



**AGENDA FOR AN ORDINARY MEETING OF THE MASSEY COMMUNITY BOARD  
TO BE HELD IN THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN,  
WAITAKERE CITY, ON WEDNESDAY, 7 MAY 2003,  
COMMENCING AT 7.30 PM.**

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**1 APOLOGIES**



**2 CONFIRMATION OF MINUTES**

Ordinary - 2 April 2003

**RECOMMENDATION**

That the minutes of the Ordinary Meeting of the Massey Community Board held on Wednesday, 2 April 2003, as circulated, be taken as read and now be confirmed.



**3 PUBLIC FORUM**

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

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

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



4 **PRESENTATIONS**

**A WHENUAPAI AIRBASE**

Fraser Henderson will make a presentation/project briefing to Massey Community Board Members on the Whenuapai Airbase.

**B DRAFT LONG TERM COUNCIL COMMUNITY PLAN**

Angela Hadley will make a presentation to the Massey Community Board on the draft Long Term Council Community Plan.



5 **PETITION**

The Chairperson has approved the receipt of a petition from Longview Rise Residents requesting Council to reduce speed on Longview Rise.

For guidance of Members, Standing Orders has the following provision in regard to petitions:

1. The petition shall comprise less than 500 words and shall not be disrespectful, nor use offensive language or make statements made with malice.
2. A limit of five minutes shall be permitted for the person to present the petition.



6 **URGENT BUSINESS**

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

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

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



## 7 CHAIRPERSON'S REPORT

It is interesting to see how other people do it, and on a visit to Timaru to record events celebrating the Richard Pearse centenary of flight, I was very surprised to see how a small country town can bring in the crowds, and present a very well organised event.

Stuck in the middle of nowhere in the pouring rain, it was good to see such a large turn out of politicians, well-wishers and school children. No one seemed to be organising anything, but everything was happening with clockwork precision. Looks like we need to get together and organise some more events up here. (Like those splendid gatherings at the Corban Estate Winery some years ago.)

The main event for this month was the Huruhuru Creek signage installation ably organised by Angela and her team. Quite a large group of school children was given some excellent safety advise and souvenir packs. A presentation was made to the two artists who designed the safety boards, much to their embarrassment.

The Waitakere Way at Council was also a well organised event. This celebrated historical moments in Henderson's past and brought together people that had stories to tell.

Our video presentation for the 2003 Community Boards Conference is complete and only awaiting information for the application form. Whether it is a winning programme or not remains to be seen but it does explain the hard work that members put in to get the input from the public on the 10 year and annual plan. I will try and have it played at the end of our meeting.

### **SUBMISSIONS FOR THE ANNUAL PLAN FROM THE MASSEY COMMUNITY BOARD**

Massey Community Board:

- Supports work being done on the roundabouts at Don Buck/Red Hills Road, and Don Buck Road/Royal Road and other traffic management;
- Submits that Council address the traffic safety problem at Station Road, Swanson Road, and Armada Drive;
- Recommends that Triangle Road be widened to three lanes from Huruhuru Bridge to Lincoln Road;
- In the interests of traffic safety requests mini roundabouts at the Cyril Crescent/Elizabeth Drive, Moire Road/Oriel Avenue/West Harbour Drive, and Moire Road/Luckens Road intersections;
- Requests a special bay for water tankers at Westgate Drive in the interest of traffic safety, as at present there are only road markings causing reducing the lane to less than one at that point;
- Requests that some of the funding allocated for the Hobsonville Church in Scott Road be allocated for the construction of a parking area on the "paper road";
- Requests prioritisation of kerbing and channelling on Herald Island especially where parking is difficult around community venues;
- Requests funding for street lights on Kingdale Walkway from Kingdale Road to Kingdale Reserve and on the walkways through Kingdale Reserve to universal Drive and Longburn Road;
- Supports the imminent development of Te Rangi Hiroa Regional Park with the commitment to develop managed recreational leisure and social activities for youth in Massey Ward;
- Expresses concern about difficulties in access and egress from the new subdivision opposite Larnock Road, next to the liquor store, especially at peak times when it becomes fully occupied. We ask also what measures have been taken to rectify this potentially chaotic situation to date;

- Continues to peruse its request for improved car parking, including provisions for boats and trailers and for park and ride at West Park Marina;
- Request Council to continue to explore avenues for a public boat ramp facility at Hobsonville Airbase;
- Requests funding towards a Chinese New Year Celebration for Massey residents to be held in the first week of February 2004;
- Requests further investigation towards an indoor skating park in Massey Ward perhaps in conjunction with the Te Rangi Hiroa Regional Park;
- Requests an assurance of three year funding for Community Houses;
- Requests prioritisation of Kerbing and Channelling in Whenuapai Village especially where parking is difficult around community venues;
- Requests completion of missing section of footpath at the top of Don Buck Road, opposite Royal Road as the grass comes right down to the road by the new school;
- Requests recess parking in the upper level of Cyclorama Crescent;
- Requests funding for the Ranui Community Centre extensions and sound proof doors between the library and the community centre rooms.






### **RECOMMENDATION**



That the Chairperson's Report be received.

Robert Jessopp  
**CHAIRPERSON**



### **8 COMMITTEE SECRETARY'S REPORT**

<b>Issue</b>	<b>Comments</b>	<b>Reporting Council Officer</b>
Retention of the Hose Tower, Herald Island	Mediation on the Hose Tower is still ongoing, the issue will be reported back to the Board as soon as practicable.	Roger Wilson  836 8000 Ext 8086
Cyclorama Crescent Resealing / Road Marking	Cyclorama Crescent has now been resealed and road markings have been reinstated in accordance with the Boards resolution at its December 2002 meeting (3217/2002).	Alan Hopkinson  836 8000 Ext 8742
Moire Reserve Car Park Upgrade	Moire Reserve Car Park Upgrade is scheduled to be completed in early May 2003.	Alan Duxfield  836 8000 Ext 8553
Starling Park Walkway	Starling Park Walkway is scheduled to be completed in early May 2003.	Alan Duxfield  836 8000 Ext 8553
Current Situation Regarding the Japanese Academy in West Harbour Drive	The Japanese Academy in West Harbour is currently being investigated with the likelihood of prosecution action to follow.	Colin Diprose  836 8000 Ext 8618

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Westpark Marina - Parking Issues	2 April 2002	4 June 2003	Ross McLeod  836 8000 Ext 8675
Traffic Problems in the Vicinity of the Luckens Road Shops	2 April 2003	4 June 2003	Alan Hopkinson  836 8000 Ext 8742

### **RECOMMENDATION**

That the information be received.

