



**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 MAY 2006, COMMENCING AT 6.30 PM**

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**1 APOLOGIES**



**2 CONFIRMATION OF MINUTES**

Meeting Minutes - 6 April 2006

**RECOMMENDATION**

That the minutes of the Meeting of the Henderson Community Board held on Thursday, 6 April 2006, 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 **PRESENTATIONS**

##### A **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.

##### B **DEVELOPMENT CONTRIBUTIONS**

Ross Wilson, Strategic Planner Financial and Tony Miguel, Group Manager: Asset Management will make a presentation on Development Contributions to the Henderson Community Board.



#### 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**

April 2006 appears to have been a short month with a number of holidays breaking up the month. When I started to write this report I thought it would be quite short but as you can see that has not happened.

##### **Henderson Business Association**

I attended a meeting at which the Mayor spoke to the representatives of the businesses in the main street hosted by Eric Harmon the owner of Moka's Cafe. Eric wishes to revitalise the Henderson Business Association and as a result of the meeting Council intends to organise a presentation in May 2006 to all Businesses in the wider Central Business District area to fully inform them of all developments in their area.

### **Vodanovich Road**

The meeting held at Edmonton School Hall with the residents was very well attended with full participation from all present. I would on behalf of the Board like to thank those Council officers who attended and provided so much information and support. My thanks to those Board members who attended also.

### **Te Atatu Anzac Parade**

Although the number of veterans marching was lower this year, the opposite can be said of all those residents who attended. This service continues to attract increasing numbers and this year the Community Centre was not large enough to accommodate all present.

### **Ward Boundaries Review**

- A1 I have submitted our submission in accordance with the workshop recommendations and a copy is attached at page A1.

### **Transportation Workshop**

- A2 This was held on the 30 March 2006 and I am sure all those members who attended found it a really worthwhile experience and learnt a great deal. My thanks to Kevin Wright, Tony Miguel, Ara Ovanessoff and Hussam Abdul-Rassol who guided us through the issues and gave advice and support. A copy of the notes of the workshop is attached at page A2.

### **Pacific Islands Advisory Board**

The Deputy Mayor Carolynne Stone invited Community Board members present at the Council meeting on the 19 April 2006 to join with the Councillors and members of the Pacific Islands Advisory Board for lunch and a workshop. It was really interesting to hear the Advisory Board members tell of the vision for the Pacific Islands communities and their needs and aspirations. I realised that we do not know enough about what is being done in the community by these dedicated people and will invite them to give a presentation at one of our meetings in the future.

### **Medical Centre**

The Medical Centre for the Te Atatu Peninsula has been approved by the Hearing's Committee. This centre has the support of the residents in the immediate area and will give all residents better access to services. Concerns were expressed regarding traffic issues especially parking on Te Atatu Road and the Board will need to address these issues.

### **Annual Plan and Long Term Council Community Plan Submission**

The draft submission will be distributed at the meeting for comments by the Board members.

### **Peace Park**

The Mayor's report recommended establishing Waitakere as a Peace City and Council officers will now investigate how to progress this initiative. He also suggested a Peace Park. I believe the ideal place for this would be the Gun Emplacements in Te Atatu Peninsula. This area with the memorial to Whelan Hazard and all those who gave their lives in conflict and the outstanding peaceful views will remember the past and our hopes for the future.





ISSUE	COMMENTS	REPORTING OFFICER
	<p>representative should be.</p> <p>Other Community Board Members are welcome to attend at their own expense or sponsored by another organisation. If any Member wishes to attend at other than the Council's expense please advise the Members Liaison Officer in good time for her to make the necessary arrangements for attendance.</p>	

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Levels of Service Consultation	8 September 2005  Resolution No. 1765/2005	1 June 2006	Tony Miguel ☎ 836 8000 Ext 8294
Parking Issues in Buscomb Avenue	9 February 2006  Resolution No. 87/2006  Public Forum	1 June 2006	Paul Schischka ☎ 836 8000 Ext 8742
Road Safety Issues - Vodanovich Road	9 February 2006  Resolution No. 90/2006  Public Forum	1 June 2006	Paul Schischka ☎ 836 8000 Ext 8742  Kitch Cuthbert ☎ 836 8000 Ext 837 9849
Te Atatu Peninsula Walkway	9 February 2006 Officer's Report	1 June 2006	Debbie Chapman ☎ 836 8000 Ext 8303
Bancroft Park	8 December 2005  Resolution No. 2432/2005	1 June 2006	Gyles Bendall ☎ 836 8000 Ext 8424
Safety Issues when Crossing Sel Peacock Drive	9 February 2006  Resolution No. 88/2006  Public Forum	6 July 2006	Adam Moller ☎ 836 8000 Ext 8750

## **RECOMMENDATION**

1. That the Committee Secretary's Report for 4 May 2006 be received.
2. That the Henderson Community Board nominate a representative to attend the Local Government New Zealand Conference, Wellington, from 16 to 19 July 2006 on behalf of all four Waitakere City Community Boards.
3. That the four Waitakere City Community Board Chairpersons be given delegated authority to make the final decision on which Community Board Member is to represent all four Community Boards at the Local Government New Zealand Conference, Wellington, from 16 to 19 July 2006 should there be more than one nomination.
4. That the Henderson Community Board appoints a representative to attend the Community Boards Forum at St Oran's College, Lower Hutt on 14 and 15 July 2006.

Report prepared by: Ngareta Delamere, Committee Secretary.



## **8 LEAVE OF ABSENCE - MR WS BAINBRIDGE**

### **PURPOSE OF THE REPORT**

The purpose of this report is to seek the Henderson Community Board's approval for the request by Mr WS Bainbridge under Standing Order 24.1 for a leave of absence without pay from the Henderson Community Board for the months of May and June 2006.

### **BACKGROUND**

A3

A letter has been received from Mr WS Bainbridge dated 7 April 2006 requesting that leave without pay be granted for the months of May and June given that he will be out of the country during this period. The letter is attached at page A3.

### **ISSUES**

Standing Order 24.1 states that a Local Authority, (for this purpose this refers to the Henderson Community Board) may grant a leave of absence upon application by a member, from both ordinary and any other meetings the member may have been required to attend. Mr Bainbridge has requested a leave of absence without pay for the months of May and June. This would extend to a leave of absence without pay for both ordinary meetings of the Henderson Community board as well as any other meetings he may have been required to attend in his capacity as a Community Board Member.

### **CONCLUSION**

The leave of absence without pay that Mr Bainbridge has requested under Standing Order 24.1 should be granted given that his stated commitments will prevent him from attending any of the meetings of the Henderson Community Board during the months of May and June 2006.

## **RECOMMENDATIONS**

1. That the Leave of Absence - Mr WS Bainbridge report be received.
2. That Mr WS Bainbridge be granted leave of absence without pay for the months of May and June 2006 for all ordinary meetings of the Henderson Community Board and any other meetings he would have been required to attend as a member of the Henderson Community Board.

Report prepared by: Stephen McDaid, Committee Secretary (Intern).



## **9 HARBOURVIEW - ORANGIHINA ROCK ENGRAVINGS**

### **PURPOSE OF THE REPORT**

The purpose of the report is to seek support for a community initiative proposed for Harbourview - Orangihina.

### **BACKGROUND**

At the Henderson Community Board meeting on the 6 April 2006 members of the public spoke during the public forum on behalf of the Peace Sport and Recreation Trust. They proposed an initiative of engraving inspirational messages on rocks which would then be placed in a park.

The proposal has been inspired by initiatives seen in parks overseas. The initiative is known as the 'Places of Beauty' programme which involves the placement of attractive natural rocks which are engraved with inspirational quotations or words of wisdom.

The proposal is to locate these at Harbourview - Orangihina. A specific location has yet to be identified, although initial suggestions have been to locate them alongside the concrete path that leads south from the central carpark. The proposal suggests seven rocks, which would be medium to large sized rocks up to 1 metre in height.

