

**AGENDA FOR A MEETING OF THE HENDERSON COMMUNITY BOARD TO BE HELD AT
WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE,
ON THURSDAY, 5 JUNE 2008, COMMENCING AT 6.30 PM**

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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes – Thursday, 8 May 2008

RECOMMENDATION

That the minutes of the Meeting of the Henderson Community Board held on Thursday, 8 May 2008, 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 Chairman has explained at the beginning of the meeting (when open to the public) that the item will be raised for discussion and decision, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting.

The 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 CONFLICTS OF INTEREST

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



5 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.



6 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 Chairman at the beginning of the meeting; and
- (ii) the Chairman 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.



7 CHAIRMAN'S REPORT

RECOMMENDATIONS

It is recommended that the Henderson Community Board resolve to:

1. **Receive** the Chairman's Report for 5 June 2008.
2. **Direct** that the concerns raised in the Chairman's report regarding the work standard of contractors particularly around the mowing of reserves, repairs to roads, cleaning of public toilets and the length of time the public toilets are closed when repairs are undertaken be referred to the Chief Executive Officer for investigation.
3. **Approve** the nomination of Henderson Community Board member, Wayne Bainbridge, to represent all four Waitakere Community Boards at the 2008 Local Government New Zealand Conference.

The months just seem to run into each other as do the meetings but, after having a three day break I feel a lot more refreshed. The Royal Commission is hearing submissions in Waitakere at The Trusts Stadium on Wednesday, 5 June 2008, Thursday, 6 June 2008 and Friday, 7 June 2008. The Henderson Community Board will be presenting on Wednesday, 5 June between 11.15 am - 1.00 pm. I hope some of the members will be able to attend to listen to the submissions.

This month is another short report but I will update members verbally at the meeting on other meetings that have been held.

Henderson Central Business District

As you will all be aware there have been problems with business's suffering a serious downturn in sales as the footpath and road improvements have made it very difficult for shoppers to gain access to both the shops and the main street. After a high level meeting with the contractors, there has been a marked improvement in the contractors performance, and Council officers are monitoring the street on a daily basis.

Residents Concerns

The Community Board continues to receive complaints regarding the substandard works of our contractors. The most frequent being mowing of reserves, repairs to roads, cleaning of public toilets and the length of time the toilets are closed when repairs are being undertaken. Council officers need to institute an audit programme to routinely check the contractors work.

Community Board Workshops

A workshop will be held on Wednesday, 11 June 2008 on the Community Wellbeing Fund. This is an important workshop as there have been a number of significant changes to the policy.

Te Pai Netball Courts

I joined a number of guests on Saturday, 24 May 2008 to celebrate the Turning of the Soil which signalled the commencement of the redevelopment of Te Pai Netball Centre. This is an exciting project with financial support being received from the Council, ASB Trust and the Waitakere and Portage Licensing Trusts.

Annual Plan

The submissions from the public are being heard at this time, with a large number of organisations requesting funding to deliver events or programs, some of which have been funded on a regular basis for a number of years. The residents concerns in some cases have been able to be addressed immediately, while a number have been requests for footpaths of roading improvements.

2008 Local Government New Zealand Conference

The Community Board Chairmen consulted over a representative from the four Community Boards to attend the 2008 Local Government New Zealand Conference. Wayne Bainbridge, Deputy Chairman of the Henderson Community Board has been selected to attend and I would ask that the Henderson Community Board endorse that selection. Massey and Waitakere Wards have 'had a turn' so the Chairmen felt it was good to endorse a member of the Henderson Community Board to attend this year's conference.

Elizabeth Grimmer, MNZM

CHAIRMAN







8 **COMMITTEE SECRETARY'S REPORT**

RECOMMENDATION

It is recommended that the Henderson Community Board resolve to:




1. **Receive** the Committee Secretary's Report for the Henderson Community Board dated 5 June 2008.
2. **Approve** that funding from the Community Board Minor Parks Project 2007/2008 for the installation of a seat at Halyard Common, Te Atatu Peninsula, which was approved by the Henderson Community Board at its meeting held on Thursday, 3 September 2007 be transferred to the installation of a picnic table and seat at Jack Pringle Park, Te Atatu.

	Issue	Comments	Reporting Council Officer
1.	Tui Glen Stage Two Development Officer's Report	Physical works commenced on the Tui Glen Stage Two development in late January 2008. Due to the contractor having insufficient resources to carry out the physical works the project has been delayed and is now scheduled to be completed by July 2008.	Andreas Lilley ☎ 836 8000 Extn: 8553
2.	Te Atatu Peninsula Walkway Design – Chapman Strand to Taipari Strand Officer's Report	All resource consents have been obtained and detailed design work is underway to enable building consents to be lodged for the numerous structures required. Building consents are expected to be completed by July 2008 to enable the tendering process to begin. Stage One of the physical works is scheduled to commence towards the end of 2008.	Ian Lamont ☎ 836 8000 Extn: 8303
3.	Harbourview - Orangihina, Hughes Esplanade - Weed Control and Planting Officer's Report	Preparation for planting is being carried out in Harbourview - Orangihina and was carried out in Hughes Esplanade during May 2008, with native re-vegetation work to be carried out in autumn. Work is well underway on this project.	Helen Biffin ☎ 836 8000 Extn: 8758
4.	Henderson Valley Toilet Block Upgrade Officer's Report	Physical works commenced in April 2008 and are scheduled to be completed by early June 2008.	Ian Lamont ☎ 836 8000 Extn: 8303
5.	Kingdale Reserve Footbridge Minor Upgrade Officer's Report	The Kingdale Reserve Footbridge minor upgrade was successfully completed in late May 2008.	Talitha Gibbons ☎ 836 8000 Extn: 8303
6.	Community Board Minor Park Projects 2007/2008 Officer's Report	<p><u>Taipari Strand - Gate</u> Installation of the gate at the entrance to Taipari Strand was successfully completed in late May 2008.</p> <p><u>McLaren Park - Community Notice Board</u> The notice board is currently being manufactured and is scheduled to be installed in early June 2008.</p> <p><u>Halyard Common - Seat</u> Due to concerns raised by a resident the seat for Halyard Common will not be installed.</p> <p><u>Barry's Reserve - Planting</u> The screen planting along the fence line will be carried out in June 2008.</p> <p><u>Jack Pringle Park – Seat and Picnic Table</u> A request was received to have a seat and picnic table installed at Jack Pringle Park. The funding from the Community Board</p>	Katharine Slack ☎ 836 8000 Extn: 8779