Report prepared by: Sharon Simiona, Committee Secretary.



## **9 COMMUNITY WELLBEING FUND CHANGES TO ALLOCATION**

### **PURPOSE OF THE REPORT**

The purpose of the report is to inform the Community Board of the recommendations made at the Community Wellbeing Workshop, which reviewed how the Community Wellbeing Funds should be allocated.

### **BACKGROUND**

At its meeting on 23 February 2000, Council resolved the following in relation to the allocation process of the Community Wellbeing Fund:

- “1. That Council delegate authority to the Community Facilities and Recreation Committee to consider all citywide applications to the Community Wellbeing Fund.*
- 2. That the Community Wellbeing Fund be split by assigning \$40,000 to the Community Boards to allocate to local applications and \$40,000 be retained for allocation of city-wide and across ward boundary applications.*
- 3. That the \$40,000 assigned to the Community Boards be distributed on a pro-rata population basis.”*

373/2000

During the allocation process in late 2002 the following resolutions were passed by Waitakere and Henderson Community Boards as a result of the time it took to hear all the applicants and to make the decisions on the allocation.

*“That the Waitakere Community Board request Council to reconsider the Community Wellbeing Fund processing and assessment of applications and that options be brought back to the Community Board for their consideration”.*

3161/2002

*“That the Community Wellbeing Fund applications come before the Henderson Community Board, a working party of the Board meet with officers beforehand to work through and prioritise the applications.”*

3194/2002

As a result of the above resolutions a workshop was organised on Wednesday, 9 April 2003 consisting of representatives of all Community Boards. The purpose of this workshop was to consider options on how best to allocate funds for 2003/2004.

## **STRATEGIC CONTEXT**

The Community Wellbeing Fund aligns with Council’s Community Assistance Policy with the goal of the Policy being to help strengthen the ability of local community groups to create a strong social base for Waitakere City and to meet local needs. In the Community Wellbeing Fund an applicant must meet one or more of the objectives from the Community Assistance Policy, which helps achieve this strategic goal.

## **ISSUES**

As indicated earlier in this report, there are two issues that resulted in the request to re-look at how the Community Wellbeing Fund is allocated.

These were:

### **1. Increase Of Applicants To Fund**

Over the past three years the total applicants applying to the fund and the amount applied for from the Community Wellbeing Fund has increased dramatically as shown by the following:

<b>Year</b>	<b>Numbers of Applicants</b>	<b>Amount Requested</b>	<b>Amount of Fund</b>
2000	37	\$140,182	\$80,000
2001	63	\$212,095	\$80,000
2002	108	\$365,826	\$80,000

### **2. Increase In The Time It Takes To Make Decisions**

Because of the increase in the volume of applications it has increased the time it takes at Community Boards to make considered decisions and to hear the number of organisations who now wish to speak in support of their applications.

As a result of the increased time pressures, following is a list of alternatives that was put forward to the workshop by the Community Assistance Administrator for consideration:

1. That a working party from each Community Board meet with officers before the regular Community Board Meeting to prioritise applications.
2. That a separate meeting of the Community Boards are set once a year to hear the applications and make decisions, so removing this issue from the regular meeting time.
3. That in future the option to speak to each application is removed, so reducing the time it takes to make the decision regarding the allocation.
4. That there is no change to the way it is currently allocated but that officers give greater guidance to the Community Boards on how to make decision making easier.

5. Amalgamate the Citywide and Community Board allocation under one Sub Committee and hear the speakers at one meeting and make the recommendations on another. (Still keeping the balance of allocations to wards as currently).
6. That the decision on allocation of the \$40,000 traditionally given by the Community Boards be allocated by a Sub Committee with representatives of each Community Board in line with the Community Sport Fund and the Creative Communities Sub Committee allocations.

**3. Opportunity Given To Applicants For Funding To Speak In Support Of Their Application**

Due to meeting constraints and the increase in volume of applications as outlined above it is at times difficult to accommodate applicants who wish to present their case in person. It is felt that those who do present may have an advantage over other groups or individuals. It should be noted that provision to speak in support of an application is not uniformly applicable at present.

**The following recommendations came from the working party that met on 9 April to discuss the above issues:**

1. That the maximum amount any one applicant can apply for to the Community Wellbeing Fund, Community Board allocation should be \$1,000.
2. That the maximum amount any one applicant can apply for to the Community Wellbeing Fund, Citywide allocation should be \$3,000.
3. That the Community Board portion, of the Community Wellbeing Fund remain being allocated by the Community Boards, but without the provision of speaking rights to an application.

**RESOURCES**

There are no additional financial or staffing resources required for officers to allocate this fund. The Community Assistance Administrator administers the process.

**CONCLUSION**

During the allocation process in late 2002 resolutions were passed asking for the way funds were allocated by Community Boards to be looked at. There are two issues that resulted in the request to re-look at how the Community Wellbeing Fund is allocated. These were:

- increase of applicants to fund;
- increase in the time it takes to make decisions.

**The following recommendations came from the working party that met on 9 April to discuss the above issues:**

1. That the maximum amount any one applicant can apply for to the Community Wellbeing Fund, Community Board allocation should be \$1,000.
2. That the maximum amount any one applicant can apply for to the Community Wellbeing Fund, Citywide allocation should be \$3,000.
3. That the Community Board portion of the Community Wellbeing Fund remain being allocated by the Community Boards, but without the provision of speaking rights to an application.

The reduction of the amount that can be allocated to any one applicant will bring applications more in line with the amount that can be realistically granted to an organisation.