Harbourview - Orangihina is a Citywide Park. Decisions for Citywide Parks are delegated to the City Development Committee. This report seeks the Henderson Community Board's support of the community initiative prior to taking it to the City Development Committee for approval.

### **STRATEGIC CONTEXT**

The initiative has linkages to Urban and Rural Villages and the Green Network platforms, but is mostly associated with Strong Communities. The 2020 vision for Strong Communities is that people are active, healthy and content. They feel safe and there is a strong sense of Community. Our City is a great place for children and we enjoy our diversity of lifestyles and people.

The draft Parks and Open Space Strategy further supports art and community involvement in parks. It notes the important role of art in creating a sense of place and reflecting Waitakere. The draft Strategy also states that art works should be placed in high use areas and that the robustness and ongoing maintenance is considered.

Harbourview - Orangihina has an adopted open space management plan. This guides the development of the park and how it should be managed.

## ISSUES

The initiative is consistent with Council strategic platforms and the draft Parks and Open Space Strategy. Although the proposal is not included in the open space management for the park, it does not conflict with any policies, and is considered a minor alteration.

Currently no major works are planned for Harbourview - Orangihina while there are Environment Court appeals in place over the land. The initiative is considered as a minor project and could be undertaken without any impact on the Environment Court appeal process.

## RESOURCES

The speakers at the forum have had early discussions to source rocks from the Waitakere Quarry as well as potential sponsors for engraving the rocks. It is expected that there will only be nominal costs to Council. This may include transportation of rocks and bedding them into the ground.

It is proposed that this would be funded from the Harbourview - Orangihina Park Uniform Annual Charge Fund.

## CONCLUSION

There is a community initiative to place rocks engraved with inspirational quotations or words of wisdom into Harbourview - Orangihina Park. This report seeks the Henderson Community Board's support of the proposed initiative.

## RECOMMENDATIONS

1. That the Harbourview - Orangihina Rock Engravings report be received.
2. That the Henderson Community Board supports the proposed initiative by the Peace Sport and Recreation Trust.

Report prepared by: Gyles Bendall; Strategic Parks Planner; Parks Planning.



## 10 OLD TE ATATU ROAD AND TE ATATU ROAD - NEW BUS STOPS

### PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for two new bus stops in Te Atatu Road, two new bus stops in Old Te Atatu Road and a new bus stop marking at an existing stop in Old Te Atatu Road.

### BACKGROUND

The Stagecoach Bus Company has requested approval for two new bus stops on the east side Old Te Atatu Road. This will facilitate a change to the current bus routes servicing Te Atata Peninsula, providing a better service to passengers from the south end of the Peninsula wishing to travel out of Te Atatu.

A local resident has contacted Council requesting two new bus stops be installed in Te Atatu Road between the intersection with Gloria Avenue and the Te Atatu town centre, one on each side of the road.

Another local resident has contacted Council regarding vehicles parked outside the Baptist Church at number 448 Old Te Atatu Road. The resident has observed vehicles parked in this stop on a number of occasions and has requested that Council consider installing a bus stop road marking to help discourage drivers from parking in this location.

### **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.

Council's core strategic vision is to meet the public's need and to encourage public use of public transport

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**

#### **Two New Bus Stops in Old Te Atatu Road**

The Stagecoach bus company wishes to alter the route of bus services serving Te Atatu Peninsula. Currently buses leaving the Te Atatu town centre travel directly along Te Atatu Road to the motorway interchange. The new route will travel via Old Te Atatu Road and two new stops are requested by the company on the east side of the road.

The proposed new route was historically the main bus route for Te Atatu Peninsula but was changed several years ago because buses were having difficulty safely turning right from Old Te Atatu Road into Te Atatu Road due to the volume of traffic. The installation of a roundabout at the intersection of Te Atatu Road and Old Te Atatu Road has eliminated this problem and Stagecoach now wishes to return to the old route.

The proposed change will provide better for the convenience and safety for bus patrons in the southern end of the Peninsula. Currently these patrons must cross Te Atatu Road to use an informal stop on the east side of the road. The change will move the bus stops closer to the residential area and eliminate the need to cross the high traffic volume Te Atatu Road.

Two potential stops have been identified in Old Te Atatu Road outside numbers 425 and 459. Both stops were historically bus stops. The residents of these properties were consulted by letter about the proposed changes.

The residents of number 459 objected to the proposed change on the grounds that they considered the stop too close to the intersection with Gloria Avenue and that stopped buses would block sightlines from their vehicle crossing to traffic approaching from the north. Based on this feedback the proposal was modified to place the stop outside the undeveloped property at number 453. The owner of this property was sent a consultation letter outlining the proposed change. No reply was received.

The resident of number 425 objected to a bus stop outside their property on the following grounds:

- There is no raised kerb on the east side of Te Atatu Road. Cars are often parked on the grass verge because of this.

**Comment:** The carriageway of Old Te Atatu Road is 11 metres wide. This width is more than sufficient to accommodate a bus stopped on the carriageway and a traffic lane. Buses will not need to stop on the grass and a bus stop outside number 425 will discourage vehicles from parking outside this property.

- The owner of number 425 takes pride in their property and keeps the grass verge outside tidy. There is poor drainage control in this location, which permits water from the road surface to drain into their property.

**Comment:** A small concrete pad will be constructed to protect the berm and improve drainage. Should bus patrons drop rubbish at the stop then Council will send a contractor to remove this rubbish if the resident calls the Call Centre and requests this service.

- The owner of number 425 is concerned about where the bus patrons will wait, and is particularly concerned about bus patrons sheltering on their driveway or beside their house, especially if the patrons are school children. They would like to know if a bus shelter is planned, but has not requested a bus shelter.

**Comment:** There was historically a bus shelter in this location which has now been removed. The owner has been informed that no shelter is currently planned, although this cannot be ruled out as a potential future improvement. If the resident wishes to request a shelter then this would be strongly considered for the new shelters capital works programme for 2006/2007.

- There are four houses in the vicinity of the proposed new stop; one of them is on a back section with no road frontage. The resident is concerned about loss of parking for residents' guests.

**Comment:** On street parking will still be available for outside numbers 427 and 423. Each of the four properties has places onsite to park more than one car.

- There is increased congestion and queuing in Old Te Atatu Road since construction of the roundabout at the intersection with Te Atatu Road. Buses will add to this congestion.

**Comment:** The Stagecoach Bus Company is willing to accept the congestion in Old Te Atatu Road which also exists on alternative routes. An additional four buses every hour is unlikely to add significantly to congestion and an improved public transport service may result in overall reduced congestion in Te Atatu Peninsula.

The letter from the resident of number 425 explaining their reasons for objecting was co-signed by the residents of the three adjacent properties.

Potential alternative bus stop locations have been investigated by Council officers. The owners of numbers 427 and 423 have already expressed their objection to a bus stop near their properties. Number 427 is too close to the intersection with Parkvale Grove to be suitable, while outside number 423 is on a curve in the road and too close to the high volume vehicle crossing from the service station on the corner of Te Atatu Road and Old Te Atatu Road. Outside number 431 Te Atatu Road and the property on the northeast corner of Te Atatu Road and Parkvale Grove are considered unsuitable due to the curve in the road in this location and the proximity to the intersection with Parkvale Grove. Outside numbers 433 or 435 are unsuitable locations due to the closeness of the intersection with Kotuku Street, while a location north of these properties is considered too close to the proposed stop outside number 453 and too far from the intended catchment area for the stop.

## Two New Bus Stops in Te Atatu Road

Two new bus stops are proposed in Te Atatu Road between the town centre and the intersection with Gloria Avenue. One stop will be located on the east side of Te Atatu Road 40 metres south of the intersection with Cellarmans Street. The other stop will be located on the West Side of Te Atatu Road outside number 490.

