



**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 JULY 2004,  
COMMENCING AT 7.30 PM.**

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**1 APOLOGIES**



**2 CONFIRMATION OF MINUTES**

Ordinary - Wednesday, 2 June 2004

**RECOMMENDATION**

That the minutes of the Ordinary Meeting of the Massey Community Board held on Wednesday, 2 June 2004, 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 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.



#### 5 CHAIRPERSON'S REPORT

The Annual Plan has consumed a great deal of time this month looking at and listening to many of the submissions from the community. These you will find in the various documents circulating at the moment. If you wondered why you didn't find a copy of the Massey Submission it was sent via the internet directly after our last meeting, but never arrived. It was not picked up that Massey Board had not submitted its submission and I unfortunately didn't insure it had been received.

Fortunately it went through as a late submission. Most of our submissions as usual received no immediate action but you can be rest assured they received full attention of the Councillors and staff that were at the meeting.

We have had some direct responses to recent and past requests for information.

Re the culvert and the installation of a grating the reply from TRANSIT is as follows.

*Regards the possible installation of a grate on the culvert serving the Manutewhau Stream beneath State Highway 16. This culvert had a grate over it at one stage in the past which was removed by ourselves after consideration because it presented maintenance problems. Clearly there is currently a degree of community concern that a grate is required again in this location. You will appreciate that Transit would like to maintain a consistent approach in matters of this nature and we therefore are understandably reluctant to revisit the matter. Could I ask you relay our point of view to the Massey Community Board and ask them to reconsider?*

*Signed Martin Dokter  
Regional Maintenance Engineer*

### Keep Waitakere Beautiful Community Street Tree Planting Programme

Charlene Close and Lucienne Drive have been selected in the Massey Ward. Those wishing to attend Saturday, 10 July at 10.00 am meet on the corner of Charlene Close where it joins with Lucienne Drive.

### Hobsonville Primary School Footpath

The initial contract will soon be starting to build the section of the footpath on the other side of Hobsonville Primary School. The variation for the additional work has been approved. Andy Oliver, Roading Projects Manager signed off the traffic management plan earlier this week so a start on the site is imminent.

Tony Miguel advised that a report regarding the crossing outside of St Paul's school is to be brought to the August Board Meeting.

The yellow lines outside of the Seventh Day Adventist are still pending, finding the church on the map ... (Believe It).

Our next and probably final informal meeting of the Community Board Members has been scheduled for Friday, 2 July. Last time we had a good turn out and some useful discussion so hope to see you there.


### RECOMMENDATION

That the Chairperson's Report be received.



Robert Jessopp  
**CHAIRPERSON**





## 6 COMMITTEE SECRETARY'S REPORT

Issue	Comments	Reporting Council Officer
Update on Henderson Creek Corridor and Reserves Classification	<p>The Henderson Creek Corridor spans both Massey and Henderson wards, and includes both local and city-wide reserves. The authority to prepare Reserve Management Plans for local reserves is delegated to Community Boards. (Under Council's Parks Strategy all reserves are classified as city-wide, local or neighbourhood).</p> <p>When the intention to prepare a Reserves Management Plan for the Henderson Creek reserves was first notified in 1999, both Massey and Henderson Community Boards were involved. However, most of the reserves in the Plan were city-wide reserves and, as there were major city-wide issues in the Henderson Creek Corridor, the Henderson Creek Reserves Management Subcommittee was established at the final stage, its</p>	Mandy McMullin  836 8000 Ext 8792