The recommendations made to remove speaking rights will substantially remove the time it takes to allocate these funds.

### **RECOMMENDATIONS**

1. That the information be received.
2. That it be recommended to Council that the following recommendations of the working party:
  - that the maximum amount any one applicant can apply for to the Community Wellbeing Fund, Community Board allocation should be \$1,000;
  - that the maximum amount any one applicant can apply for to the Community Wellbeing Fund, Citywide allocation should be \$3,000;
  - that the Massey Community Board portion of the Community Wellbeing Fund remain being allocated by the Community Boards, but without the provision of speaking rights to an application.be adopted.

Report prepared by: Jan Brown, Community Assistance Administrator.



## **10 KEEP WAITAKERE BEAUTIFUL TRUST 2003 COMMUNITY STREET TREE PLANTING PROGRAMME**

### **PURPOSE OF THE REPORT**

The purpose of this report is to seek ratification from the Massey Community Board for the streets that have been selected for planting as part of the Keep Waitakere Beautiful Trust's Community Street Tree Planting Programme for 2003.

### **BACKGROUND**

Keep Waitakere Beautiful Trust is a community based, environmental trust funded by Waitakere City Council. Keep Waitakere Beautiful Trust has been working in partnership with Council since 1993 and for the past nine years, the Community Street Tree Planting Programme has been a successful core programme of Keep Waitakere Beautiful Trust.

Keep Waitakere Beautiful Trust delivers a wide variety of environmental projects as part of its annual calendar of events including Trees for Babies, Operation Spring Clean and Clean Stream Waitakere.

### **STRATEGIC CONTEXT**

Keep Waitakere Beautiful Trust's Community Street Tree Planting Programme is an important component in implementing Council's Green Network and Well-being Support goals by involving the community in creating and improving their neighbourhoods. The planning of this annual programme takes into account requests from residents received throughout the year, recommendations from the Council Arborist, levels of existing vegetation (both on public and private land) and budget constraints.

## ISSUES

Keep Waitakere Beautiful Trust is currently planning the 2003 Community Street Tree Planting Programme. The programme aims to:

- complete at least fifteen suburban street tree plantings each year;
- involve the local community in planning, executing and maintaining street tree plantings;
- provide a forum for community building;
- provide a forum for promoting Waitakere City Council partnerships.

Waitakere City residents were invited to nominate their street for planting through press releases and advertising. The Keep Waitakere Beautiful Trust Board will initially review the streets nominated for planting at their meeting on Monday, 28 April 2003. These recommendations will be tabled at the May Community Board meeting for ratification.

The 2003 Keep Waitakere Beautiful Trust Community Street Tree Planting Programme will be carried out during the month of June 2003, when there is optimum rain to maximise survival rates of the trees. As in previous years, wherever possible a local resident Street Co-ordinator will be appointed for each planting. This person is supported by Keep Waitakere Beautiful Trust to liaise with and encourage the support of residents to undertake the planting and ideally oversee the long term care of the trees.

## RESOURCES

The funds for this project have been provided for in Council's grant to Keep Waitakere Beautiful Trust for 2003/2004 and Keep Waitakere Beautiful Trust and Techscape staff will provide trees, equipment, guidance and technical assistance at each planting event.

Each planting begins with a welcome from representatives of Keep Waitakere Beautiful Trust and the Community Board, a planting demonstration follows and the planting day concludes with a community BBQ organised by residents and Keep Waitakere Beautiful Trust.

## CONCLUSION

Keep Waitakere Beautiful Trust will be delivering its annual Community Street Tree Planting Programme for the ninth consecutive year in June 2003. The Keep Waitakere Beautiful Trust Board will initially review the streets nominated for planting at their meeting on Monday, 28 April 2003 and these recommendations will be tabled at the May Community Board meeting for ratification.

## RECOMMENDATIONS

1. That the information be received.
2. That the Massey Community Board consider streets recommended by the Keep Waitakere Beautiful Trust Board for planting as part of the Keep Waitakere Beautiful Trust Community Street Tree Planting Programme for 2003.
3. That a representative/s of the Massey Community Board volunteer to assist at the local plantings.

Report prepared by: Jacki Byrd, Parks & Community Projects Co-ordinator.



## 11 LINCOLN ROAD BUS ADVANCE LANE

### PURPOSE OF THE REPORT

This report seeks approval to install a Bus Advance Lane on Lincoln Road at its intersection with Triangle Road and Central Park Drive.

### BACKGROUND

*A1*

Requests have been received from the Auckland Regional Council and the bus companies through the bus Priority Group to provide improved service to buses heading for the Northwest motorway on Lincoln Road. Plan attached at page A1 illustrating the proposed Bus Advance Lane. Lincoln Road is classed as a Regional Arterial Road. It carries a two-way traffic volume of approximately 40,000 vehicles per day.

Lincoln Road is the main route for buses transporting passengers from Swanson, Ranui and Henderson North to Auckland and elsewhere via the North-western motorway. It is appropriate to assist bus movements provided other traffic is not significantly affected.

### STRATEGIC CONTEXT

The Council's Green Print for Access and Travel Choice has an objective that people should be able to get easily and safely to where they need to go by walking, cycling, passenger transport, or private vehicle, and businesses can efficiently move their goods and services.

This objective is continued in the Integrated Transport and Communication strategic platform in Council's draft Long Term Council Community Plan.

### ISSUES

Long traffic queues occur in the Lincoln Road traffic lane leading to the southbound lanes of the motorway. Buses are subject to high delays because of this.

The proposed facility would allow the buses to travel in the free flowing kerbside lane and then go to the head of queue in the other lane via the bus only advance lane. Buses will receive an early start relative to queued traffic heading for the motorway enabling the buses to cross over into the other lane; the other traffic will not be significantly affected.

The Auckland Regional Council and the bus companies are in favour of the proposed work.

The Council's Bylaw No. 7, 1991 - Traffic has been amended to enable bus priority lanes to be introduced in Waitakere City.