These stops will provide a closer bus stop than exists at present for the residents of Cellarmans Street, Huntaway Lane, St Jerome Avenue and Danica Esplanade on the east side of Te Atatu Road and Stokes Avenue, parts of Graham Avenue and parts of Gloria Avenue on the west side of Te Atatu Road. It is expected that the stop on the west side will be used mostly by passengers boarding buses to leave the Peninsula and the stop on the east side will be used mostly by bus patrons returning to the Peninsula.

It is Council's normal practice, where practical, to provide bus stops every 400 metres along bus routes. The distance between the existing stops on the west side of Te Atatu Road (outside number 448 Old Te Atatu Road and 528 Te Atatu Road) is around 700 metres.

A letter explaining the proposed changes was sent to owners of properties adjacent to the proposed new stops. There were no responses from the operators of the businesses on the west side of Te Atatu Road. The residents of number 490 Te Atatu Road have objected on the following grounds:

- Te Atatu Road is busy during peak periods and a stopped bus would stop traffic in the kerbside traffic lane.

**Comment:** Council Transport Engineers have assessed the traffic implications of a stop in this location as acceptable. Although it is true that a stopped bus would partially block the kerbside traffic lane this is not unacceptable. The bus will only be present for a small proportion of each hour and the delays to some traffic are an acceptable trade off for an improved bus service. There are a number of examples in the city of where buses stop in the inside traffic lane of a multilane arterial road. Traffic volumes in Te Atatu Road outside number 490 are not high enough to require two lanes to prevent congestion problems and the road tapers back to one lane before the town centre a short distance to the north.

- The ground is not a level platform adjacent to the proposed stop and it would be impossible to construct an indented bus bay.

**Comment:** An indented bus bay is not planned or considered necessary.

- The footpath is not at the same level as the road and people stepping off the bus would fall one metre from the bus to the footpath.

**Comment:** Immediately adjacent to the kerb is a flat grass berm which is a normal distance from the carriageway. There is a small difference in level between the berm and the footpath but the height of this step is not more than is typical for a normal set of steps.

- Te Atatu Road is busy and pedestrians crossing to use the bus would be at risk from traffic.

**Comment:** Bus patrons face similar risks when crossing to use alternative stops. A pedestrian refuge already exists on the flush median close to the proposed stop to aid pedestrians in crossing safely.

- There have been prior problems with the Police Constable's office at number 492 being vandalised. A bus stop would add to these problems. Late night commuters from the 'party scene in town' exiting a bus close to the Constable's office or the residents property would cause trouble.

**Comment:** Improved pedestrian numbers around the Constable's office will provide improved surveillance of the area and reduced vandalism.

The site outside number 490 Te Atatu Road was chosen because of its proximity to a walkway through to Graham Avenue. The proposed location will reduce the walking distance to the nearest bus stop by around 300 metres for residents of Stokes Avenue and parts of Gloria Avenue and Graham Avenue. No existing formalised bus stops will be rendered obsolete by this change.

### **New Bus Stop Marking at Existing Bus Stop Outside Number 448 Old Te Atatu Road**

There is currently an existing bus stop outside the Baptist Church at 448 Old Te Atatu Road. A local resident has observed vehicles parked in this stop on a number of occasions. It is Council's normal practice not to mark every bus stop but to instead rely on a bus stop sign in most locations. Bus stop markings are installed only at new stops and in places where there is high parking demand or a history of vehicles being parked in the bus stop. The resident who reported this problem believes the parked vehicles belong to patrons of a restaurant located on the corner of Gloria Avenue and Old Te Atatu Road.

The Church has been consulted about the proposed change and does not object.

A4-A6

The location of the proposed new bus stops and bus stop marking is indicated on pages A4 to A6.

### **RESOURCES**

The proposed new road markings and signs can be implemented under the 2005/2006 Annual Plan maintenance budgets.

### **CONCLUSION**

The proposal to install new bus stops outside 425 Old Te Atatu Road, 453 Old Te Atatu Road, 490 Te Atatu Road and the east side of Te Atatu Road 40 metres south of the intersection with Cellarmans Street as well as a new bus stop marking at the existing stop outside number 448 Old Te Atatu Road is recommended to better provide for the convenience and safety of bus patrons.

### **RECOMMENDATIONS**

1. That the Old Te Atatu Road and Te Atatu Road - New Bus Stops report be received.
2. That in relation to **TE ATATU ROAD, TE ATATU PENINSULA:**
  - (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) that on the west kerb line of **TE ATATU ROAD** starting from a point adjacent to the property boundary of numbers 488 and 490 Te Atatu Road and extending to a point a further 15 metres north along the kerb line a new **BUS STOP** control be put in place.
    - (ii) that on the east kerb line of **TE ATATU ROAD** starting from a point 22 metres south of where the kerb line meets the south kerb line of **CELLARMANS STREET** and extending to a point a further 18 metres south along the kerb line a new **BUS STOP** control be put in place.

3. That in relation to **OLD TE ATATU ROAD, TE ATATU PENINSULA**:
- (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) that on the east kerb line of **OLD TE ATATU ROAD** starting from a point adjacent to the property boundary of numbers 451 and 453 Old Te Atatu Road and extending to a point a further 15 metres north along the kerb line a new **BUS STOP** control be put in place.
- (ii) that on the east kerb line of **OLD TE ATATU ROAD** starting from a point adjacent to the property boundary of numbers 427 and 425 Old Te Atatu Road and extending to a point a further 17 metres south along the kerb line a new **BUS STOP** control be put in place.
- (iii) that on the west kerb line of **OLD ATATU ROAD** starting from a point 72 metres south of where the kerb line meets the south kerb line of **GLORIA AVENUE** and extending to a point a further 18 metres north along the kerb line a new **BUS STOP** control be put in place.
4. 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 intersection priority controls.

Report prepared by: Paul Schischka, Transport Engineer.



## 11 TE ATATU ROAD - 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 At All Times' parking control on Te Atatu Road, Te Atatu Peninsula.

### BACKGROUND

The property at number 530 Te Atatu Road in the Te Atatu Peninsula has recently been redeveloped and a building containing real estate agents office constructed. As part of the redevelopment a vehicle crossing has been constructed along the southern edge of the site. This crossing provides access to Te Atatu Road via what was formally a car parking space.

Vehicles are often parked in this space, blocking access to the vehicle crossing and the owner of the property has requested that Council install 'No Stopping' lines or a similar marking in this parking space to encourage drivers not to park in this location.

## 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

It is illegal to park a vehicle over a vehicle crossing or in a location which blocks access to a vehicle crossing regardless of the absence of a parking restriction road marking or sign and in most cases these markings are not necessary. In a small number of cases where there are ongoing problems with vehicles parked over a crossing a road marking is suitable to remind drivers not to park where they block access to a crossing.

A recent survey shows that outside number 530 Te Atatu Road, the footpath, kerb and the half metre of parking space closest to the footpath are currently within the boundary of the private property at number 530 Te Atatu Road. Officers from Council's Legal Services section are currently working to bring the footpath, kerb and parking space into Council ownership however this has not yet been achieved. The proposed new marking will be located entirely within Council's road reserve. The proposed new parking restriction marking will take the form of cross hatching over the former parking space using yellow paint.

A7 The location of the proposed new parking restriction is indicated on page A7.

## RESOURCES

The proposed new road marking can be implemented under the 2005/2006 Annual Plan maintenance budgets.

## CONCLUSION

The proposal to install a new 'No Stopping At All Times' parking control on the southern most parking space outside number 530 Te Atatu Road is recommended to encourage drivers not to park where they block access to a vehicle crossing.

## RECOMMENDATIONS

1. That the Te Atatu Road - New No Stopping Control report be received.
2. That in relation to **TE ATATU ROAD, TE ATATU PENINSULA:**
  - (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) that on the west side of **TE ATATU ROAD** on the parking space located directly over the southern vehicle crossing number **530 TE ATATU ROAD** 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 intersection priority controls.