		Minor Parks Project 2007/2008 which was to go toward a seat being installed at Halyard Common will now be put toward the installation of a seat and picnic table at Jack Pringle Park.	
7.	Possum and Rat Control Programme Officer's Report	<p>Possum and rat control was undertaken during late April and May 2008 in Shona Esplanade Reserve and Plummer Domain. Trapping is the preferred method to control these animal pests.</p> <p>Numbers caught to date:</p> <ul style="list-style-type: none"> • Shona Esplanade Reserve – 10 possums and 13 rats; • Plummer Domain – 5 possums and 13 rats. 	Helen Biffin  836 8000 Extn: 8758
8.	Re-vegetation Programme for 2008 Officer's Report	Weed control and native re-vegetation planting will be carried out in June 2008 at Jack Colvin Park, Daytona Strand and Penfold Park. Weed control and site preparation commenced in late May 2008.	Helen Biffin  836 8000 Extn: 8758
9.	Proposed Tui Glen Community Waitakere Resource Centre Officer's Report	<p>The Commissioner decision on the resource consent application for this proposal has been issued. The resource consent for the Community Waitakere resource centre on Tui Glen Reserve has been declined.</p> <p>Council officers are meeting to confirm what further investigation will now be required to determine the next steps with regards to the old Managers house and the remaining heritage buildings on the reserve.</p>	Renee Davies  836 8000 Extn: 8118
10.	Lavelle Reserve – Subdivision Consent Officer's Report	<p>A subdivision consent has been approved by the Council for 23 residential lots at 254 Great North Road. As part of the conditions of consent the applicant has agreed to carry out works within Lavelle Reserve. A landscape plan is currently being developed between the Council staff and the consent holder that includes general upgrade of the Reserve as well as provision of a footpath from the subdivision through the Reserve and out to Lavelle Road. The footpath will also loop around the back of the park.</p> <p>Some park furniture will also be provided including seating and picnic tables. As well, weed removal will be carried out and re-vegetative planting together with some specimen trees throughout the Reserve.</p> <p>If the Community Board has any comments or require further information please contact the reporting Council officer.</p>	Huia Kingi  836 8000 Extn: 8174

A1

11.	<p>Community Board Awards</p> <p>Officer's Report</p>	<p>Nominations for the inaugural Community Board Awards opened on 16 May 2008. Communities have six weeks to nominate an 'unsung hero' for an award to be presented by the Mayor at a ceremony on Friday, 27 June 2008. There will be five awards presented for each ward.</p> <p>The Awards have been advertised in the Aucklander and the Western Leader. A copy of the advertisement is attached at page A1.</p>	<p>Emma Joyce ☎ 836 8000 Extn: 8950</p>
12.	<p>Te Atatu Peninsula Town Centre Project</p> <p>Officer's Report</p>	<p>The proposed Business Improvement District (BID) has progressed to the final stage. After an annual general meeting that was held in September 2007 at which the town centre boundary and business plan were approved, the business stakeholders were polled for a targeted rate on 30 November 2007 with a positive result. The draft Annual Plan 2008/2009, which was the final part of the consultation process, closed on 14 May 2008 with only positive submissions. The executive committee of the Business Association is now beginning to prepare for its BID to begin operations as of 1 July 2008.</p> <p>Work continues on the town centre concept plan. Council officers are accessing detailed economic data to help Council to understand how the economic growth in the town centre is occurring, and to feed into the process. A number of interviews with key stakeholders were undertaken in May 2008. This work will also be supported by work being undertaken by the Council's urban design team, who are working through issues raised by the community that will affect the town centre concept plan. It is expected that this initial part of the planning process will be completed by early June 2008 and reporting to the Council, the Community Board and Te Atatu Peninsula community will occur in July 2008.</p> <p>Work continues on the planning for the library and community centre upgrade and the Special Projects Unit will be reporting to the Council on the initial design feasibility work and optional design concepts in June 2008. Community consultation on this project will occur in July 2008, at the same time as reporting on the town centre concept plan.</p>	<p>Robin Jenkin-Winter ☎ 836 8000 Extn: 8400</p>

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Project Twin Streams Four Monthly Report	August 2005 Resolution No. 1468/2005 Last updated 5 February 2008	4 September 2008	Tony Miguel  836 8000 Extn: 8294
Fixed Driver Feedback Signs in the Henderson Ward	5 July 2007 Resolution No. 3003/2007	3 July 2008	Bernadette Molloy  836 8000 Extn: 8524
Parking Restrictions at Cranwell Park During the Construction of the Henderson Youth Facility and Upgrade of the Recreation Centre	3 September 2007 Resolution No. 3311/2007 Nos. 5 and 6	3 July 2008	Clare Sarney  836 8000 Extn: 8506

Report prepared by: Ngareta Delamere: Committee Secretary.



9 NOALL STREET, TE ATATU PENINSULA – NEW NO STOPPING AT ALL TIMES PARKING RESTRICTION

EXECUTIVE SUMMARY

The purpose of this report is to seek the Henderson Community Board's approval for a new No Stopping at All Times parking restriction on Noall Street, Te Atatu Peninsula.

Council officers have been in consultation with the residents directly affected and have taken into consideration the best option for serving them and the community.

Two options have been identified; to either install the No Stopping At All times parking restriction or have the area remain unrestricted.

RECOMMENDATIONS

It is recommended that the Henderson Community Board resolve to:

1. **Receive** the Noall Street, Te Atatu Peninsula – New No Stopping At All Times Parking Restriction report.
2. **Approve** that in relation to **NOALL STREET, TE ATATU PENINSULA**:
 - (a) and 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 restriction now be resolved to be specified and imposed, namely,
 - (i) on the south west kerb line of **NOALL STREET** starting at the eastern boundary of property number 9 and extending south west for a distance of approximately 65 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.

3. **Agree** that the appropriate signage and/or road markings, in accordance with the provisions of the 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 limitation and restriction.

BACKGROUND

1. A request for No Stopping At All Times was received from a resident in Noall Street, Te Atatu Peninsula.

DECISION MAKING

Issues

2. This area is residential and recently vehicles have started parking on the bend on both sides of the street. Noall Street is 7.4 metres wide and when vehicles are parked on the bend on both sides of the street, visibility is limited. This causes a safety concern for residents trying to reverse out of their driveway and for emergency vehicles travelling along the street.
3. The location of the proposed change is indicated on attachment at page A2.

A2

Consideration of Community Views

4. The new No Stopping At All Times parking restriction is recommended to allow ease of access for residents and visitors, and safe travelling around the bend on this street.

STRATEGIC CONTEXT

5. 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.
6. No Stopping At All Times parking restrictions can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

CONSULTATION

7. Consultation has been undertaken with two properties that will be directly affected. One of the property owners visited the council officer at the council building; they expressed concern that they have four vehicles and a boat. When they have parked their vehicles previously on the opposite side of the road to their house, their vehicles have been broken into. They were going to investigate the possibility of putting in another vehicle crossing. The other property owner has no issues with the proposed no stopping at all times parking restriction.