As a result of the assessment made in this report, staff recommend that the following action should be taken:

- implementing an average 20m long bus advance lane with a green colour surface on the south approach of Lincoln Road at its intersection with Triangle Road and Central Park Drive;
- adding a bus phase to the existing traffic signals;
- installing two bus lane signs;
- adjusting the road marking to suit the new arrangements.

## RESOURCES

The estimated cost of this project is \$26,000. An application has been submitted to Transfund New Zealand for financial assistance. If the application is approved, Transfund would fund 40% of the project cost and Waitakere City Council would fund the remaining 60% from the Passenger Transport budget.

## CONCLUSION

This report seeks approval to install a Bus Advance Lane on Lincoln Road at its intersection with Triangle Road and Central Park Drive.

Long traffic queues occur in the Lincoln Road traffic lane leading to the southbound lanes of the motorway. Buses are subject to high delays because of this. The proposed facility would allow the buses to travel in the free flowing kerbside lane and then go to the head of queue in the other lane via the bus only advance lane.

Buses will receive an early start relative to queued traffic heading for the motorway enabling the buses to cross over into the other lane; the other traffic will not be significantly affected.

## RECOMMENDATIONS

1. That the information be received.
2. That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Transport Act 1962 and the Waitakere City Council Bylaw No. 7, 1991 - Traffic, Amendment No. 6, 2003, the Community Board approve the introduction of the **Bus Advance Lane on Lincoln Road south approach**, by marking a 20m average length bus lane with a green colour surface and adding a bus phase to the existing traffic signal.

Report prepared by: Hussam Abdul-Rassol, Transport Engineer.



## 12 WOODFORD AVENUE TRAFFIC ISSUES

### PURPOSE OF THE REPORT

This report has been prepared to inform the Massey Community Board about the traffic issues associated with the development of the Waitakere Hospital including the issue of a connection through the Hospital between Buscombe Avenue and Lincoln Road. The impact of the Hospital changes on Woodford Avenue is also covered, as is the proposed link between Woodford Avenue and Waipareira Avenue.

### BACKGROUND

At the ordinary meeting of the Massey Community Board held on 5 September 2001, Councillor J G Riddell addressed the Board during the Open Forum on the concerns of local residents about increased traffic and safety issues in Woodford Avenue.

The Board resolved:

*“That a report be brought back to the Massey Community Board addressing traffic issues at Woodford Road including future use of the road in conjunction with Waitakere Hospital.”*

At its meeting of 8 May 2002, the board further resolved:

*“That the Chief Executive be requested to investigate the following further options regarding Woodford Avenue traffic issues:*

- *Expanding the access into Woodford Avenue;*
- *Developing an entrance way directly into Buscombe Avenue.”*

862/2002

## **STRATEGIC CONTEXT**

Council has a stated policy of providing ‘for people to get easily and safely to where they need to go by walking, cycling, passenger transport, or private vehicle’.

In this context, it is important that safe access is provided to the Hospital, but that changes to the traffic environment do not create safety problems for the surrounding street network.

## **ISSUES**

Woodford Avenue is a narrow local road that runs between Lincoln Road and Epping Road to the north of the Waitakere Hospital site. At its western (Lincoln Road) end, traffic volumes are in the order of 1000 vehicles per day. This volume is consistent with the amount of traffic generated by the houses in the street, traffic from the Hospital, and a small amount of through traffic.

The main concerns that have been identified are the intersection of Woodford Avenue with Lincoln Road, and the effect on Woodford Avenue of the expansion of Waitakere Hospital. The merit of a direct link from the Hospital to Buscombe Avenue has also been raised.

### **Access to Woodford Avenue**

The information provided to Council in the Outline Plan of Works for the Hospital expansion showed that the projected traffic flows into Woodford Avenue could be accommodated by the present driveway without change. The intention is to use Woodford Avenue as an access only for the existing medical services on the northern part of the Hospital site, and not as an access to the main Hospital area. The main concern for the Hospital is that the internal driveway is narrow, with sharp bends between the main parking areas and the north of the site. Any significant increase in traffic flows within the site would necessitate an upgrade of those driveways.

The intersection of Woodford Avenue with Lincoln Road will be upgraded as part of the second stage of the widening of Lincoln Road in this area. This widening will be carried out in the 2004/2005 financial year, and the new section of the Hospital will have commenced operation by the time final design work is being undertaken. It will therefore be possible to gauge the effect of the Hospital expansion on Woodford Avenue and make any appropriate design changes before the physical work commences.

There are a number of options for managing the section of Woodford Avenue between the Hospital entrance and Lincoln Road. These range from a simple ‘NO STOPPING AT ALL TIMES’ restriction on one or both sides of Woodford Avenue, through to widening the carriageway by a little more than 2 metres. It is noted that the width of the road reserve on Woodford Avenue is 16.5m, and such widening could be accommodated comfortably within the present road reserve without requiring additional land to be purchased for road widening. However, the extent of any works should not be so great that it encourages the use of the Woodford Avenue access to the Hospital in preference to the main access onto Lincoln Road.

### **Link to Waipareira Avenue**

The Council has publicly notified a proposal to connect Woodford Avenue to Waipareira Avenue. The purpose of this link will be to provide additional connectivity to the primary road network for people living in Buscombe Avenue, Epping Road, and Woodford Avenue.

It is important that the proposed link is not intended to act as part of a bypass route for Lincoln Road. It remains the function of Lincoln Road to provide a good level of service for traffic travelling through the area, with the Waipareira Avenue link mainly serving the immediate neighbourhood.

### **Link to Buscombe Avenue**

A link from the Hospital directly into Buscombe Avenue could have the potential to create a through link between Buscombe Avenue and Lincoln Road for motorists who would otherwise have no reason to be on Hospital land. Such a link would serve as a tempting direct connection to Lincoln Road for a few residents in the northern part of Buscombe Avenue, and some motorists to Henderson.

At present, the driveway pattern within the Hospital is appropriate for a low speed private road, intended and designed to serve only the Hospital staff, patients, and visitors. The design standards required for a public through road are quite different to those used for private roads, and the whole design and layout of the Hospital expansion could not have gone ahead in its present form if any through traffic was to be allowed.