Report prepared by: Paul Schischka, Transport Engineer.



## 12 HILLARY HEIGHTS AVENUE, GLENDENE - NEW NO STOPPING LINE

### PURPOSE OF THE REPORT

The purpose of the report is to seek the Henderson Community Board's approval to install a new 'No Stopping' line in Hillary Heights Avenue.

### BACKGROUND

A resident in Hillary Heights Avenue contacted Council requesting that a 'No Stopping' line be installed in the avenue. The resident is concerned that staff from the flower shop situated on Great North Road constantly park their vehicles on the north side of the avenue causing a safety hazard by forcing vehicles that exit Hillary Heights Avenue cross over the centre line to pass them.

### 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' lines can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

### ISSUES

The width of Hillary Heights Avenue is 6 metres. When vehicles are parked on one side of the avenue they restrict the remaining clear carriageway to a single lane of moving traffic only. This is undesirable as it forces vehicles exiting from Hillary Heights Avenue to Great North Road to move across the centre line to avoid collision with the parked vehicles.

A Council officer has visited the site and observed that when vehicles are parked on the north side of the avenue the sight lines of both the drivers exiting from the Hillary Heights Avenue to Great North Road and drivers exiting from Great North Road to Hillary Heights are blocked by the parked vehicles. This could lead to a head on collision due to the blocked sight lines. Installing a 'No Stopping' line will discourage drivers from parking in a location which creates a hazard to the traffic.

The occupants of nearby properties were consulted regarding the proposed changes by letter. No replies have been received.

## RESOURCES

The proposed parking controls can be implemented under the 2005/2006 Annual Plan maintenance budgets.

## CONCLUSION

The proposed 'No Stopping' line in Hillary Heights Avenue is recommended to ensure that traffic will not be obstructed by parked vehicles.

## RECOMMENDATIONS

1. That the Hillary Heights Avenue, Glendene - New 'No Stopping' Line report be received.
2. That in relation to the **HILLARY HEIGHTS AVENUE, GLENDENE:**
  - (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) Extend the existing **NO STOPPING** line on the north kerb of **HILLARY HEIGHTS AVENUE** alongside the kerb line to the east edge of the vehicle crossing of property number **3 HILLARY HEIGHTS AVENUE**.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 hereby be 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.



## 13 VODANOVICH ROAD TRAFFIC SAFETY ISSUES

### PURPOSE OF THE REPORT

The purpose of this report is to advise the Henderson Community Board of various options to resolve speeding and dangerous driving issues on Vodanovich Road and to recommend to the Board that a submission be made to the Council's 2006/2016 Draft Long Term Community Plan to include this issue in the 2006/2007 Annual Plan Work Programme.

### BACKGROUND

At the Henderson Community Board meeting of 9 February 2006, the Henderson Community Board received a number of presentations from the community on traffic safety issues in Vodanovich Road.

Accordingly, the Henderson Community Board resolved as follows:

*“That Councillors, Community Board Members, Police and residents meet to discuss road safety issues in the Vodanovich and School Roads area and work toward solutions and that a report be brought back to the Board updating Members of the situation”.*

## 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.

Improving traffic safety in Vodanovich Road will significantly improve safety for the residents of Vodanovich Road and for motorists and pedestrians using the road.

## ISSUES

Following on from the presentation to the Henderson Community Board on 9 February 2006, the Community Board and Council officers have worked together to progress this issue. This has been advanced by a number of letters to residents to keep them informed, a series of meetings with New Zealand Police and a community meeting on 12 April 2006.

A review of the Land Transport New Zealand crashes database has established that since 1 January 2000 there have been 38 crashes in Vodanovich Road, with 8 minor injuries.

At the same time traffic speed monitoring equipment was installed by Council and the New Zealand Police carried out limited enforcement.

The speed monitoring and accident history record confirmed residents concerns. The review of accidents has also highlighted damage to private property due to vehicles losing control on bends and this is a particular concern as there is a risk to pedestrians in such instances.

The community meeting held on 12 April 2006 was chaired by the Henderson Community Board Chairperson and the meeting agreed to the following actions:

- Council should prepare a plan to improve traffic safety including a combination of measures, such as speed humps, traffic barriers, throat islands, skid surface treatment. These measures are considered viable and are estimated to cost \$150,000;

The meeting also suggested construction of a roundabout at the intersection of School Road and Vodanovich Road as well as the potential for restricting entry to Vodanovich Road. These measures are not supported at this stage as the cost is likely to be at least \$300,000 and they raise a number of issues with regard to traffic management;

- A Community Liaison Group was also established to work with Council in developing the solutions and to provide effective communication back to the community.

## RESOURCES

Funding has not been provided for this project in the draft 2006/2016 Long Term Council Community Plan, but given the seriousness of the issues it is recommended that a submission be made to Council requesting funding of \$150,000.

In order to ensure that the affordability of Council's work programme is not compromised, it is considered that the budget could be off-set by reducing the 2006/2007 Draft Annual Plan budget of \$850,000 for minor safety projects.

The reduction in the minor safety projects budget will not have an adverse effect, as other lower priority safety projects will be deferred to 2007/2008.

If Council approves funding, the work programme would be commenced in July 2006 with an objective of completing the physical works by December 2006.

## CONCLUSION

The traffic safety issues in Vodanovich Road raised by the community are significant and warrant further action.

Council has moved to address these issues as promptly as possible, but implementation will require funding approval from Council. Accordingly, it is recommended that a submission be made to the 2006/2016 Long Term Council Community Plan process requesting the funding, with an off-set from the minor safety projects budget.

## RECOMMENDATIONS

1. That the Vodanovich Road Traffic Safety Issues report be received.
2. That a submission be made to the draft 2006/2016 Long Term Council Community Plan requesting funding of \$150,000.

Report prepared by Tony Miguel, Group Manager: Asset Management



## 14 PROJECT TWIN STREAMS - MILLBROOK ROAD CYCLE AND WALKWAY

### PURPOSE OF THE REPORT

The purpose of this report is to present community feedback on the four design options for the Millbrook Road cycle and walkway and the implications for a preferred option.

### BACKGROUND

A report on this matter was submitted to the Henderson Community Board meeting of 9 March 2006 on the issues and options with regards to Project Twin Streams cycle ways in Millbrook Road. The Board resolved as follows:

*"That the Project Twin Streams Cycle and Walkways Programme - Millbrook Road Options report be received.*

*That the Henderson Community Board approve the consultation programme on the four options set out in this report, with reporting back to the Henderson Community Board meeting, 4 May 2006."*

414/2006

### 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. The Vision for Project Twin Streams is *Working Together for Healthy Streams & Strong Communities: Creating a Sustainable Future.*

## ISSUES

The original Project Twin Streams' Infrastructure Auckland application included the development of on-road cycle facilities from the end of the Oratia cycle and walkway to Vitasovich Avenue, along Millbrook Road. At its March 2006 meeting this Board was presented four design options for Millbrook Road, to allow for some off-road options in keeping with other sections of the cycle and walkway in that area. The four options were:

**Option 1** - on-road cycle lanes, involving 1.2 metre lanes on both sides of Millbrook Road (rough order cost \$24,000).

**Option 2** - widening the existing footpath into the grass berm and relocating the kerb line out into the road in places where the stream is located too close to the existing footpath (rough order cost \$205,000).

**Option 3** - widening the footpath into the grass berm where possible and boardwalks/retaining walls at pinch points (rough order cost \$311,000).

**Option 4** - widening the footpath into the grass berm where possible, some kerb relocation and limited boardwalks/retaining walls (rough order costs \$271,000).

A letter and brochure explaining these options and a feedback form were sent to 1500 households in the immediate area, and a drop-in day was held at the Sunnyvale Residents and Ratepayers Hall on Saturday, 1 April, from 10:00am to 2:00pm. Feedback was sought on the options with a deadline of 10 April for comment.