Issue	Comments	Reporting Council Officer
	<p>sole function being to hear the submissions and adopt the Management Plan. This committee was set up as a subcommittee of the City Development Committee and comprised of members of the City Development Committee and the Massey and Henderson Community Boards.</p> <p>Te HuruHuru-Henderson Creek Corridor Reserves Management Plan was adopted by the Henderson Creek Reserves Management Subcommittee in July 2002 and subsequently signed off by the City Development Committee.</p> <p>The Reserves Act requires that all reserves included in a Plan are properly classified under the Act. As part of the process of preparing the Henderson Creek Reserves Management Plan, the legal titles and classifications were scrutinised. Under the Reserves Act, the process of classifying reserves requires a resolution of the administering body and this responsibility cannot be delegated to a Community Board.</p> <p>On 8 June 2004 a resolution was passed by the Environmental Management Committee recommending that Council approve the classification or reclassification of the Henderson Creek Corridor reserves under the Reserves Act. (Resolution 986/2004).</p> <p>The resolution also recommended that the only two reserves in the corridor that are local, (Trading Esplanade Reserve and Neweys Corner) be changed under the Parks Strategy to city-wide so that in future, the entire Creek Corridor will be a City-Wide Corridor.</p>	
<p>Footpath Outside Massey Primary School 3 September 2003 Resolution 1844/2003</p>	<p>A design concept has been agreed and Transport Assets are currently preparing the design for reporting back to the August meeting of the Board.</p>	<p>Adam Moller  836 8000 Ext 8750</p>
<p>Safety Crossing Outside St Paul's Primary School, 498 Don Buck Road, Massey 7 May 2003 Resolution 877/2003</p>	<p>A pedestrian refuge island is proposed to provide for children crossing the road and to facilitate the proposed walking school bus from the Royal Road area. This work will be included in the minor safety programme.</p>	<p>Adam Moller  836 8000 Ext 8750</p>

Issue	Comments	Reporting Council Officer
<p>Westpark Marina - Various Issues 3 April 2002 Resolution 660/2002</p>	<p>Westpark Marina changed ownership in October 2003. The new owner is developing a concept plan detailing future marina development.</p> <p>Council is continuing discussions with Westpark Marina Limited to try and secure solutions to the various issues at the Marina, most pressing of which is trailer-boat parking.</p>	<p>Ross McLeod  836 8000 Ext 8675</p>
<p>No Stopping At All Times Restriction at Woodford Avenue</p>	<p>Concerns were raised by the Members of the Community Board that there should be broken yellow 'No Stopping Lines' on Woodford Road between Lincoln Road and the Hospital entrance.</p> <p>The Waipareira Avenue Extension Designation Hearing that took place early in June 2004 will require Council to provide 'No Stopping Lines' in this area.</p> <p>The Commissioner's Report should be due soon; it is recommended Council waits for the outcome of the Commissioner's Report to ensure that the report requirements are also met.</p>	<p>Honwin Shen  836 8000 Ext 8738</p>

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
<p>Hobsonville Primary School Footpath Resolution 631/2004 no. 4</p>	<p>7 April 2004</p>	<p>2 June 2004</p>	<p>Adam Moller  836 8000 Ext 8750</p>
<p>Traffic Management Te Pai Netball Courts Resolution 953/2004</p>	<p>2 June 2004</p>	<p>1 September 2004</p>	<p>Adam Moller  836 8000 Ext 8750</p>

**RECOMMENDATION**

That the Committee Secretary's Report be received.

Report prepared by: Sharon Simiona, Committee Secretary.



## **7 NO STOPPING AT ALL TIMES CONTROLS - GALLONY AVENUE, MASSEY**

### **PURPOSE OF THE REPORT**

This report seeks the Massey Community Board's approval for new 'No Stopping At All Times' controls to be installed on the corners of the intersections of Gallony Avenue with Kilcar Place and Garton Drive.

### **BACKGROUND**

A local resident has contacted Council requesting 'No Stopping At All Times' lines be installed on the corners of the intersection of Gallony Avenue and Kilcar Place and Gallony Avenue and Garton Drive to prevent vehicles been parked there.

### **STRATEGIC CONTEXT**

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

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

### **ISSUES**

Pupils at Massey High School often park in Gallony Avenue during the high school term. While most of these students park in a safe and legal manner some pupils park their vehicles excessively close to the intersection of Gallony Avenue and its side roads, Kilcar Place and Garton Drive. It is therefore proposed that 'No Stopping At All Times' lines be installed in these locations to better demarcate the permissible parking spaces.

Although the usual legal distance for parking is six metres from an intersection, it is proposed that in this case the 'No Stopping At All Times' lines be installed up to nine metres from the intersection to improve the sight lines of drivers entering and exiting the side roads off Gallony Avenue.

The residents of the properties adjacent to the proposed controls have been consulted by letter about the proposed changes. No replies were received.

*A1* The location and extent of the proposed no stopping lines are indicated on the map attached at page A1.