### **Impact on Residents**

At present, there are usually about 12 vehicles parked along the length of Woodford Avenue. Most of these are parked at the western end of the road, with only isolated parking at the eastern end. It is not expected that traffic conditions at the western end will change to the extent that a total ban on parking will be required, although a restriction on parking on one side of the roadway may be desirable at some time in the future.

When the link to Waipareira Avenue opens, traffic flows at the eastern end of the road will increase. The extent of that increase, and the traffic management requirements for it, are being assessed through the Lincoln Road Strategic Corridor Study.

### **CONCLUSION**

The effects of the Hospital expansion, new road connections, and consequent traffic management requirements in Woodford Avenue, are being determined through Council's corridor studies, and conditions in Woodford Avenue will be appropriately catered for, bearing in mind that Waipareira Avenue, Woodford Avenue, Epping Road, and Buscombe Avenue are part of the Neighbourhood road system of the District Plan.

### **RECOMMENDATION**

That the information be received.

Report prepared by: Alan Hopkinson, Transport Assets, Transport Engineer.



13 **TRIANGLE ROAD NO-PASSING RESTRICTION**

**PURPOSE OF THE REPORT**

This report seeks the approval of the Massey Community Board for a 'NO-PASSING' restriction in Triangle Road, Massey, for vehicles travelling from Waimumu Road to Lincoln Road.

**BACKGROUND**

Council has received a written request from Sergeant C Maude of the Henderson Police Strategic Traffic Unit, for a 'NO-PASSING' restriction to be imposed on Triangle Road, Massey for traffic travelling from Waimumu Road to Lincoln Road.

A2 A copy of his request is attached at page A2.

**STRATEGIC CONTEXT**

This proposal conforms to Objective 3 "Access and Travel Choice" of the Urban Villages pathway to a sustainable city: *'People can get easily and safely to where they need to go by walking, cycling, passenger transport, or private vehicle, and businesses can efficiently move their goods and services'*.

In this context, vehicles that are overtaking, create a serious safety hazard in Triangle Road in the morning peak traffic period.

**ISSUES**

The southern section of Triangle Road, between Lincoln Road and Doone Place, is very congested in the morning peak period. Much of the traffic turns left at Lincoln Road to get onto the North Western Motorway. Once the Motorway gets congested, the Lincoln/Triangle/Central Park intersection also congests, and queues rapidly develop on all the approach roads.

On Triangle Road, the approach lanes reduce to a single lane approximately 230 metres north west of Lincoln Road. Once the queue reaches this point, many drivers wishing to turn right, to travel south on Lincoln Road, or to drive straight ahead into Central Park Drive, overtake the tail of the queue. Sometimes this manoeuvre can be achieved safely. However, there has been an increasing problem with drivers overtaking vehicles in the queue without paying adequate attention to on-coming traffic. There have been instances where northbound vehicles have been forced off the road, and even cases of southbound vehicles being driven onto the footpath on the western side of the road.

**Existing Restrictions**

There are short sections of 'NO-PASSING' restrictions on Triangle Road between Waimumu Road and Lincoln Road.

**Proposed Treatment**

The proposal is for a continuous 'NO-PASSING' restriction for traffic travelling south from Waimumu Road to Lincoln Road.

No change is proposed for the 'NO-PASSING' restrictions for traffic travelling north from Lincoln Road to Waimumu Road.

It is not possible to reposition the centreline to give two traffic lanes towards Lincoln Road as the roadway formation is not wide enough.

## RESOURCES

Once a 'NO-PASSING' restriction has been resolved by the Community Board, the extent of the restriction will be indicated by a solid yellow line marked in accordance with Regulation 110 of the Traffic Regulations 1976. This marking can be funded from the Road Marking Maintenance Budget.

## CONCLUSION

The proposed 'NO-PASSING' restriction for traffic travelling south on Triangle Road, Massey, between Waimumu Road and Lincoln Road, will be the most effective and efficient way of improving traffic and pedestrian safety on this road, and will facilitate enforcement by the New Zealand Police.

## RECOMMENDATIONS

1. That the information be received.
2. That in relation to **TRIANGLE ROAD, MASSEY**:
  - (a) That all existing NO-PASSING restrictions or limitations (affected, or superseded, or replaced by this resolution) applicable to TRIANGLE ROAD, MASSEY imposed by any prior resolution (including resolution of any former authority) cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such restriction or limitation be authorised to be concluded in the normal manner.
  - (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, and the Transport Act 1962, Traffic, the following parking limitations and restrictions be now specified and imposed namely:
    - (i) on **TRIANGLE ROAD, MASSEY**, a continuous '**NO-PASSING**' restriction be imposed on the southbound side of the roadway from WAIMUMU ROAD to LINCOLN ROAD.
3. That the appropriate markings, in accordance with Regulation 110 of the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate, and record the said 'No-passing' restriction and limitation.

Report prepared by: Alan Hopkinson, Transport Engineer.



## 14 HOBSONVILLE CORRIDOR AND MASSEY NORTH PLANNING

### PURPOSE OF THE REPORT

This report is to update the Massey Community Board on progress for the planning for two new growth areas in the north of the City, the Hobsonville Corridor and Massey North, and follows on from a similar report in July 2002.

### BACKGROUND

#### Regional Growth Strategy and Metropolitan Urban Limit

A3

The two areas under consideration form part of the Northern Strategic Growth Area (NorSGA). The Northern Strategic Growth Area includes (but is not limited to) Hobsonville Peninsula, the Whenuapai basin, Redhills and Massey North. The Regional Growth Strategy identifies the areas south of the new State Highway 18 (Hobsonville Corridor) and west of the new State Highway 16 (Massey North) as potential future urban growth areas, map attached at page A3.

In October 2001 Waitakere City Council, North Shore City Council, Rodney District Council and the Auckland Regional Council signed the Northern and Western Sectors Agreement, which sets out their understanding of how growth will be managed in their respective territories over the next 20 years. The Northern and Western Sectors Agreement sets out in broad terms the overall growth expectation for the Northern Strategic Growth Area and the issues that will need to be considered and addressed before urban development can proceed. Massey North and the Hobsonville Corridor are areas that have been identified as potential future urban areas with an indicative development horizon of within 20 years.