Over 70 people provided written and verbal feedback, with 23 in total attended the drop-in day; 40 people provided feedback by phone and 19 sent in feedback forms. The following summarises the feedback received.

A number of key issues emerged relating to the cycle and walkway:

- Traffic volume has increased markedly in the area in the last five years;
- Traffic speed along Millbrook Road is of concern to many and traffic calming measures would be welcomed;
- Traffic speed and volume currently compromise cyclist safety and pedestrian safety when crossing the road;
- As a result, an off-road cycle and walkway is preferred;
- Beautifying the area and tidying up the vegetation were supported;
- Car parking along the stream side is not widespread at present, and under all options car parking on the stream side would ideally be removed (however options two, three and four can still accommodate car parking to varying degrees if necessary). Few people expressed significant concern at loss of parking;
- There is a concern that narrowing the road may increase congestion and make it harder for residents on blind corners to get in and out of their driveways (three households were identified where this is an issue), although it should have the positive effect of traffic calming. Mirrors should be able to address difficulties with getting safely out of driveways;
- There is a concern about past stream and road subsidence in the area.

A specific traffic calming measure proposed was to install a speed bump near the Sunnyvale Primary School - Millbrook entrance, which is a busy pick up and drop-off zone.

Numbers stating a preference for a particular option were as follows.

	Option 1	Option 2	Option 3	Option 4
Number supporting	1	15	23	25

Four people did not support any option (i.e. did not support a cycle and walkway being built, three for cost reasons and one believing the road to be too narrow for a cycle and walkway).

### Option One

There was an overwhelming rejection of Option One for safety reasons for cyclists, and concerns that it would remove all parking and make the road too narrow.

### Option Two

The key concern with Option Two was that it would make the road too narrow in parts. This option is likely to be acceptable to residents if kerb extensions are designed to act as traffic calming measures where appropriate and concerns about road width at narrow points are sensitively and appropriately addressed.

### Option Three

Those supporting this option felt it would look best and be most natural alongside the stream environment and avoid narrowing the road. For those not supporting this option cost was the prohibiting factor. Several people supported this option only if it had been budgeted for and would not result in a rates increase. Around five people felt that for \$40,000 difference between options three and four Council may as well build Option Three. This option was seen as the 'ideal' option if the funds were available.

### Option Four

Option Four was perceived to be a compromise between options two and three, although still expensive. As a compromise option it was marginally the most popular and reduced some concerns about road narrowing, although some residents at the northern end by View Road expressed concern at the road narrowing along this section due to perceived safety issues.

### Discussion

The key issues for Council to consider in deciding upon an option are safety, environmental impact, amenity and cost. Safety impacts include visibility, effects on traffic and keeping people and cars separated. Road narrowing is unlikely to significantly increase congestion and should slow down traffic, however the common perception is that road narrowing will lead to increased congestion and restrict traffic flow. Loss of car parking on the stream side is a minor issue for most respondents, and all off-road options should ideally remove parking on the stream side.

Option One was not perceived to be appropriate. Of the other three options, all would provide for pedestrian and cyclist safety by taking them off-road. Appropriate measures to get school children safely across Millbrook Road to Sunnyvale Primary will be needed for all options (most likely a pedestrian refuge and a care crossing after school when use is highest). Option Two provides most opportunity for a traffic calming effect and reduces car parking directly adjacent to the Sunnyvale School entrance, which would potentially improve safety at this potential crossing point, although this needs confirmation by a traffic review.

There is significant support for widening the existing path on the stream side, and for keeping costs manageable.

### **Detailed design issues**

Given that an on-road option appears to be unacceptable to the community, there are detailed design issues raised by options 2, 3, and 4 that require more work to be done in order to resolve which option - or combination of option - is most appropriate. Building consents will be needed for Options Three and Four, and this will require geotechnical testing to be undertaken. An arborist report is pending which may raise some complexities to be resolved by more design work. Detailed design would be needed to ensure that changes to kerb lines do not cause stormwater ponding issues and to determine where existing cesspits need to be relocated.

More work is specifically needed to fully identify and quantify traffic safety concerns along Millbrook Road, which will have significant bearing on selecting the optimal solution.

### **RESOURCES**

Funding of \$4.8 million has been provided by Infrastructure Auckland for this project.

### **CONCLUSION**

The original proposal to construct an on-road cycleway along Millbrook Road is not optimal and was clearly rejected by the residents. The majority of respondents strongly supported a combined cycle and walkway on the stream side of Millbrook Road. Overall, all options other than option one, were seen as viable, as long as appropriate measures to keep pedestrians and cyclists safe are taken and funding is available. The likely impact of a cycle and walkway slowing down traffic in the area would also be welcomed.

### **RECOMMENDATIONS**

1. That the Project Twin Streams - Millbrook Road Cycle and Walkway report be received.
2. That further work be undertaken on options two and four in terms of impact on trees and vegetation, traffic, geotechnical testing and stormwater issues, with a report on the recommended option to come back to the Henderson Community Board meeting of July 2006.

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



## **15 UPDATE ON THE COMMUNITY RESOURCE CENTRE AT TUI GLEN RESERVE**

### **PURPOSE OF THE REPORT**

The purpose of this report is to update the Henderson Community Board on the design proposals for the Community Resource Centre at Tui Glen Reserve and to provide for any Community Board comment on the design concept. The report also outlines a proposed lease to West Auckland District Council of Social Services Inc (WADCOSS) for McLeod cottage and requests the Boards support for this lease.

## BACKGROUND

A Secretary's Report item was presented to the May 2005 meeting of the Henderson Community Board; this precipitated a presentation to the Board on the proposal by West Auckland District Council of Social Services Inc. The Board were requested to make comments on the proposal for inclusion in a report to the City Development Committee.

A briefing was also held with the Board prior to the meeting to outline all the issues associated with the proposal and to provide an update on other Tui Glen Reserve projects.

The following resolutions were made by the Community Board for the City Development Committee to consider in their deliberations over this proposal:

- “1. That Henderson Community Board endorses in principle the lease and associated re-development of the south eastern corner of Tui Glen Reserve to West Auckland District Council of Social Services.
2. That Henderson Community Board requests to be consulted through the concept design phase to ensure appropriate development and links with the wider Tui Glen Reserve.
3. That the City Development Committee be requested to ensure that the funding for renovation of the heritage buildings which are to be utilised within the proposal are included as part of the project.
4. That any rental income from the lease at Tui Glen Reserve be directed to renovating the remaining heritage buildings.”

796/2005

Representatives of West Auckland District Council of Social Services Inc. made a presentation at the City Development Committee meeting on 7 July 2005 regarding the proposed development of a new Waitakere Community Resource Centre (hereafter referred to as the Centre) at Tui Glen Reserve, Henderson. The Committee resolved:

- “1. That the Proposal from West Auckland District Council of Social Services Incorporated for a Community Resource Centre at Tui Glen Reserve report be received.
2. That the City Development Committee endorses the proposal from West Auckland District Council of Social Services Incorporated and approve the development of further detailed design work and costings on the proposal for a community resource facility on part of Tui Glen Reserve.
3. That West Auckland District Council of Social Services Incorporated fund the renovation of the heritage buildings at Tui Glen which are to be utilised within the proposed West Auckland District Council of Social Services Incorporated Community Resource Centre, subject to recommendation 2 above. In addition, that the area of the proposal, including the heritage buildings, be available for use by the broader community through an agreed booking and management system, to be determined through the detailed design phase of the project in consultation with Council.
4. That a programme be drawn up to prioritise and plan the renovation of the remaining heritage buildings at Tui Glen and that potential funding sources be identified.