RESOURCES

8. The new No Stopping At All Times parking restriction can be implemented under the Annual Plan 2007/2008 maintenance budgets.

IMPLEMENTATION ISSUES

9. There are no implementation issues.

Report prepared by: Jane Harris: Transport Technician.



10 **HENDERSON WARD LOCAL RESERVES MANAGEMENT PLAN FIRST ROUND OF SUBMISSIONS**

EXECUTIVE SUMMARY

The purpose of this report is to present to the Henderson Community Board the submissions received from the first round of community consultation for the Henderson Ward Local Reserves Management Plan, and to outline the manner in which issues raised in the submissions are to be addressed in the draft Management Plan.

In particular, this includes issues in regard to the proposed developments within Lloyd Morgan Lions Club Park, namely the proposed extensions to the Whitehouse and the proposals around the TravelWise School Travel Plan for Rangeview Intermediate students.

RECOMMENDATIONS

It is recommended that Henderson Community Board resolve to:

1. **Receive** the Henderson Ward Local Reserve Management Plan First Round of Submissions report.
2. **Approve** the relevant issues raised in submissions to be included in the draft Henderson Ward Local Reserves Management Plan.
3. **Approve** the extension to the Whitehouse building on Lloyd Lions Club Park by the Waitakere City Lions Luncheon Club.
4. **Approve** that Option Two and Option Four of the TravelWise School Travel Plan be included in the draft Henderson Ward Local Reserves Management Plan, for community feedback on the preferred options.

BACKGROUND

1. The Annual Plan 2007/2008 allows for the preparation of a collective Reserve Management Plan for the 66 Local Reserves within the Henderson Ward. This includes Lloyd Morgan Park, in Te Atatu South.
2. At the February 2007 Community Board meeting, the following was resolved:

“2. That the preparation of a Reserve Management Plan for Lloyd Morgan Reserve be prioritised as a matter of urgency and that no further community buildings be erected on the reserve until this is prepared.”

(166/2007)
3. A report was presented to the City Development Committee on 5 July 2007, to propose a reordering of the overall Reserve Management Plan Programme to bring forward this Management Plan. The proposed reordering of the Reserve Management Plan Programme was approved at that meeting, and the process for preparing this Management Plan commenced during the 2007/2008 financial year.
4. The Waitakere City Lions Luncheon Club, who occupy the Whitehouse on Lloyd Morgan Park, have a current project which proposes an extension to that building. This project is therefore affected by the above Community Board resolution. For this reason, a slight change to the Management Plan process was proposed.

5. A report was presented to the Henderson Community Board on 7 February 2007 to request that the Community Board approve a change to the Management Plan process. This was to seek specific submissions for the proposed extensions to The Whitehouse on Lloyd Morgan Park, during the first round of community consultation.
6. The first round of community consultation opened in February 2008, and closed on Monday, 28 April 2008. Open days have been held throughout the period.

A3-A9

7. An open day at Lloyd Morgan Park was held on Saturday, 19 April 2008. Details of the proposal to expand the Whitehouse building on Lloyd Morgan Park were made available to the community at this open day. The proposal is a small extension to the southern corner of the building. Submissions around this proposal were invited. A copy of this proposal is attached at pages A3 to A8, and a map showing the location is attached at page A9.

8. Also, details and concept plans of the proposed bus bay and pathway in Lloyd Morgan Park were made available at the open day on Saturday, 19 April, as part of the TravelWise School Travel Plan for Rangeview Intermediate. Lloyd Morgan Park backs onto the playing fields of Rangeview Intermediate.

A10-A11

9. The bus bay is to cater for two buses and is proposed to the western side of the park, over existing car parking bays. The bus bay would be in use weekdays, 7.45 am – 8.15 am and 2.30 pm and 3.30 pm. A pathway is proposed that connects the bus bay to Rangeview Intermediate through Lloyd Morgan Park. A copy of this proposal is attached at pages A10 and A11.

DECISION MAKING

10. Each submission received to the first round of community consultation has been summarised, and each issue raised has been carefully considered for inclusion in the draft Management Plan.
11. For this reason, it is considered that decisions made on which issues are to be included in the draft Management Plan are in line with the relevant criteria of the Local Government Act, 2002, in particular, Sections 76-82.

Issues

A12-A40

12. The submissions received to the first round of community consultation were generally focussed around parks maintenance issues and future development opportunities for the reserves. Copies of all submissions received are attached at pages A12 to A32, and a table outlining a summary of submissions and the manner that the issues raised are to be included in the draft Management Plan is included at pages A33 to A40.

Lloyd Morgan Park

13. Submissions on developments in Lloyd Morgan Park require particular focus, due to the issues raised in relation to both the proposed Whitehouse extension and the proposals for the TravelWise School Travel Plan for Rangeview Intermediate.
14. Two submissions were received in regard to the proposed Whitehouse extensions. Both submissions were in favour of the extensions, and consider the proposal to be of small scale with no impact on existing green open space or existing vegetation. The submission considered that because the proposal includes an upgrade of the existing building façade, the overall amenity of Lloyd Morgan Park will be improved. Therefore, it is recommended that the proposed extensions to the Whitehouse building be approved.

15. The existing lease agreement for the Whitehouse expires in 2015, and provides a lease for the entire Lot 27 DP37137. The proposed extensions to the Whitehouse are within this existing lease area. The lease does note however that, the tenant shall not make any structural alterations without the prior written consent of the landlord. The proposed extensions have been through the Parks Design Review process, 12 June 2007 where approval was granted.
16. Three submissions were received for the TravelWise School Travel Plan proposals. Two submissions expressed concern, one of these stating that buses are currently using Lloyd Morgan Park for pick up and drop off for Rangeview Intermediate students. This causes difficulties for the other park users as parking is reduced and traffic congestion in the park increases significantly. The submission states that the current proposal for the bus bay is in the wrong place, as it is proposed over existing car parking spaces that are required for other users.
17. Also, the submitter states the footpath proposed in conjunction with the bus bay proposal is in the wrong place. The submitter is concerned that the provision of a path will encourage parents to use Lloyd Morgan Park as a pick up/drop off area, which would place further pressure on the park's users.
18. Another submitter states that there are existing bus stops along Edmonton Road, Strid Road and Te Atatu Road, and an area of road reserve outside ASB Bank that could be utilised for the buses. In regard to the footpath, the submitter states that there is an existing footpath to the eastern side of Lloyd Morgan Park that connects to a footpath through the School grounds and into Rangeview Intermediate. The submitter cannot see why a similar path is proposed to the western side of the park.
19. One submission supported the bus bay proposal as part of the TravelWise School Travel Plan, stating that the bus bay should be off the main road, to protect children from traffic. The submitter also states that the park needs better footpath access.