At present the whole of the Northern Strategic Growth Area is outside the Metropolitan Urban Limit (MUL) of the Auckland Regional Council. However there is agreement in principle in the Regional Growth Strategy that urbanisation will occur in certain areas of Northern Strategic Growth Area, and that the Metropolitan Urban Limit will be extended to include the areas identified for urban expansion in the Northern and Western Sectors Agreement subject to further concept planning. In this Agreement, the new Metropolitan Urban Limit would be defined in the north by the new State Highway 18 route, and this would effectively define the Hobsonville Corridor.

The exact timing and location of the extension of the Metropolitan Urban Limit has not yet been determined. The Auckland Regional Council has concerns about the effects of development on the water quality of the Upper Waitemata Harbour, and wishes to undertake modelling of these effects before agreeing to an extension of the Metropolitan Urban Limit. Preliminary work by Ecowater Solutions indicates that urbanisation with passive storm water control mechanisms could in fact have a positive effect on water quality in the Upper Harbour. Council has lodged comprehensive catchment management plans with the Auckland Regional Council for the Waiarohia and Totara catchments that cover the growth areas described in this report. Another significant constraint is the lack of wastewater disposal capacity. Addressing this issue will be a significant task and is likely to take at least five years to resolve.

### STRATEGIC CONTEXT

The future development of this area is a significant issue. It needs to be managed in a way that:

- avoids or minimises the adverse effects on the environment;
- supports the Councils strategy of consolidation in its existing Town Centres;
- avoids the car based "suburban" development pattern that has characterised the City over the last 50 years.

There are a number of major issues that need to be resolved and it is anticipated that it would be at least eight years before urban development would commence. Council has indicated a desire to promote economic generating activities before allowing residential development.

### Objectives

The strategic outcomes being sought from the Hobsonville Corridor/Massey North planning project are:

- a thriving town centre and employment zone in the north of the city providing increased local employment;
- a town centre linked to public transport networks that is easy to access and travel around;
- subsidiary centres that complement and link with the major town centre;
- an area of the city that has quality amenity and green space;
- urban growth managed in an environmentally sustainable fashion;
- sufficient community and social services to meet the needs of the local area.

Within this context there is an expectation that the Hobsonville Corridor and Massey North areas should provide an innovative solution to providing a high-intensity working environment with a low level of environmental impact. A vision for the area should consider a wide range of development possibilities, especially taking into account future employment and living trends.

### Timing

At present the expectation is that the Hobsonville Corridor and Massey North areas will begin to be developed within a 5-10 year time frame, as indicated in the Northern and Western Sectors Agreement. The State Highway 18 motorway is expected to be complete in 2007, assuming that construction starts in September 2003. Investigative work to develop concepts for development of the area has begun so that Council is in a position to:

1. Plan and install water infrastructure before development takes place.
2. Plan and negotiate roading networks with Transit NZ.
3. Provide support for Council's position regarding the Waitemata Upper Harbour Study.
4. Have sufficient lead time to develop guidelines and policy to guide development.
5. Have sufficient time to purchase strategic land parcels.
6. Co-ordinate with other related developments e.g. Hobsonville Peninsula, Waiarohia Rural Structure Plan.
7. Provide a context for landowners to plan future development options.

### ISSUES

#### Progress to Date

A4

A preliminary design workshop was held in August 2002 to investigate possible development scenarios that could meet Council's strategic objectives. A second workshop was then intended to develop and test these scenarios to enable a preferred solution to be produced at a more detailed level. Consultation processes were planned to occur before the first workshop, between the two workshops, and after the second workshop, as attached at page A4.

## Communication and Consultation

Consultation with the local community is a critical factor in sustainable development options being understood and supported by local interests. In this area in particular there is a very wide spread of stakeholder expectations. In the absence of a strong and focussed urban community, the main stakeholders are landowners. Their expectations range from those who would strongly prefer to carry on their current activities on their current land (e.g. horticulturalists), to those who are eager to resolve the status of the area as soon as possible in order to realise development opportunities.

A steering group involving Councillors Nash, Neeson, and Fenton, and Massey Community Board Chairman Bob Jessopp, was established to oversee the consultation process for this project. It was decided that the first stage of the process would be to form focus groups to understand the concerns of various stakeholders that could inform the design workshop. Focus groups were established for landowners, businesses, developers, and local interest groups. Consultation meetings were also held with iwi, Enterprise Waitakere, neighbouring Councils and interested government agencies.

*A5-A10*

A newsletter ("Corridor News 1", see Attachment pages A5 to A6) was distributed to all landowners in the affected areas, plus all prospective focus group attendees. The newsletter outlined the process that was occurring and invited participation. Subsequently, a further newsletter ("Corridor News 2", as attached at pages A7 to A10) was distributed in November 2002 detailing the issues and results from the consultation processes.

At the City Development Committee meeting of March 2003 a further steering group and consultation process was established for the whole Northern Strategic Growth Area. This steering group involves all the Massey Ward Councillors with the addition of Councillor Fenton. A new publication entitled "North News" will be distributed providing information on all the Northern Strategic Growth Area projects.

## Workshop Results

The results of the workshop were presented to Councillors and senior staff at a special presentation immediately after the workshop on 22 August 2002. A video has also been prepared of the workshop presentation for any Board members who wish to view it.

The workshop and consultation processes generated a number of issues, some of which needed almost immediate resolution. Some issues were of a general nature, and others were more specific to the area under investigation. The major general issues were:

- the need for integrated planning and communication over the whole Northern Strategic Growth Area to address all development issues in a comprehensive manner. Many stakeholders asked for information on related projects in the Northern Strategic Growth Area that were not being specifically addressed in the Hobsonville Corridor consultation;
- the need to capture the opportunities generated by the airbase closures at Hobsonville and Whenuapai in the planning for adjacent areas such as the Hobsonville Corridor;
- the need to avoid hasty decisions in rural structure plan areas that could preclude other forms of development at a later date. The Waiarohia Structure Plan in particular was at an advanced stage of development;
- the need to avoid land speculation activity by the general public and the need for a more clearly defined Council strategy for land acquisition;
- the need to reserve public transport corridors for the future.