5. *That the City Development Committee approves the public notification of the intention to reclassify the part of Tui Glen to be occupied by West Auckland District Council of Social Services Incorporated as identified on the map attached as a local purpose (community buildings) reserve under section 24 of the Reserves Act 1977 for the purpose of granting a lease of the buildings there to West Auckland District Council of Social Services Incorporated.*
6. *That the City Development Committee recommends to Council that the Chief Executive Officer be given authority in the absence of any objections to the reclassification to apply to the Department of Conservation for the reclassification of the part of Tui Glen to be occupied by the West Auckland District Council of Social Services Incorporated as identified on the map attached under section 24 of the Reserves Act 1977 as a local purpose (community buildings) reserve as specified in section 23 of that Act for the purposes of granting a lease to West Auckland District Council of Social Services Incorporated.*
7. *That the Chief Executive Officer be given authority to negotiate and execute a lease under section 61(2A)(a) of the Reserves Act 1977 with West Auckland District Council of Social Services Inc. for the area identified on the map attached at page A97 to be occupied by West Auckland District Council of Social Services Incorporated on Tui Glen, including any required conditions to the lease as determined through recommendations 2 and 3.”*

1300/2005

Further to the City Development Committee resolutions, the Council meeting held on the 27 July 2005, confirmed the notification to reclassify part of Tui Glen to local purpose (community buildings) reserve;

- “1. *That the Chief Executive Officer be given authority in the absence of any objections to the reclassification to apply to the Department of Conservation for the reclassification of the part of Tui Glen to be occupied by the West Auckland District Council of Social Services Incorporated as identified on the map attached at page A1 to the Agenda report under Section 24 of the Reserves Act 1977 as a local purpose (community buildings) reserve as specified in Section 23 of that Act for the purposes of granting a lease to West Auckland District Council of Social Services Incorporated.”*

1410/2005

## STRATEGIC CONTEXT

Central to Council's Eco City vision is the aim of improving the level of wellbeing of residents. Council has taken a facilitative role brokering relationships between service providers and the community and encouraging communities to take greater responsibility for their own wellbeing issues. This role is a key element of Agenda 21 and has been developed through establishing a range of collaborative partnerships with government agencies and community networks.

Council's relationship with West Auckland District Council of Social Services Inc. and the social/community services sector serves to assist in responding to a number of commitments made under the Strong Communities Platform of the Long Term Council Community Plan e.g. *“Help grow community leaders and capacity, and develop local solutions.”* In addition Council has committed as a specific action for 2004/2005 in the Long Term Council Community Plan to support social services facilities in Henderson.

Tui Glen Reserve is composed of the classifications of Recreation Reserve and Local Purpose (Esplanade and Accessway) Reserve under the Reserves Act 1977 and form part of the chain of reserves that are identified in the Parks Strategy 1999 as a City-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 feedback from the Community Board is sought prior to reporting to the City Development Committee.

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

Tui Glen Reserve is covered by the Henderson Creek Reserves Management Plan which was adopted by a Subcommittee of the City Development Committee and the Henderson and Massey Community Boards in July 2003.

## ISSUES

### Building Design and Integration with Reserve

Since July 2005, West Auckland District Council of Social Services has been working with Council to progress the design concepts for the proposed new building and develop a concept that has good integration with Tui Glen reserve.

A coloured plan outlining the proposed building design as it sits within the reserve is being distributed separately with the agenda. As indicated in the plan, pathway connections to and from the remainder of the reserve have been included in the design considerations to ensure that there is benefit to the reserve from the building design and that public access and amenity are improved.

*A9-A10*

The report attached at pages A9 to A10 from West Auckland District Council of Social Services outlines some further detail on the proposed staging of the building development and proposed tenancies. Coloured plans that show some initial building elevations and the floor plan for the proposed building will be distributed separately with the agenda.

Representatives from West Auckland District Council of Social Services will provide a detailed presentation on the building design to the Board at the meeting.

### Reclassification of the Reserve

As per the Council resolution in July 2005, the reclassification process for part of Tui Glen Reserve from Recreation Reserve to Local Purpose (Community Buildings) has been started. The proposed reclassification was advertised on 11 April 2006 with objections to the reclassification being required by the 15 May 2006.

The process that is required to be undertaken with regard to the reclassification is as follows:

- 11 April 2006 - Public notification appeared in Western Leader.
- 15 May 2006 – Period for public objections close. To date (21 April 2006), no responses of any kind have been received. Any objections will have to be taken to the next meeting of the City Development Committee for their consideration.
- 19 May 2006 (approx) – surveyor estimates that plan of the area to be reclassified will have been completed and approved by Land Information New Zealand.

- 26 May (approx) - submission for reclassification lodged with Department of Conservation.
- 26 July (approx) – Department of Conservation approves reclassification and change of classification is gazetted. The Department of Conservation have always been very cooperative in working with Council on any urgent applications and their standard turnaround time of 2 months can likely be brought down to 3 weeks on request if needed.

### **Development of Lease Details**

Concurrent to the development of the concept plans further information and details on the possible requirements of the leases to West Auckland District Council of Social Services are being developed. It is proposed that there will be two leases in place as follows:

#### **Lease of area for new building**

Preliminary discussions have proposed that a lease of the area on which the new building is proposed including an area around it which would provide a link to McLeod Cottage. The lease of the wider area will allow West Auckland District Council of Social Services to apply for funding to develop paths that link their new building with the Reserve.

Preliminary discussions have indicated the conditions for lease of area for new building would include (but not be limited to) the following:

- The lease will provide that Council will maintain the gardens, lawns and paths around the building.
- West Auckland District Council of Social Services will completely maintain the new building.
- Term will be adjusted to whatever is required to allow West Auckland District Council of Social Services access to funding but 10+5 or 10+10 are possible if required.
- West Auckland District Council of Social Services will also need to demolish or remove an existing building.

#### **Lease of McLeod's Cottage**

As outlined in the previous report to the Community Board and City Development Committee, there was the potential for West Auckland District Council of Social Services to lease the McLeod cottage that is currently being restored by Council. This would ensure community use of the building and improved surveillance of the reserve. West Auckland District Council of Social Services has confirmed that they are interested in progressing the lease of McLeod cottage from Council.

Preliminary discussions have outlined the following conditions within such a lease:

- This will be a footprint only lease.
- Maintenance responsibilities to be split between Council/exterior and West Auckland District Council of Social Services/interior.
- As a heritage building, once renovated by Council, then any alterations will require a heritage architect's report and Council's approval.
- In both leases, rent to be set at lowest level of \$150.
- That the tenants are a community based group that ensures local community use of the building is retained

It is considered that leasing the McLeod cottage to West Auckland District Council of Social Services will enhance the concept of connection between the new Community Resource Centre and the surrounding heritage buildings and reserve.

## RESOURCES

West Auckland District Council of Social Services Inc. executive members have had discussions about the proposed development with various philanthropic trusts. Indications are that there would be significant funding support for this initiative; funding agencies are keen to support collaborative initiatives among community agencies. West Auckland District Council of Social Services Inc. plan at this stage to try and raise all the building costs.

Now that building concepts have been completed detailed funding applications can be progressed by West Auckland District Council of Social Services. West Auckland District Council of Social Services is aiming to have funding secured over the coming year.

Council's current commitment to this process can be met within existing resources.

There is an opportunity for Council to assist with the project management of the new building construction through the Projects Services section of Council. This would ensure that the outcomes of the building process were managed and overseen by Council, reducing the risks associated with external project managers working within a public reserve area and would ensure Council and Community Board were well informed of progress of the project. This opportunity and any cost implications to Council is currently being explored and will be reported to the City Development Committee.

## CONCLUSION

The design concept for the proposed Community Resource Centre building at Tui Glen reserve fits well into the existing reserve and its orientation and room locations allow good pathway connections into the reserve and public access. The building also provides improved surveillance of the reserve.

It is anticipated that the new building and its environs will significantly improve the amenity of this part of the reserve and highlight the community ownership of the overall area.

The design concept is considered consistent with the desired outcomes for the Reserve as identified through the Henderson Creek Reserves Management Plan.