### **RESOURCES**

The proposed new parking control markings can be implemented under the 2004/2005 maintenance budgets.

### **CONCLUSION**

The proposal to install 'No Stopping At All Times' controls on the corners of the intersection of Gallony Avenue and Kilcar Place and Gallony Avenue and Garton Drive desirable to improve road user safety.

## RECOMMENDATIONS

1. That the No Stopping At All Times Controls - Gallony Avenue, Massey report be received.
2. That in relation to **GALLONY AVENUE, MASSEY:**
  - (a) That all existing parking restrictions or limitations affected, or superseded, or replaced by this resolution applicable to Gallony Avenue imposed by any prior resolution including resolutions of any former authority cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorized to be concluded in the normal manner.
  - (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, The Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) on the northwest kerb line of Gallony Avenue starting a point where the kerb meets Garton Drive to a point a further 9 metres northeast, a new '**No Stopping At All Times**' control be put in place;
    - (ii) on the southeast kerb line of Gallony Avenue starting a point where the kerb meets Kilcar Place to a point a further 9 metres northeast, a new '**No Stopping At All Times**' control be put in place;
    - (iii) on the southeast kerb line of Gallony Avenue starting a point where the kerb meets Kilcar Place to a point a further 9 metres southwest, a new '**No Stopping At All Times**' control be put in place.
3. That in relation to **GARTON DRIVE, MASSEY:**
  - (a) That all existing parking restrictions or limitations affected, or superseded, or replaced by this resolution applicable to Garton Drive imposed by any prior resolution including resolutions of any former authority cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorized to be concluded in the normal manner.
  - (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, The Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) on the northeast kerb line of Garton Drive starting a point where the kerb meets Gallony Avenue to a point a further 9 metres northwest, a new '**No Stopping At All Times**' control be put in place.
4. That the appropriate marking, in accordance with the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said No Stopping At All Times restriction.

Report prepared by: Paul Schischka, Transport Engineer.



## **8 STOPPING CONTROLS - KINTARA DRIVE, MASSEY EAST**

### **PURPOSE OF THE REPORT**

This report seeks the Massey Community Board's approval for new 'No Stopping' controls in and around Kintara Drive, Massey East.

### **BACKGROUND**

Colwill School contacted Council requesting that Council review the locations of the existing 'No Stopping' controls outside the school's main entrance in Kintara Drive. The school is concerned that the existing traffic situation in Kintara Drive is highly disorganised and does not adequately provide for child safety before and after school.

### **STRATEGIC CONTEXT**

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

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

### **ISSUES**

Kintara Drive currently has 'No Stopping' lines installed intermittently on the school side of the road. Drivers may park on both sides in some locations and only one side in others. Where parking is permitted on both sides there is only enough clearance between vehicles to allow one lane of moving traffic. This results in a highly disorderly traffic pattern in Kintara Drive before and after school which can be difficult for pedestrians who are crossing to gauge. Also as there are no parking restrictions on the side of Kintara opposite the school it is common for children to be dropped off or picked up on this side requiring them to cross the road.

It is proposed to remove all existing 'No Stopping' controls on the school side of Kintara Drive and replace them with a 'No Stopping Between the Hours of 8.00 am to 9.00 am and 2.30 pm to 3.30 pm Monday to Friday Only' control located the whole of the side opposite the school. This will allow enough clear carriageway to permit the easy flow of two lanes of traffic in Kintara Drive while allowing ample orderly parking on the same side of the road as the school. Permitting parking only on the school side of Kintara Drive will minimise the number of children that have to cross the road before and after school and will allow parents to drop children off as close to the school as possible.

Restricting parking along the entire side of Kintara Drive opposite the school will allow sufficient clear carriageway to allow one lane of traffic flow in each direction, thereby reducing disorder in Kintara Drive before and after school.

A short section of 'No Stopping' line is proposed to be installed between the driveways of numbers 5 and 7 Kintara Drive. The length of kerb between these driveways is insufficient to allow a vehicle to park without partially blocking access to one or both of these driveways.

Another short 7 metre section of 'No Stopping' line is proposed to be installed adjacent to the driveway to the Colwill School car park. This area is currently used as an adult supervised crossing point for school children and as such it is desirable that it be kept clear of parked vehicles.