Options Identified

20. **Option One** is the current scenario of two buses using Lloyd Morgan Park, morning and afternoon as a pick up and drop off area for Rangeview Intermediate students.
- A41 21. **Option Two** is to create a new bus bay and car parking in Lloyd Morgan Park to the eastern side of the park, utilising existing open space that is not actively used at the reserve entrance. This area of open space can accommodate seven angled car parks. These existing four car parks and the proposed seven car parks will therefore be temporarily unavailable, weekdays, morning and afternoon, to cater for the school bus service. The existing pathway to the eastern side of the park could be used by the students to access the school grounds. This option includes forming three new car parks to the western side of the Lloyd Morgan Park, where there is space to do so. Refer to page A41 for a draft plan of this option.
- A10-A11
A42 22. **Option Three** is to retain the current TravelWise to School Programme proposal (attached at pages A10 and A11). To accommodate the proposed bus bay, thirteen existing car park spaces will not be available for use, mornings and afternoon, to cater for the school bus service. Seven new car parks are proposed to the eastern side of the park to mitigate the loss of parking. This option includes the re-alignment of the proposed pathway, so that the impact on the open space is reduced. Refer to page A42 for a draft plan of this option.

23. **Option Four** is to utilise existing bus stops on Edmonton, Te Atatu and Strid Roads, and the space available in the road reserve in front of ASB Bank, along Edmonton Road, and not use Lloyd Morgan Park at all.

Assessment of Options

24. The assessment of the above options includes viewing Lloyd Morgan Park from the perspective of the users of the facilities on the park, from an open space perspective, as well as taking into consideration the views and opinions raised in submissions.

		Social	Economic	Environment
Option 1	Disadvantages	The current scenario has a negative impact on the users of Lloyd Morgan Park. As mentioned in submissions, the buses are causing congestion in the park. If this arrangement is to go ahead, it needs to be formalised.		
	Advantages	Provides safe and easy access to the school for students who use the Edmonton Road bus service.	No cost to construct infrastructure needed to support project.	
Option 2	Disadvantages	The bus bay is proposed over four existing car parks, and seven proposed car parks. A total of eleven car parks will be temporarily unavailable for use when the school buses are in use.	Cost involved to create bus bays and to form new car parking.	
	Advantages	<p>Potential utilisation of the existing footpath to the eastern side of the park that connects to the school grounds. This existing footpath is wide at the proposed bus bay area, with ample room for students to wait for buses.</p> <p>Seven new car parks are proposed in an area of unusable open space. Three new spaces will be generated to the western side of the park.</p> <p>There is no adverse impact to the car parking at the western side of the park.</p>	No additional cost to construct a connecting pathway to Rangeview Intermediate.	There is no existing vegetation in this area that would be impacted through the construction of the bus bay.

		Social	Economic	Environment
Option 3	Disadvantages	<p>The bus bay is proposed over ten existing and three proposed car parks. A total of thirteen car parks will be temporarily unavailable when the school buses are in use.</p> <p>The connecting path to Rangeview Intermediate intersects open space that has the potential for passive recreational uses in the future.</p>	<p>There is an additional cost to construct and install the proposed pathway as well as the cost to install the bus bay and additional car parking.</p>	<p>Existing palm trees will be removed and the pruning of larger native trees will occur in conjunction with the construction of the footpath.</p> <p>The roots of these trees will be impacted due to work within their drip lines.</p>
	Advantages	<p>Option Three has the advantages of providing for seven additional car park spaces to the eastern side of the park.</p>		
Option 4	Disadvantages	<p>There would be adverse impact of the school buses on the already congested road network. This option may be possible in the morning, however, in the afternoon two buses will be waiting for the students, which is undesirable for public bus stops.</p>		
	Advantages	<p>Option Four has the advantages of not using the park at all, therefore has no impact on the park users, and the park in general.</p>	<p>No cost to construct infrastructure needed to support project.</p>	

25. Two options are considered desirable to be included in the draft Reserves Management Plan. Option Two is selected, as opposed to Option Three. The impact on existing car parking is reduced in Option Two; and the cost of the overall project is reduced as the connecting pathway to Rangeview Intermediate is not required. There are also no adverse environmental impacts with Option Two, and no impact on existing usable open space. Option Four should also be considered for inclusion into the draft Reserve Management Plan, as this option needs further investigation, in particular the use of the area of road reserve in front of the ASB Bank, on Edmonton Road.

Consideration of Community Views

26. Extensive community consultation is required throughout the preparation of the Management Plan, as required by the Reserves Act, 1977. Community views were sought in the first round of consultation for the Management Plan through the submission process. Three Open Days were also held as part of this consultation process.

27. For this reason it is considered that the decision making process and assessment of options around the TravelWise School Travel Plan have met all requirements for decision making as outlined in the Local Government Act, 2002.

Preferred Options

28. It is considered that both Option Two and Option Four should be included in the draft Management Plan, to go out for full community consultation during the second round of consultation. This is where the community is invited to submit to a draft Management Plan. Both options are deemed appropriate to include in the draft Management Plan, in order to gain further community insight as to their preferred option. This is recommended above.

STRATEGIC CONTEXT

29. This draft Management Plan is being prepared within the context of Waitakere's Strategic Priorities and Platforms. The Strategic Platforms particularly relevant to Reserve Management Plans are the Green Network, Urban and Rural Villages, and Strong Communities.
30. This draft Management Plan is also being prepared within the context of the draft Parks and Open Space Strategy (update of the 1999 Parks Strategy), which provides guidelines on the management of parks in Waitakere. The objectives and policies outlined in Reserve Management Plans are guided by the objectives of the Open Space Strategy.
31. This draft Management Plan is also prepared in the context of the draft Waitakere City Council Leisure Strategy.

CONSULTATION

32. Consultation with staff across Council has been undertaken for submissions received to the first round of community consultation. Such consultation has been through individual meetings, and through the establishment of an Advisory Group.
- The Advisory Group includes staff from, Leisure Services, Parks and Open Space Assets, and Strategy and Development.
33. Consultation with user groups on Lloyd Morgan Park has been undertaken on the issues facing that park, as outlined in this report.
34. Both iwi are consulted in the development of the Management Plan. A member of Te Taumata Runanga is also on the Advisory Group.

RESOURCES

35. This Management Plan is being undertaken by the Parks Planning Section of Council.
36. Funding of \$134,000 for 2007/2008 has been allocated through the Annual Plan process to prepare this Management Plan, and an individual Reserve Management Plan for Henderson Valley Park.

