negatively impacting on the reserve or public access due to the fact that the depot is tucked away in the south corner of the reserve, well away from all proposed and existing road and pathway routes.</p> <p>The terms of the lease will restrict the length of stay to two days and provide opportunities for members of the New Zealand Motor Caravan Association to attend special events and for member's accommodation while touring New Zealand. The terms will be monitored and enforced by the members of the New Zealand Motor Caravan Association.</p> <p>The lease fits the requirement of the Plan for some limited motor van provisions and does not allow for caravans.</p> <p>The lease will not detract from the recreational values and is likely to increase the use of the reserves and associated recreational facilities on Henderson Creek.</p>
3.1	<p>To protect and enhance the native riparian and regenerating vegetation of the reserves.</p>	<p>A planting plan has been drawn up for the depot using eco-sourced native plants appropriate to the Creek environs. Planted areas will be maintained by the members of the New Zealand Motor Caravan Association as part of the lease agreement</p>
6.1	<p>To increase public understanding of environmental values and processes.</p>	<p>Increased public access along the waterway will highlight environmental issues and the beauty of the creek.</p>
6.2	<p>To facilitate public access to the Creek through the esplanade reserves where practicable.</p>	<p>The operation will increase the number of people utilising and enjoying Tui Glen Reserve and the adjacent Henderson Creek Reserves</p>

Policy	Details	How the Proposal Contributes
9.5	<p>To use the control of lease agreements to ensure the most effective and equitable use of the Henderson Creek Reserves and facilities.</p> <ul style="list-style-type: none"> • Continue the leasing of areas of land within the reserves to provide for community use and well-being. The leases of facilities such as buildings will be reviewed when the opportunity arises, to ensure maximum potential of the reserve is realised for the community. • Ensure that new applications for leases conform to the criteria as set out in the Community Assistance Policy and the Parks Strategy. In addition the applicant will need to satisfy the Waitakere City Council that the proposed use: <ul style="list-style-type: none"> -- Will be in accordance with the Objectives and Policies of this Plan; -- Will be in accordance with the Reserves Act 1977; -- Will not detract from the existing environment and use of the park; -- Will generally provide a benefit to the public which is greater than any adverse effect caused by granting the lease -- Is in an appropriate location; -- Will not cater exclusively to any one sector of the public, except where this is provided for and is appropriate in terms of the Objectives and Policies of the Plan. 	<p>The proposal to lease the depot site including half the old storage shed on the reserve is consistent with this policy as it provides for enhancement of the recreational use of the reserve and is not considered to have any negative impact as it is utilising a currently unoccupied site and building.</p> <p>The proposal is like to create benefits for the local community in terms of increased surveillance of the reserve and increased use of local facilities by New Zealand Motor Caravan Association members whilst holidaying in the area.</p>

Reserves Act Lease Requirements

Under the Reserves Act 1977, the use of a Recreation Reserve for 'temporary personal accommodation' is a permitted activity for a total period of not more than four (4) weeks during the period commencing on the 1st day of November in any year and ending with the 31st day of March and does not require the consent of the Minister where it is in conformity with and contemplated by an approved management plan.

RESOURCES

A yearly rental will be applied to the lease according to the Council policy for leases and licenses. The caravans are self contained and there will be no other costs to Council. Water and power are not required, however, they are available on site so any access to these would be taken into consideration in the terms of the lease. The proposed term of the lease would be five years with a five year right of renewal.

The Annual Plan 2004/2005 provided a total budget of \$120,000 for improvements to the Reserve. This work included the clearance and cleaning up of the old depot site and development of that for use by the motor caravan association for short-term self-contained accommodation. Work has also included improvements to the road into the Reserve and general upgrading of pathways and grass areas and upgrade of the existing toilet and changing facilities.

CONCLUSION

It is considered that the proposal put forward by the New Zealand Motor Caravan Association is consistent with the objectives of the Henderson Creek Reserves Management Plan and will in fact enhance the use of Tui Glen Reserve by making appropriate use of the old parks depot site, providing additional surveillance through the presence of the motor caravans in the Reserve without impacting on the enjoyment of the Reserve by other users.

RECOMMENDATIONS

1. That the Proposal For Lease In Tui Glen Reserve For New Zealand Motor Caravan Association report be received.
2. That it be recommended to the City Development Committee that the proposed lease to the New Zealand Motor Caravan Association be approved.
3. That the Henderson Community Board provide any specific comments on the proposal for inclusion in the report to the City Development Committee in September 2005.
4. That the lease when granted, stipulates that the length of stay be a maximum of two nights.

Report prepared by: Mandy McMullin, Reserve Management Planner, Parks Planning.



15 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 and Far North Community Board Association Executive Committee	Elizabeth Grimmer
Henderson Citizens Advice Bureau	Leo Nobilo
Henderson Heritage Trust Inc.	Cr Ewen Gilmour
Keep Waitakere Beautiful Committee	Stephen McDonald
Council / Police Liaison Group	Helen Jones Leo Nobilo
Henderson Business Liaison Group	Elizabeth Grimmer Helen Jones
Youth and Advocacy Advisory Group	Wayne Bainbridge
Waitakere Road Safety Steering Group	Helen Jones
McLaren Community Park Project	Steve McDonald

Taipari Strand Community Group	Leo Nobilo
Te Atatu Peninsula Reserves Management Plan	Wayne Bainbridge Elizabeth Grimmer
COUNCIL COMMITTEES	
Community Sport Fund Allocation Subcommittee	Wayne Bainbridge Helen Jones
Hearings	Elizabeth Grimmer Wayne Bainbridge (alternate)
Street Events Subcommittee - Henderson Ward	Wayne Bainbridge
Lower Oratia Stream Reserve Management Plan Subcommittee	Stephen McDonald Leo Nobilo Cr Corban (alternate)