West Auckland District Council of Social Services are interested in taking on the lease of McLeod cottage once renovations are completed. This will ensure a community group use of the building and assist in good surveillance of the reserve and security for the building.

## RECOMMENDATIONS

1. That the Update on Community Resource Centre at Tui Glen Reserve report be received.
2. That the Henderson Community Board recommend to the City Development Committee that the Chief Executive Officer be given authority to negotiate and execute a lease under section 61(2A)(a) of the Reserves Act 1977 with West Auckland District Council of Social Services Inc. for McLeod cottage on Tui Glen Reserve, including any required conditions to the lease.

Report prepared by: Renee Lambert, Service Manager: Parks Planning and Tony Rea, Community Partnerships Manager.



## 16 UPDATE ON THE HENDERSON LANDSCAPE PROJECTS

### **PURPOSE OF THE REPORT**

The purpose of this report is to provide a presentation to the Board which summarises the landscape works that are occurring in Henderson over the next few months. The report also brings the detailed design of the Great North Road median islands to the Board for their information and comment.

### **BACKGROUND**

There are a number of projects occurring within Henderson currently and over the coming months. All these projects have a landscape component. This report summarises a powerpoint presentation which was given to Projects Special Committee in April 2006 that provides an overview of all the landscape components to highlight plant species, materials palettes and co-ordination and timelines between the different landscape projects.

### **STRATEGIC CONTEXT**

The objective of implementing renewed infrastructure, including landscape works throughout Henderson is to make the town centre a vibrant and enjoyable place to live, work and play by creating attractive urban places that encourage growth and economic development, with minimal environmental impacts contributing to the Urban and Rural Village Strategic Platform.

### **ISSUES**

A copy of the colour powerpoint presentation which provides a visual summary of the landscape works occurring in Henderson has been forwarded separately to the Board members.

A copy of the detailed design for the Great North Road median island will be presented to the Board at the meeting.

The intention of the landscape works occurring throughout Henderson is to ensure the following:

- Use of a palette of materials throughout Henderson
- Consistency and connection between landscape elements throughout the town centre
- Use of special furniture style
- Special identity and focal features within different “nodal” areas
- Ensuring lots of colour and variety in the planting

The following projects occurring throughout Henderson all have a landscape component and although the individual projects are being managed by different sections of Council, the overall intent is being overseen by Council officers to ensure that there is consistency and co-ordination between the various projects. Projects with a landscape component and their expected timeline for completion are as follows:

<b>Henderson library</b>	Completed March 2006
<b>Green roof</b>	Start mid May 2006 Completion end May 2006
<b>Railside Avenue/Ratanui Street</b>	Start mid April 2006 Completion mid July 2006

<b>Catherine Mall</b>	Started 13 March 2006 Completion end April 2006
<b>Japanese Garden</b>	Start 10 April 2006 Completion mid June 2006
<b>Japanese Square</b>	Start 10 April 2006 Completion end June 2006
<b>Civic Square</b>	Start 10 April 2006 Completion end July 2006
<b>Civic Carpark</b>	Current Completion end May 2006
<b>Civic Entry</b>	Current Completion end May 2006
<b>Great North Road Median</b>	Start end May 2006 - 2 phases 1. Completion up to Ratanui Street - end June 2006 2. Remaining by mid August 2006

## **RESOURCES**

All the landscape projects occurring within Henderson as detailed above have separate budgets identified in the 2005/2006 Annual Plan.

## **CONCLUSION**

The Council is committed to developing the Central Business District for Waitakere in Henderson therefore it is essential that all cross Council initiatives planned for Henderson are integrated in a timely and resource efficient manner.

A number of landscape projects are contributing to the above initiatives. These projects are currently under construction or are about to begin construction in the coming months. These projects have been co-ordinated to ensure a consistent, colourful and high quality landscape environment is created in Henderson.

These projects will establish the first of many improvements in the Henderson town centre.

## **RECOMMENDATION**

That the Update on Henderson Landscape Projects report be received.

Report prepared by: Renee Lambert, Service Manager Parks Planning



## 17 **GREAT NORTH ROAD STREETScape RENEWAL PROJECT**

### **PURPOSE OF THE REPORT**

The purpose of this report is to bring to the Henderson Community Board for viewing and comment the draft designs for the above precinct.

### **BACKGROUND**

Isthmus Group was awarded the contract in 2004/2005 to design new landscape concepts for the Railside to Alderman Drive and Catherine Mall precincts. To maintain design continuity throughout all central Henderson precincts they are also undertaking the concept design of the Great North Road precinct.

The scope of works will include new paving, a variety of seating, public places in the precincts, landscaping, and propose places to accommodate street dining and art features.

Consideration will be given to parking, public transport access and improved walking and cycling linkages. It is the intention to work with the privately owned adjacent building and business owners who interface this precinct to encourage them to join into the process. This will assist in maximising their business opportunities by improving their premises and interface to the increased 'walking economy'. Options that maximise the ability for natural surveillance and social interaction to take place will be viewed.

The objective is to link the economic sectors, improve the visual and usable amenity and improve the business opportunities along the way. This is the second of several Henderson precincts infrastructure renewal programmes to raise the overall amenity to a Central Business District standard. This sector will also become a strong pedestrian link between all major facilities, Waitakere Central and the Transport Interchange.

As part of the Council's current development projects in Henderson, a template of new street furnishings has been developed. This template provides a complimentary range of paving, seating and general amenity items. This current contract includes the template range and the intention is to encourage future private redevelopment to also incorporate this range into their development. The end result being the provision of a high standard of co-ordinated street amenity for Henderson the Central Business District of Waitakere.

### **STRATEGIC CONTEXT**

The objective of implementing renewed infrastructure in the Great North Road precinct is to make the town centre a vibrant and enjoyable place to live, work and play by creating attractive urban places that encourage growth and economic development, with minimal environmental impacts.

The renewal of this precinct will link people to Waitakere Central and the proposed new transport centre in Railside Avenue. The advantages of a workable passenger transport system in the middle of the Henderson Central Business District serving a growing population will be to reduce traffic. Safe vibrant streets will make sure this growing centre is easy to get around, while stimulating the local economy.

### **ISSUES**

The draft concept plan for Great North Road has progressed in consultation with the Council's asset managers. The first draft design phase has been completed and is presented to the Board at a workshop prior to this meeting for relevant feedback.

A letter explaining the current design process for Great North Road and seeking feedback from the adjacent land and business owners was sent out in April 2006. Consultation with key stakeholders will be ongoing with the intention to encourage them to make aesthetic improvements to their premises to enhance the overall project outcomes. A meeting with the key stakeholders will be held in May to present the draft design and receive further feedback.

### **Street Dining and Trading Policy**

The Council is currently reviewing its policy and bylaws regarding street dining and trading. The first report on this matter was presented to the Planning and Regulatory Committee in February 2006. It is currently undergoing modification resulting from feedback from this committee, and will be represented to the Committee by June 2006.

The existing bylaw was adopted 15 years ago and will benefit from an update. A bylaw which regulates the conduct of persons and activities in public places is consistent with the key objective of the Strong Communities Platform to 'make the City a safe and interesting place with vibrant streets' and will encourage a quality environment to exist. It is the intention of the Great North Road precinct design to focus on accommodating street dining locations and to promote initiatives to tidy up the manner in which exterior retail frontage trading is taking place.

Firming up the bylaws with the ability to formally regulate what happens on the footpath will enable a high quality street trading environment to be created. This is crucial to attracting good quality business to locate and improve the overall business status of Henderson town centre.

### **Project Timeframe**

- The concept plan will be completed by July 2006 by the City Development Committee;
- Initial communication with key stakeholders to take place in April 2006;
- Adjacent land and business owners presentation of draft design to take place in May 2006;
- Detailed construction design will be undertaken by City Services between July – December 2006;
- Tendering and construction in 2007.