IMPLEMENTATION ISSUES

37. All work suggested as part of the Management Plan will be considered for funding through the Long Term Council Community Plan for implementation.

Report prepared by: Carol Drinnan: Reserve Management Planner.



11 RAMP SIGNALLING

GLOSSARY

Transit New Zealand	(Transit)
High Occupancy Vehicles	(HOVs)
Henderson Community Board	(the Board)
Partnering Charter	(the Charter)

EXECUTIVE SUMMARY

Transit New Zealand (Transit) is implementing ramp signalling on nearly all motorway on-ramps on the Auckland urban motorway network as one of a range of transportation systems management measures to make best use of the existing motorway network. Ramp signals operate at morning and evening peak times and at other times when traffic on the motorway is heavy. At other times, they are switched off.

Ramp signals are traffic lights on motorway on-ramps which filter the flow of traffic on to the motorway in order to best match the capacity of the motorway with the volume of traffic entering the motorway. Without ramp signalling, bottlenecks occur at motorway on-ramps where the volume of traffic entering the motorway is beyond the capacity of the motorway to accept it. This causes flow breakdown on the through motorway lanes. Ramp signals allow the motorway to operate to its maximum capacity and significantly delays the onset of, and shortens the duration of, motorway flow breakdown. The trade-off for this is that there are often longer queues on motorway on-ramps and connecting arterial roads. This makes the provision of adequate ramp storage of vital importance in order to avoid degrading the operation of the connecting arterial roads. This is a significant area of concern for the Council.

Implementation of ramp signalling on the Southern Motorway is well advanced and work is now underway on Northwestern Motorway on-ramps in Auckland City. Implementation of ramp signalling is due to get underway in Waitakere from June 2008. The specific indicative timings for the whole Northwestern Motorway are as follows:

Newton Road Westbound	April 2008
St Lukes Road Westbound	April 2008
Waterview Westbound	June 2008
Patiki Road Westbound	June 2008
Te Atatu Road Westbound	June 2008
Lincoln Road Westbound	July 2008
Royal Road Eastbound	July 2008
Lincoln Road Eastbound	July 2008
Waterview eastbound	August 2008
Te Atatu Road Eastbound	September 2008
Rosebank Road Eastbound	September 2008
St Lukes Road Eastbound	October 2008

This report is for the Henderson Community Board's information only as the implementation of the project is the responsibility of Transit.

RECOMMENDATION

It is recommended that the Henderson Community Board resolve to:

Receive the Ramp Signalling report.

BACKGROUND

1. Transit has presented previously to Council committees on the ramp signalling project. The most recent was to the City Development Committee at its meeting on 7 June 2007, where the concept design for ramp signalling was presented and the Council's expectations were conveyed to Transit. This report is to update the Board on the detailed design of ramp signalling. Transit officers will make a presentation to the Board on ramp signalling at the meeting and will be available to answer questions from Elected Members.
2. Transit is proceeding with the implementation of ramp signalling on motorway on-ramps within Waitakere. Work is currently underway on Northwestern Motorway on-ramps in Auckland City at Newton Road and St Lukes Road.
3. The ramp signalling project in Waitakere includes Royal Road, Lincoln Road and Te Atatu Road interchanges. Ramp signalling of the Hobsonville Road, Trig Road, Brigham Creek Road and Buckley Avenue interchanges will take place in conjunction with the opening of the Upper Harbour Motorway section to the Upper Harbour Bridge and the Northwestern Motorway extension in 2012.
4. The currently substandard Royal Road on-ramp will be considerably upgraded to provide more merging room and additional vehicle storage.
5. The eastbound on-ramp at Lincoln Road will include a ramp signal bypass for buses, high-occupancy vehicles (HOVs) and trucks. For buses, this will tie in to the existing section of bus lane on the Northwestern Motorway leading up to the Henderson Creek Bridge. The HOVs ramp signal bypass will be for vehicles with two or more occupants. The westbound off ramp will remain largely unchanged.
6. The eastbound on-ramp at Te Atatu Road will include a right-hand turn lane from Te Atatu South which will be a ramp signal bypass for buses, HOVs and trucks. This will mean that buses, car poolers and trucks can avoid using the congested spiral loop on-ramp.
7. The westbound off-ramp at Te Atatu Road will be converted from a give way control to a full double left-turn signalised intersection for traffic heading to Te Atatu South. A bus bypass will be retained for buses heading to Te Atatu South.
8. The current situation where the Northwestern Motorway westbound drops from three to two lanes just west of the Waterview Interchange will cease, with three continuous through lanes from the Auckland Central Business District to Te Atatu Road. The current westbound on-ramp will convert from going into its own lane into a standard merge. The existing westbound bus lane will be extended back to the Waterview on-ramp. This provides a considerable benefit to the significant number of buses which enter the motorway at this point. This will require a minor relocation of the Northwestern Cycleway at this point.
9. In a report to the City Development Committee's meeting on 7 June 2007, a set of expectations for the operation of ramp signals in Waitakere were listed. These were that:
 - (a) The scheme for the North-western Motorway should contribute to each of the goals in the Partnering Charter in order to be considered successful. It is important that the focus is not solely on managing efficiency of traffic movements. The scheme should focus on achieving a change from single occupant vehicle travel to bus and car pooling through priority access mechanisms. The scheme should not aim to increase the number of vehicles entering the motorway in the morning peak.

- (b) Transit New Zealand needs to manage any impacts of vehicles exiting the Motorway in the afternoon peak; for example, by improving the off-ramp at Te Atatu in 2008.
 - (c) Transit New Zealand needs to monitor travel effects before and after introduction of the ramp signals, including impacts on change in travel behaviour (including travel by bus, car pooling, and duration of the peak period).
 - (d) The ramp signals project needs to align with the Council's plans for Te Atatu, Lincoln and Hobsonville Road corridors.
 - (e) The ramp signals project will identify the need to upgrade Te Atatu and Lincoln interchanges.
 - (f) Operation of the ramp signals will be coordinated with the Council's management of the local roading network. The ramp signals will be turned off, at the Council's request, if their operation does not meet the goals of the Partnering Charter.
 - (g) Transit New Zealand will mitigate adverse impacts on local roads which are caused by the ramp signals.
 - (h) Transit New Zealand will propose to install real time signs on local roads, in consultation with the Council regarding location, to ensure motorists are well informed and can make choices about their journey before commitment to travel by motor vehicle onto the Motorway.
 - (i) Transit New Zealand will provide priority access for buses and high occupancy vehicles, particularly at Te Atatu, Lincoln and Westgate interchanges. Priority access should be able to be extended to freight where required.
 - (j) Transit New Zealand will adequately enforce the priority bus and high occupancy vehicle access at the on-ramps.
 - (k) Priority access for buses and high occupancy vehicles will be marketed to encourage a change of mode out of a single occupant vehicle.
 - (l) Ramp signals will be reinstated after an upgrade of an interchange.
 - (m) Ramp signals can be used to manage flows from special events, such as at the Trusts Stadium, or at other times when motorway flows are badly disrupted.
 - (n) The public are kept informed before and during the introduction/operation of the ramp signals so that there is understanding of how to safely use the ramp signals and the priority access.
10. At their 7 June 2007 meeting, the City Development Committee resolved as follows:
- “1. That the State Highways Update report be received.
 - 2. That the expectations in relation to the proposed Northwestern ramp signals project as set out in this report be approved.
 - 3. That the Chief Executive Officer be requested to write to Transit New Zealand confirming the City Development Committee's expectations in relation to the proposed Northwestern ramp signals project.”