A2 The location and extent of the proposed no stopping controls are indicated on the map attached at page A2.

## RESOURCES

The proposed new parking control markings can be implemented under the 2004/2005 maintenance budgets.

## CONCLUSION

The proposal to install a new 'No Stopping At All Times' control on the east side of Kintara Drive is desirable to improve road user safety.

## RECOMMENDATIONS

1. That the New Stopping Controls - Kintara Drive, Massey East be received.
2. That in relation to **KINTARA DRIVE, MASSEY EAST**:
  - (a) That all existing parking restrictions or limitations currently applicable to Kintara Drive imposed by any prior resolution including resolutions of any former authority cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorized to be concluded in the normal manner.
  - (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, The Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) on the south west kerb line of Kintara Drive starting a point where the kerb meets Colwill Road to a point a further 6 metres north west, a new '**No Stopping At All Times**' control be put in place;
    - (ii) on the south west kerb line of Kintara Drive starting a point where the kerb meets Claverdon Drive to a point a further 6 metres south east, a new '**No Stopping At All Times**' control be put in place;
    - (iii) on the south west kerb line of Kintara Drive starting a point 6 metres north west of where the kerb meets Colwill Road to a point 6 metres south east of where the kerb meets Claverdon Drive, a new '**No Stopping**' between the hours of 8.00 am to 9.00 am and 2.30 pm to 3.30 pm Monday to Friday only control be put in place;
    - (iv) on the north east kerb line of Kintara Drive between the driveways of numbers 5 and 7 Kintara Drive, a new '**No Stopping At All Times**' control be put in place;
    - (v) on the north east kerb line of Kintara Drive starting at the north west edge of the driveway to the Colwill School car park and ending at a point 7 metres further north west, a new '**No Stopping At All Times**' control be put in place.

3. That in relation to **CLAVERDON DRIVE, MASSEY EAST:**
- (a) That all existing parking restrictions or limitations affected, or superseded, or replaced by this resolution applicable to Claverdon Drive imposed by any prior resolution including resolutions of any former authority cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorized to be concluded in the normal manner.
  - (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, The Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) on the south kerb line of Claverdon Drive starting a point where the kerb meets the south west kerb of Kintara Drive to a point a further 6 metres west, a new '**No Stopping At All Times**' control be put in place.
4. That in relation to **COLWILL ROAD, MASSEY EAST:**
- (a) That all existing parking restrictions or limitations affected, or superseded, or replaced by this resolution applicable to Colwill Road imposed by any prior resolution including resolutions of any former authority cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorized to be concluded in the normal manner.
  - (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, The Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) on the north kerb line of Colwill Road starting a point where the kerb meets the south west kerb of Kintara Drive to a point a further 6 metres west, a new '**No Stopping At All Times**' control be put in place.
5. That the appropriate marking, in accordance with the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said '**No Stopping At All Times**' restrictions.

Report prepared by: Paul Schischka, Transport Engineer.



## 9 PARAMOUNT DRIVE - ROAD WIDENING/PARKING BAY

### PURPOSE OF REPORT

The purpose of this report is to provide the Massey Community Board with information on the feasibility of either widening Paramount Drive or installing parking bays.

### BACKGROUND

At the 2 June 2004 meeting of the Massey Community Board a report was presented recommending that 'No Stopping' lines be installed on the insides of the curves in the road in Paramount Drive. Although the recommendation to install the 'No Stopping' lines was approved the Massey Community Board requested a report on the feasibility of either widening Paramount Drive or installing parking bays as a long term alternative to removing parking, as follows:

*"That a report be brought back to the July 2004 meeting of the Massey Community Board that investigates widening and/or the installation of parking bays in Paramount Drive, Lincoln North."*

965/2004

### STRATEGIC CONTEXT

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

### ISSUES

There is sufficient available existing grass berm on the south side of Paramount Drive within the road reserve to widen the road by up to three metres without acquiring additional land. The estimated cost of widening the entire 680 metre length of Paramount Drive from 10 metres to 11 metres wide is \$217,120. Widening the road only in the vicinity of the bends in the road would create an undesirable inconsistency in roadway width in Paramount Drive and it would be better to install parking bays in this area.