The more specific issues relevant to Massey North, Westgate and the Hobsonville Corridor were:

- a desire to reinforce Westgate as a major sub-regional centre rivalling Albany;
- associated medium density housing just to the north of Westgate to support the town centre;
- employment zones under Whenuapai flight paths where other activities would be proscribed;
- installing a motorway junction further south than Transit intended on the new State Highway 16 to service new employment zones and keep heavy traffic out of the town centre;
- installing a spine road through the Hobsonville Corridor to allow the current residential nature of Hobsonville Road to be retained and to allow effective intensification to support public transport;
- probable new subsidiary town centres at Trig Road and Hobsonville Village;
- probable light industrial/warehousing activities around the Brigham Creek interchange with Hobsonville Road;
- a desire for a high quality secondary school to support high quality residential and business development;
- opportunities for sustainable business parks in certain areas;
- determining how to provide water infrastructure in a manner that would allow staged development.

### **Whenuapai airbase**

Although these represent a large number of specific and general issues, there was in essence one over-riding issue, which was the future of the Whenuapai airbase. At the time the workshop took place there had been no announcement on the future of the airbase, and the Whenuapai area was specifically excluded from the study area as it was outside the proposed extension of the Metropolitan Urban Limit. However, it became apparent that if the airbase did close and was converted to civil use, there would be a profound effect on the whole area. Further planning and consultation for the Hobsonville Corridor was therefore postponed until the future status of Whenuapai became clearer.

On 10 December 2002 the Minister of Defence announced the closure of the airbase and withdrawal of the RNZAF over a five-year timeframe. However, it is presently too early to determine whether a civil airport will be viable at Whenuapai, and what form it could take. A Government Task force involving the Ministries of Defence, Economic Development, Treasury, and Transport is expected to provide a report on the future of the airbase at the end of May 2003.

### **Actions Subsequent to Design Workshop**

A number of major issues arose from the consultation and workshop processes that needed further action. These have been dealt with as follows:

- **Rural Structure Plans** - The Waiarohia Structure Plan was at an advanced stage of development. It was recognised that its furtherance would preclude more intensive urban development around Whenuapai airbase and in the Hobsonville Corridor that would support Council's strategic objectives. Council therefore resolved to put this project on hold for 18 months until planning for adjacent areas was more complete;
- **Integrated planning over the whole Northern Strategic Growth Area** - staff have instituted a review of all Northern Strategic Growth Area projects, a manager's Northern Strategic Growth Area Steering Group has been established, and a Councillor's workshop was held on 21 February 2003, which reviewed current thinking on development over the whole Northern Strategic Growth Area;

- **Integrated communications over the whole Northern Strategic Growth Area** - staff established a Communications Working Group to define a communications strategy for the whole Northern Strategic Growth Area . In February 2003 the City Development Committee appointed Councillors Nash, Neeson, Russell, Hoskins and Fenton to oversee this process;
- **Avoiding land speculation activity** - an article appeared in the December edition of the Waitakere City News, which aimed to reduce land speculation under the heading "No fast track for corridor development";
- **Determining Council strategy for land acquisition** - staff have had a report prepared on land values on the Hobsonville Corridor. Further work is underway to identify particular properties that could be acquired and the rationale for such acquisition;
- **Status of Whenuapai airbase** - considerable staff resource has been diverted to better understand the opportunities presented by the closure of the airbase. Although it is not clear yet that it will be suitable or viable as a civil airport, Council has adopted resolutions which promote commercial use of the airport and economic development on surrounding lands;
- **Public transport corridors** - staff have begun a process to investigate the feasibility of installing a busway along the proposed State Highway 18 route.

### Future Planning Processes

Because of the number and importance of the issues that were generated by the workshop, the initial project plan for the Hobsonville Corridor has been delayed. The second round of public consultation on the results of the workshop has not yet occurred, and the second workshop has not yet been scheduled. The integration of the Northern Strategic Growth Area projects and their communication processes, including Whenuapai airbase, needs to occur before meaningful consultation can continue. At the same time scenarios have been prepared for future urbanisation to assist in water modelling studies (the Upper Waitemata Harbour Study, and the Local Water Agenda). A process has been established to provide communication on all Northern Strategic Growth Area issues to the whole City, but this will require some time to be effective. In the interim the planning process for the Hobsonville Corridor has largely ceased. It is intended that the next round of consultation be recommenced once the proposed "North News" newsletter has been distributed at least twice.

### CONCLUSION

The northern area of the city is considered critical to Waitakere in meeting the residential, employment, leisure and social needs of its future residents and workers. The area represents a major opportunity to develop innovative urban sustainability options. A two-stage workshop planning process was intended to identify these development options for the Hobsonville Corridor and Massey North areas, with associated consultation processes. However, significant issues were identified from the first round of consultation and from the first design workshop that have needed to be resolved. Subsequently a number of projects have needed to be further investigated and actions taken to further Council's strategic objectives.

### RECOMMENDATION

That the information be received.

Report prepared by: Steve Wilcox, Project Manager, Strategic Projects.



## 15 RANUI RAIL STATION DEVELOPMENT

### PURPOSE OF THE REPORT

The purpose of this report is to:-

- update the Massey Community Board on work underway to develop the Ranui Rail Station; and
- allow for Massey Community Board input into the use of the land adjacent to the station and the design of the Ranui station building.

### BACKGROUND

Since 1999 Council has been involved in projects to address the lack of community facilities in Ranui and the somewhat run-down and unattractive appearance of the area. In response to community visioning exercises, a new community house and library have been built, traffic calming measures introduced on Swanson Road, and street beautification and street-lighting renewals undertaken.