975/2007

A43-A45

11. The letter from the Chief Executive Officer setting out the Council's expectations is attached at pages A43 to A44 and Transit's reply to this letter is attached at page A45.

A46

12. The Council at its meeting on 10 October 2007 delegated authority to enter into an agreement with Transit for the Auckland Motorway Ramp Signals Project. A copy of the Partnering Charter (the Charter) is attached at page A46. The Council resolution was as follows:

- “1. That the Auckland Motorway Ramp Signals report be received.
2. That the Group Manager: Asset Management be delegated authority to enter into an Agreement with Transit New Zealand for the Auckland Motorway Ramp Signals project.”

3623/2007

DECISION MAKING

13. The ramp signalling project is the responsibility of Transit. However, Transit has entered into a Charter with the territorial authorities, including Waitakere, whose roads connect to the motorway network. The Council's participation in the Charter was approved by the City Development Committee at its meeting on 2 August 2005. The Charter gives the Council some influence on the design and operation of ramp signals in Waitakere.

Issues

14. Council officers believe that most of the Council's expectations in regard to the ramp signalling project have been met, at least in part. While there are still a number of outstanding issues, detailed below, Transit has clearly signalled its strong desire to work in partnership with the Council to work through these issues. The Council has a positive working relationship with the Transit and is confident that these issues can be worked through.
15. The primary concern of the Council is the possible impact of ramp signals on the operation of leading roads for which the Council is responsible. The approaches to all motorway on-ramps are severely congested in the morning peak and at Lincoln Road for substantial parts of the day from Monday to Saturday. The Council has carried out surveys to monitor the traffic queues on the approaches to motorway interchanges in Waitakere to gain an understanding of the current situation. The same survey will be repeated after the ramp signals have been operating for some time. The Charter, and its associated operating protocols, includes a provision that the operation of ramp signals should not worsen existing queues on motorway approaches. In the event that the Council's monitoring demonstrates a worsening in on-ramp queuing, there is a process in place with Transit to resolve this issue. This includes the possibility of switching off individual ramp signals until any issue is resolved.
16. The signalisation of the left hand turn at the Te Atatu westbound off-ramp will significantly reduce queues waiting to exit the motorway heading to Te Atatu South. It will also retain a bus bypass for buses heading to Te Atatu South, controlled by a bus priority signal. Transit plans to use sensors located back on the motorway mainline to detect queues. This will trigger a signal phase to help clear traffic off the motorway. While this will reduce the traffic queue on the motorway, it may well increase the amount of traffic southbound on Te Atatu Road, which is already congested at peak periods. In particular, this could put additional pressure on the Te Atatu South roundabout at the intersection of Te Atatu Road, Edmonton Road and Flanshaw Road. It is important that the operation of these traffic signals strikes the right balance between clearing motorway queues; matching the capacity of Te Atatu Road southbound to receive and clear traffic off the motorway; and maintaining access to and from Te Atatu Peninsula.

17. The inclusion of buses in the right turn ramp signal bypass at Te Atatu Road on to the Northwestern Motorway is to be welcomed. However, how buses will access this on-ramp while still serving the bus stops on Te Atatu Road between Edmonton Road and Royal View Road will require discussions between the Council, Transit, the Auckland Regional Transport Authority and the bus operators. This may require modifications to existing bus operating practices to maximise the benefit to buses of this facility.
18. The Council believes that it is not enough simply to provide bus and HOVs bypasses but that an active effort should be made to market them. This is so that the ramp signal project achieves a travel demand management outcome of encouraging people to use more sustainable modes of transport. This was included in the list of expectations provided to Transit. And achieving this would require a partnership approach between Transit, the Council, the Auckland Regional Transport Authority and bus operators.
19. The retention of the existing layout of the Lincoln Road westbound off-ramp does not address the serious safety issues caused by weaving traffic in the short distance between the off-ramp and the Central Park Drive/Triangle Road intersection.
20. The ramp signal project will assist with optimising the capacity and throughput of the Northwestern motorway. However, it does not avoid, nor delay, the need to upgrade the interchanges at Te Atatu Road and Lincoln Road.
21. A number of ramp signals already implemented, or in the process of being implemented, such as those at Grafton Road to the Southern Motorway, Mt Wellington Highway northbound and South-eastern Highway northbound, include freight priority allowing trucks to bypass the ramp signal queue. While this is primarily due to a desire for trucks not to lose momentum on steep uphill ramps, it is a strong positive signal of prioritising commercial over private vehicle movements. Transit plans to include the ability for trucks to use the ramp signal bypasses on the Northwestern Motorway at Lincoln Road and Te Atatu Road eastbound on-ramps. How these truck bypasses can be integrated with the Council's roading network leading up to these interchanges will be considered in the Council's current Waitakere Freight Study.

Consideration of Community Views

22. Transit has carried out public consultation on its travel demand management project, of which ramp signalling is an element. This has taken place through open houses, newspaper advertising and printed material. However, designs for the Northwestern Motorway ramp signals have yet to be made publicly available.
23. The Council has a role in this project as a stakeholder and advocate for Waitakere residents and the Charter and operating protocols recognises the Council's role as a stakeholder.

STRATEGIC CONTEXT

24. The ramp signalling project will have some positive influence on the "Integrated Transport and Communications" and some potential influence on the "Strong Innovative Economy" strategic platforms. Making best use of existing transport infrastructure; giving priority to buses at key on-ramps; and the likely reduction in crashes near on-ramps will help deliver on the "Integrated Transport and Communications" platform while the future possibility of freight bypasses could contribute to the "Strong Innovative Economy" platform.

25. Localised increases in air pollution and carbon dioxide emissions around motorway on-ramps should be counterbalanced by commensurate reductions in air pollution on carbon dioxide emissions on the motorway corridor. Taken together with the positive impact of bus and HOVs bypasses at Lincoln Road and Te Atatu Road, this should lead to a small positive contribution to the "Sustainable Energy and Clean Air" platform.