### **RESOURCES**

Budget for the Great North Road concept planning phase is included in the 2005/2006 Annual Plan. The detailed design and construction budgets are included in the Draft Long Term Council Community Plan \$1,710,000 in 2006-2007 and \$1,140,000 2007-2008.

### **CONCLUSION**

The Great North Road Precinct streetscape renewal project is a key component to support Council's vision to develop a Central Business District in central Henderson and to encourage a high level of private development investment in the centre.

The Great North Road streetscape renewal project is the second precinct and being the main entry point and thoroughfare through the centre of Henderson calls for initiatives that will create the first image of a 'credible business address'. This will be created by a combination of quality streetscape, a bright and vibrant social atmosphere on the pavement environment, art, way-finding signage and branding, floral gardens and tidy retail frontages.

## **RECOMMENDATION**

That the Great North Road Streetscape Renewal Project report and presentation be received.

Report prepared by: Janet Hannan, Principal Advisor, City Development



## 18 **ADVERTISING DISPLAYS ALONG RAILSIDE AVENUE**

### **PURPOSE OF THE REPORT**

The purpose of this report is to advise the Henderson Community Board of the Adshel New Zealand Limited "Wellington" style shelters planned for Railside Avenue and to obtain input on the proposed agreement with Adshel which includes the provision and locations of shelters and nine "Light Box" advertising units along Railside Avenue, 30 other advertising bus shelters to be located city wide and input on the planned relocation of APN Outdoor advertising hoardings in the rail corridor adjacent to the new Waitakere Central Transport Interchange.

### **BACKGROUND**

The Waitakere Central Transport Interchange project requires shelters along the western side walk of Railside Avenue from the new link bridge to the bus stops, taxi rank and car drop off points. In order to reduce the capital cost of purchasing these shelters plus the expected annual maintenance costs of repairs caused by damage and graffiti attack, Council proposes to enter into an agreement with Adshel New Zealand Limited whereby they supply and erect the shelters at a reduced cost to Council and they agree to undertake all the maintenance.

Normally Adshel would have advertising on the bus shelters to cover the cost of this arrangement but Council has an agreement with Ontrack for the lease of a strip of land adjoining the rail corridor where the shelters are proposed to be located and this agreement prevents Council from adding to or removing any advertising on Railway land. Adshel have therefore proposed that they are able to install nine "light box" advertising units in the vicinity along Railside Avenue to generate advertising revenue in order to recover their capital and maintenance costs of the shelters.

Four existing APN Outdoor hoardings in the rail lease area are proposed to be lifted in order to offer clear sight lines to the new station. APN Outdoor would also move the hoardings slightly to permit Council to optimise locations of the shelters and streetscape.

### **STRATEGIC CONTEXT**

Development of the rail network is a key component of meeting Council's strategic goals, particularly given that the rail network runs through some of the City's main town centres. Development of the rail network and its integration with other transport modes are key components of meeting the goals of the Regional Land Transport Strategy and the Regional Growth Strategy.

Station location, development, and linkages are important parts of upgrading the rail network. Stations are the key interface between the rail corridor, town centres and communities. Their location and design is critical, in terms of the tone they set for the rail corridor and the way in which they interface with the town centre or community. These factors can have a large bearing on how well the rail network can capitalise on transit supportive development.

Given the importance of Henderson Town Centre, and the level of development recently completed or occurring, including the Waitakere Central: Library/UNITEC buildings, Waitakere Central: Civic Centre and the many other private sector developments, the linkages that the station makes between rail, other public transport, surrounding development and the Henderson Town Centre are critical.

The proposed shelters are vital to the operation of the transport interchange in providing a covered walkway to the new link bridge and proposed central platform which will form part of the new double tracking of the Western Rail Line, the new Waitakere Central: Civic Centre and future Park and Ride from Railside Avenue.

## **ISSUES**

### **Wellington Style Shelters**

The Project Architects have suggested that the Wellington Style shelters offered by Adshel be installed between the link bridge and the old heritage station. These shelters provide an attractive glass “butterfly” roof with a wide span permitting pedestrians to walk underneath without hindrance and these offer protection from rain. The shelters are supplied as individual units of length 3.75 metres, but these can be linked to offer a continuous strip of covered walkway. Twenty two units are planned making a covered walkway length of 82 metres. The roof is glazed and allows light to penetrate. Seating would be provided by means of timber benches following the style recently installed at the Henderson Library - Unitec Building. A photo of a typical Wellington style shelter will be tabled at the meeting. The shelters have no walls against which advertising material may be mounted.

### **Free Standing Unit (FSU) Light Boxes**

The Project Team has secured an offer from Adshel to provide 22 “Wellington” style shelter units at a cost to Council of \$98,000 plus the rights to erect, at Adshel’s cost, nine “light boxes” that provide scrolling advertising, plus a further 30 advertising bus shelters being erected in the City under the current program. In return, Adshel undertakes to maintain the Wellington shelters at no cost to Council. This offer is particularly attractive to Council as it significantly reduces the capital cost with no ongoing associated maintenance costs. Should Council not desire any “light box” advertising along Railside Avenue, the cost to provide unsubsidised shelters would be about \$200,000 up front capital cost plus annual maintenance costs estimated at up to \$50,000 per year.

The location of the nine light boxes is shown on a drawing that will be tabled at the meeting. It is however important to note that the 9 “light boxes” must not be erected on Railway land as this would infringe the terms of the lease that Council has with Auckland Regional Transport Authority and Ontrack.

### **APN Outdoor Hoardings**

The four existing APN Outdoor Advertising hoardings are to remain in the rail corridor that Council leases from Auckland Regional Transport Authority and Ontrack, as Ontrack will not forego any advertising revenue derived from this source. Council’s lease with Auckland Regional Transport Authority and Ontrack requires that any existing advertising in the rail corridor be maintained. However, in discussions held with APN Outdoor, they are amenable to minimise the disruption and disturbance of sight lines by lifting the signs to permit unhindered viewing of the new platform. APN are also prepared to position these hoardings at new locations in the same general area that meets with the approval of the Project Architects. There would be no cost to Council for this work. The signs will be supported in balanced pairs on a single large diameter steel column.

If however, it is felt that the hoardings should not be raised or be moved laterally, APN is likely to leave their advertising structures exactly where they are, rather than forego the costs of relocation. Council is powerless to stop APN as they contract directly with Ontrack as the hoardings are sited only in the rail corridor and not on Council land.

## RESOURCES

The project has adequate budget for the proposed "shelter" (the provision of 22 shelters supplied and erected by Adshel) provided they are at the subsidised cost as at planning stage it was not envisaged that there would be any issues regarding advertising on these shelters.

## CONCLUSION

Pedestrian shelters are required along the western side of Rainside Avenue and the offer by Adshel to provide 22 units at a reduced cost of \$98,000 plus the rights to erect nine light boxes is attractive to Council. The erection of the additional 30 advertising bus shelters is within the parameters of Council's current programme and will be processed in the normal manner. The light boxes are proposed to be erected on Council land will reduce Council's capital costs and eliminate the need for ongoing maintenance costs.

The existing APN Outdoor advertising units are not able to be removed but can be lifted and moved slightly to optimise the most favourable location selected by the Project Architects. APN Outdoor will be required to apply for the necessary consents to affect this work. Council will benefit from this proposal as pedestrian sightlines, shelters, seating and landscape works are able to be coordinated with the relocated existing hoardings and the number of support posts significantly reduced

## RECOMMENDATION

That the Advertising Displays Along Rainside Avenue report be received.

Report prepared by: Joe Schady, Senior Project Manager



## 19 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

<b>OUTSIDE ORGANISATIONS</b>	<b>APPOINTMENT</b>
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
<b>COUNCIL COMMITTEES</b>	
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 Assid Corban (alternate)
Waitemata Harbour Foreshore Reserves Management Plan Joint Subcommittee	Elizabeth Grimmer Leo Nobilo