The need for an improved rail station and surrounding amenity had also been identified as part of the community visioning process. Therefore, in the current year, the focus was to have been on improving the area around Ranui Rail Station, and \$100,000 was approved in the 2002/2003 Annual Plan for improved amenity in that area. However, Ranui was identified as a possible station for early development by Auckland Regional Transport Network Limited and Council began to work with them over the complete redevelopment of the Ranui rail station. At the May 2002 meeting of the City Development Committee it was resolved that Ranui be developed as a signature station:

*“That the City Development Committee supports the use of Ranui station for design and implementation of a new station facility.”*

882/2002

*A11* From workshops held with key stakeholders in mid 2002 preliminary concept designs for the station were developed, including a proposed new station location. It is not possible to retain the station in its current location as the corridor is of insufficient width to allow for future double tracking and platforms on both sides of the track. The new location (detailed on map attached at page A11) is the only possible site for the station given rail constraints (corridor width and the need to have a platform on a straight) and safety issues (passive surveillance).

*A12* To facilitate the development of the station, Council has purchased approximately 1433m<sup>2</sup> of land at Carlas Way (detailed on map attached at page A12). The new station site has a number of benefits:

- improved pedestrian access between Ranui Station Road and Pooks Road;
- station to front onto roads on both sides of tracks increasing surveillance;
- station remains close to shops for passive surveillance;
- purchase of land adjacent station allows for the development of a community space around the station.

Auckland Regional Transport Network Limited have received funding from Infrastructure Auckland for the development of the station. The grant terms require the works to be completed by February 2003. Given the time constraints related to the project, Council and Auckland Regional Transport Network Limited have agreed to separate the development of the station into two areas of work - the building of the platform (given) and the design/building of the station building and use/development of adjacent land (involving community input). Auckland Regional Transport Network Limited plan to commence building of the station within the next month. This will comprise of the physical platform and some basic elements such as seats and lighting and a temporary shelter. An update on the timing of works will be given at the Community Board meeting.

### **STRATEGIC CONTEXT**

Station location, development, and linkages are an important part of developing the rail network. Stations are the key interface between the rail corridor and 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. Therefore, it is important that stations are sited in the best possible location and that design work is undertaken to a high standard. It should be borne in mind that Ranui is currently the third most highly patronised station in Waitakere City, and that future use is expected to expand significantly. Achieving an optimum location now with good amenity and opportunity for future facilities will have benefits for Ranui far into the future.

The purchase of the land at Carlas Way, in addition to providing for the best possible pedestrian access for the local community, also allows for the development of community facilities. Any development in this area should be considered in the context of other facilities being developed within the Ranui area as well as station needs.

### **ISSUES**

Council is undertaking a consultation with the Ranui Community over the design of the Ranui Rail Station building and the use of the land adjacent to the rail station. This will include:

- a public meeting to update the community on work and request input into design issues and land use;
- smaller meetings with key local stakeholders and interested parties;
- input from Massey and Waitakere Community Boards;
- individual meeting with key local stakeholders.

As input to this process, it would be appropriate for the Board to suggest options for the development of the land adjacent to the station, both in the short-term and any future long-term options. There is currently no funding in the 2003/2004 Annual Plan, however, a carryover of the \$100,000 in the current budget for rail station amenity has been requested. A number of options have currently been suggested for the use of the land adjacent the Ranui Rail Station including:

- Passive rest area - grass, appropriate planting and seats;
- Café;
- Community facility;
- E-centre;
- Playground;
- Public toilet;
- Drinking fountains.

A12

Council has indicated a desire to ensure that the station shelter at Ranui is designed in a way that links development in the Ranui community to development in the rail corridor. Therefore, the station shelter is being considered as part of the community consultation process and it would be appropriate for the Community Board to indicate any preference they have for the station shelter. Attached at page A12, as background information, is a pictures of the shelter being designed for Glen Innes and Papatoetoe signature stations. Auckland Regional Transport Network Limited have allocated \$120,000 from the Infrastructure Auckland funding for the development of the rail station. Should the cost of the shelter be greater than this, it is likely that this would need to be funded by Council through the Annual Plan process.

### **RESOURCES**

Auckland Regional Transport Network Limited have allocated \$120,000 of the Infrastructure Auckland Ranui Rail Station funding for the building of a shelter on the Ranui Station. Should Council wish to develop a more expensive shelter, it is likely that this would need to be funded through Council resources. Currently no funds are included in the 2003/2004 Annual Plan for this work. However, the \$100,000 allocated to enhance Ranui rail station amenity in 2002/2003 is unlikely to be spent because of the timing of the station development. These funds should therefore be carried forward to 2003/2004 in order to complete these works in association with the station development.

### **CONCLUSION**

Ranui is a highly patronised rail station with a large walking catchment. It is located at a key pedestrian access between Pooks Road and Ranui Station Road. Therefore it is critical that any development of this site occurs in a manner that reflects the local community and meets their needs as rail users and local residents.

### **RECOMMENDATIONS**

1. That the information be received.
2. That the Massey Community Board indicate preferences for the short-term and long-term development of the land adjacent Ranui Rail Station.
3. That the Massey Community Board indicates preferences for the development of the station building at Ranui Rail Station.

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



**16 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.

**MASSEY COMMUNITY BOARD APPOINTMENTS**

<b>OUTSIDE ORGANISATIONS</b>	<b>APPOINTMENT</b>
Auckland Region Community Boards' Association Executive Committee	Andrew Good
Keep Waitakere Beautiful Committee	Peter Chan
Massey Citizens Advice Bureau	Peter Chan
Massey Community House Committee	Karen Perri
Massey Leisure Centre Community Liaison Group	Jean Webster
Ranui Action Plan Project	Cr Nash
Ranui Community Centre Committee	Cr Nash
Henderson Creek Reserve Management Plan	Cr Hoskin
Harbourview People's Park Working Party	Andrew Good
Moire Road Community Hall	Cr Nash
Safe Waitakere	Bob Jessopp
<b>COUNCIL COMMITTEES</b>	
Hearings Committee	Jean Webster Karen Perri
Community Sports Fund Allocation Subcommittee	Warren Flaunty
<b>WORKING GROUPS</b>	
Wai Care Programme	Peter Chan
Project Twin Streams	Bob Jessopp