CONSULTATION

26. Consultation on the ramp signalling project and requirements for consultation with Maori needed for this project is the responsibility of Transit.

RESOURCES

27. As the ramp signalling project is being delivered by Transit, no other resources other than staff time, and the costs of monitoring, are required.

IMPLEMENTATION ISSUES

28. The implementation of this project is the responsibility of Transit.

Report prepared by: Darren Davis, Senior Strategic Advisor: Transport.



12 DRAFT PARKS AND OPEN SPACE BROCHURE – HENDERSON WARD

EXECUTIVE SUMMARY

The purpose of this report is to provide the Henderson Community Board with a draft copy of the Parks and Open Space – Henderson Ward brochure for their information and comments.

The Parks and Open Space – Henderson Ward brochure is one of a suite of four brochures. Each ward in the City will have a respective brochure. A copy of the draft brochure will be distributed to each Community Board Member prior to the meeting.

RECOMMENDATION

It is recommended that the Henderson Community Board resolve to:

Receive the Draft Parks and Open Space Brochure – Henderson Ward report.

BACKGROUND

1. At the Henderson Community Board meeting of 8 February 2007, a presentation was made by the Information Officer - Parks and Open Space outlining plans to develop a brochure(s) detailing the parks and their facilities throughout the City.
2. There are currently no brochures available to visitors and residents of the City giving information on parks in Waitakere and the facilities within those parks. It has been identified by Parks and Open Space that active promotion of parks is necessary to:
 - (a) Ensure that assets are not under-utilised;
 - (b) Attract a wider variety of users through emphasis on the wide range of facilities offered throughout the City's parks;

- (c) Ensure that the residents of Waitakere are provided with information on parks in their neighbourhood and City;
 - (d) Ensure that visitors of Waitakere can readily access information on parks in the City;
 - (e) Promote the parks in Waitakere as a recreation choice for families and individuals mitigating unnecessary travel outside of the City.
3. The brochure was presented to the Communication and Facilitation Committee on 6 May 2008 by the Customer Liaison Officer – Parks and Open Space for their comment and support of the concept. One recommendation was received to add a small map showing the four wards of Waitakere. This recommendation has been actioned.

DECISION MAKING

Issues

Content Scope

4. The purpose of each of the four brochures is to highlight the parks of Waitakere and the facilities within those parks. Facilities such as BBQs, playgrounds and walkways will be highlighted. Consideration was also given to the inclusion of further information, such as sports clubs, educational providers and community halls located on parks. It was decided not to include this information due to:
- (a) Lack of space on brochure;
 - (b) Take focus and space away from promotion of parks as a green asset to the City and park facilities;
 - (c) Integrity of information – contact details of organisations change frequently which would cause the brochure to date;
 - (d) Organisations on smaller parks not chosen as one of the twelve parks highlighted in detail on the brochure may be disadvantaged from publicity, new members etc.
5. There is an option to place an insert(s) into the brochure with further information, such as that of sports clubs. This insert would be produced and printed by Council and therefore it can be changed and reprinted at any time with minimal cost to Council.
6. It is also planned to produce subsequent specialist brochures. Ideas for these brochures are outlined below but are not finalised. These subsequent brochures may be able to include information that was not able to be included into the Parks and Open Space – Henderson Ward brochure due to the issues above.



Distribution

7. It is planned that the brochure will be distributed via the following (but not limited to):
- (a) Libraries
 - (b) Community Halls
 - (c) Community Centres
 - (d) Council reception
 - (e) PDF versions on the Council website
 - (f) Council call centre
 - (g) Events
 - (h) Schools

STRATEGIC CONTEXT

8. Council has adopted a platform of 'Strong Communities', which addresses how the Council supports the health and wellbeing of the City's residents. The encouragement of people into the City's parks through raised awareness provides the community with places to gather and support each other, participate in healthy activity and recreation and connect with the local environment.

RESOURCES

9. Costs associated with the development and printing of brochures is provided for within current Parks Assets budgets.

IMPLEMENTATION ISSUES

10. There are no implementation issues.

Report prepared by: Sarah Natac, Customer Liaison Officer: Parks and Open Space.



13 PROPOSED LAND EXCHANGE – SMALL AREA OF TE ATATU SOUTH PARK

GLOSSARY

Te Atatu South Park (the Park)
Henderson Community Board (the Board)

EXECUTIVE SUMMARY

The Council approved a subdivision consent application for 43 residential lots at 82 McLeod Road, Henderson in 2005. The subdivision is located adjacent to Te Atatu South Park (the Park).

A47

The consent holder has requested that Council consider exchanging 508m² of Te Atatu South Park (the area marked A on the plan attached at page A47) with an area of 508m² of land owned by the consent holder located adjacent to the Park (the area marked B on the plan attached at page A47).

The consent holder has proposed the exchange in order to achieve a better development layout. The exchange will also provide increased road frontage to the Park.

A report was presented to the City Development Committee (resolution 3440/2007) that approved the public notification of the proposed land exchange.

Under that report the City Development Committee required the proposed land exchange to be publicly notified and any objections to be reported to the Henderson Community Board (the Board) as well as the City Development Committee.

Two objections were received in response to the public notification. This report is therefore reporting those objections to the Board for its information and comments prior to seeking a decision on the proposed land exchange from the Infrastructure and Works Committee in July 2008.

This report recommends that the proposed land exchange is approved for the reasons set out under the below heading Preferred Option.

This report is directed to the Board on the basis that the Park is located within the Henderson Ward. A decision will be subsequently sought from the Infrastructure and Works Committee on the basis that the Park is a Citywide park and has a delegation to make decisions in relation to Citywide parks.

RECOMMENDATION

It is recommended that the Henderson Community Board resolve to:

1. **Receive** the Proposed Land Exchange – Small Area of Te Atatu South Park report.
2. **Agree** that the Henderson Community Board provide comment on Te Atatu South Park proposed land exchange to be included in the report to Infrastructure and Works Committee in July 2008.

BACKGROUND

1. The resolution of the City Development Committee is set out below.

- “1. That the Te Atatu Park Proposed Land Exchange report be received.
2. That the City Development Committee approves the notification of Council’s intention to enter into a reserve exchange of approximately 508m² of Te Atatu South Park (Lot 21 DP 53436 CT NA35C/37, or Lot 100 DP 369723 on completion of stage 1 subdivision) under section 15 Reserves Act 1977, with any objections to be brought back to the incoming Council for consideration and subsequent recommendations.
3. That prior to final approval to exchange approximately 508m² of Te Atatu South park with approximately 508m² of land at 82 McLeod Road, Te Atatu South that subdivision, land use and tree removal consent has been granted for the proposed development.
4. That the Te Atatu South Park Proposed Land Exchange Report be forwarded to the incoming Henderson community Board for their information and comment, for inclusion in a subsequent report to the incoming Council.
5. That any submissions in objection to Te Atatu South Park Proposed Land Exchange be reported to the incoming Henderson Community Board for their information and comment, for inclusion in a subsequent report to the incoming Council.”

2. Public notification of the proposal has now been undertaken and the two objections received in response to the notification are presented in this report.

DECISION MAKING

Issues

Nature of the Objections

3. The main tenet of the objections are:
 - that the proposed area to be exchanged is currently used by children for playing and there is a concern that the approval of the land exchange would mean that there is less area for children to play;
 - that the proposed area to be exchanged provides visual relief to the built area and provides a view to the Waitakere Ranges;
 - that the area of land to vest in the Council (the area marked B on the plan) will not provide as much public benefit as the area of land to be exchanged.

Council's Response to the Objections

Improved Road Frontage

A47

4. The area of proposed land to exchange has been assessed by the Council. It is considered that the area of land to be vested in the Council under the exchange (area B marked on the plan attached at page A47) will provide improved road frontage to the Park that will directly benefit residents of the subdivision and visitors to the Park.

Improved Development Layout

5. The benefits provided by the area marked B are that the layout of the development will be improved by allowing an additional two lots to be incorporated within the development.

Remaining Park May be Used for Playing

6. While the area to be exchanged is currently used by children for playing it is considered that the balance of the remaining Park is more than sufficient area for children to play. On balance it is considered that children will not be disadvantaged as a result of the exchange.

Increased Visibility and Surveillance

7. The other main benefit of this development is the increased visibility to the Park as a result of the residential development on the boundary of the Park. An increase in surveillance across the Park may result in an increase to the use of the Park and safety of park users with an increase in passive surveillance.

Options Identified

To Approve Proposed Land Exchange

8. The approval of the proposed land exchange will result in the following main benefits:
 - improving the layout of the development and enabling the best used of land for this development;

- the Council acquiring an area of land that will provide increased road frontage to the Park and greater land area to the entry to the Park.

Not to Approve Proposed Land Exchange

9. The main disadvantage to the Council is the loss of the area proposed to be exchanged and the effects on the use of this area. However, as provided in the benefits above, the balance of the remaining area of land and increased surveillance on this area provide other benefits to the public and the Council.

Assessment of Options

10. On balance of the above options it is considered that the benefits to the public and the Council of the proposed land exchange outweigh not allowing the proposed exchange. The table below sets out the advantages and disadvantages of the proposed exchange.

		Social	Economic	Environment	Cultural
Option 1- Allow Exchange	Advantages	Increased use of area of Park through increased surveillance and improved road frontage	Values of each land area are equal so no loss to Council	Minimal impact on environment as an equal area of land to vest in the Council	The balance of Park still available for cultural use
	Disadvantages	Loss of area of land current used for playing	None	None	None
Option 2- Not to Allow Exchange	Advantages	Current area of land retained used for playing	No economic costs if no exchange	There is no impact on environment if no exchange	There is no impact on cultural use of Park if no exchange
	Disadvantages	Increased road frontage would not be obtained	The loss of opportunity to acquire increased road frontage	Less road frontage on one hand – but no environmental disadvantage for area A	There is no impact on cultural use of Park

Consideration of Community Views

11. Under section 78 of the Local Government Act 2002 consideration has been given to the views of the community and public notification has been carried out.
12. The public notification process has involved the advertising of a public notice in the Western Leader seeking submissions and objections on the proposal for one month following notification. A letter was also provided to residents occupying properties nearby the Park and also sought submissions and objections on the proposal.
13. Two objections have been received in response to the notification and these are set out above together with an assessment of the options in respect of the proposed exchange.

Preferred Option

14. The preferred option is to exchange the area of land marked A on the plan attached at page A47 in exchange for the area of land marked B on the same plan.

15. The main reasons for this are:
- the exchange will enable an improved layout to the development and a better use of the land on the basis that the area marked A is small and triangular in shape and would be difficult to develop;
 - the balance of the Park area next to the area marked A is still able to be used for play – and will have increased visibility through the residential properties to be developed along the boundary of the Park;
 - the area to be vested in the Council marked B will provide increased road frontage to the Park and greater land area to the entry to the Park.

STRATEGIC CONTEXT

16. Under the draft Parks and Open Spaces Strategy 2005 provision is made for exchanges of land in circumstances resulting in benefit to the public subject to undergoing the public approval process. The benefits of the proposed exchange are set out above in this report.
17. There is no existing reserve management plan for the Park – however a plan is programmed to be prepared in 2013. The Park is a Citywide park and therefore requires an individual reserve management plan to be prepared.

CONSULTATION

18. Consultation has been undertaken with relevant Council staff and extensive public consultation has been undertaken.
19. Public notification has been undertaken including public notice in the Western Leader and a mail drop to surrounding residents.
20. Iwi has not been consulted with regard to the proposal. It is considered that the proposed exchange involves a relatively small area of land and that iwi consultation is not required.

RESOURCES

21. No resources are required other than staff time. There is no external or internal funding associated with this proposal.

IMPLEMENTATION ISSUES

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

Report prepared by: Huia Kingi, Parks Consent Planner: Parks Planning.



14 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	Steve McDonald Shirley Savage (alternate)
City Safety Action Group	Leo Nobilo Shirley Savage
Henderson Business Liaison Group	Elizabeth Grimmer
Keep Waitakere Beautiful Committee	Steve McDonald
McLaren Park Henderson South Community Initiative	Steve McDonald Elizabeth Grimmer (alternate)
Taipari Strand Community Group	Leo Nobilo
Te Atatu South Schools Travel Plan	Elizabeth Grimmer Leo Nobilo
Waitakere Citizens Advice Bureau	Gayle Marshall Shirley Savage
Waitakere Road Safety Steering Group	Elizabeth Grimmer
Te Pai Reserve Management Plan Advisory Group	Elizabeth Grimmer Steve McDonald (alternate)
Henderson Ward Local Reserves Management Plan	Shirley Savage Wayne Bainbridge Steve McDonald (alternate)
Henderson Valley Park Reserve Management Plan	Leo Nobilo
COUNCIL COMMITTEES	
Creative Communities Scheme Allocation Subcommittee	Wayne Bainbridge Elizabeth Grimmer (alternate)
Long Term Council Community Plan and Annual Plan Committee	Elizabeth Grimmer Leo Nobilo (alternate)
Street Events Subcommittee - Henderson Ward	Wayne Bainbridge