A3 Installing one 35 metre long and one 65 metre long concrete parking bay on the insides of the bends in Paramount Drive to replace most of the parking removed by the recently approved 'no stopping' lines would cost an estimated \$15,893 for the 35 metre bay and \$23,901 for the 65 metre bay. The possible location of these bays is marked on the annotated aerial photograph as attached at page A3. Creating concrete parking bays throughout Paramount Drive would likely cost more than the cost of widening the road.

The installation of parking bays on the inside of the bends in Paramount Drive cannot be justified from a safety perspective. Cars parked on a corner, even in a recessed parking bay, block driver sight lines and can create a hazard as vehicles attempting to back into a parallel parking space cannot be easily seen by approaching drivers. The benefits of installing parking bays in Paramount Drive would be purely to provide parking for the businesses in this area. The outsides of the bends in Paramount Drive have too many driveways for cost effective installation of parking bays.

These costs are estimates only and a detailed design would have to be undertaken before a more accurate estimate could be prepared prior to tendering.

There are no available funds in the 2004/2005 Annual Plan for the widening of Paramount Drive. Although there are some funds available for the construction of parking bays in the city at this time it is Council's practice to construct parking bays only in locations, such as outside schools on high traffic volume roads, where significant safety benefits can be achieved. Paramount Drive does not meet these criteria.

### **RESOURCES**

There are no actions arising from the recommendations of this report that require the use of Council resources.

### **CONCLUSION**

Although either the widening of Paramount Drive or the installation of parking bays would provide some benefits to the businesses based in this road, at this time there are no funds available to construct these improvements.

### **RECOMMENDATION**

That the Paramount Drive - Road Widening/Parking Bay be received.

Report prepared by: Paul Schischka, Transport Engineer.



## **10 RANUI PRIMARY SCHOOL - TRAFFIC SAFETY ISSUES**

### **PURPOSE OF THE REPORT**

The purpose of this report is to seek approval to install a 'Parking Time Restriction' and 'No Stopping At All Times' controls in Ranui Station Road.

### **BACKGROUND**

The Administration of the Ranui Primary school raised concerns over the safety of school children before and after school due to traffic congestion outside the main school entrance in Ranui Station Road.

### **STRATEGIC CONTEXT**

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

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

## ISSUES

Council staff visited the school and held a discussion with the Principal and the Deputy Principal to identify the issues. The main concern was the safety of the children who have to walk through vehicles parked and manoeuvring dangerously around them. Following the discussion Council staff spent some time observing the traffic situation after school. The staff witnessed several occurrences of dangerous manoeuvring around the cul de sac outside the school gate and some dangerous and illegal parking.

It was also noticed that the children crossing outside 16 Ranui Station Road is not safe for both the school patrol and for the other children who use the crossing. Vehicles were parked too close to the crossing resulting in visibility problems for both the children and other drivers.

A4

In order to improve the safety and visibility of both school children and drivers it is recommended to install following controls in Ranui Station Road, as attached at page A4, as follows:

- A 'Parking Time Restriction' before and after school, along the southern side of the cul de sac outside 18 Ranui Station Road.
- A 'No Stopping At All Times' control around the cul de sac turning head.
- 'No Stopping At All Times' control around both corners of Ranui Station Road and the cul de sac.

The following works are proposed to take place in conjunction with the above controls:

- 'School Children Warning Signs' are to be installed at a sufficient distance away from the crossing points in order to warn the motorists in advance.
- The existing 'No stopping At All times' control to the north of the children crossing outside 16 Ranui Station Road will be extended.

Proposed parking time restrictions mean that there will be a loss of three possible parking spaces only before and after school hours on week days, and the proposed no stopping controls will remove another three parking spaces. Alternate parking spaces are available in the surrounding area in a safer environment.

The school administration and residents affected have been consulted and no objections have been raised.

## RESOURCES

As the work involves a minimal cost, it can be accommodated within the 2004/2005 maintenance budget.

## CONCLUSION

The proposed 'Parking Time Restrictions' and 'No Stopping At All Times' controls in Ranui Station Road are desirable from a safety perspective and will have only a minor effect on parking in the vicinity. The work can be accommodated within the 2004/2005 maintenance budget.

## RECOMMENDATIONS

1. That the information be received.
2. That in relation to **RANUI STATION ROAD, RANUI:**
  - (a) All existing parking restrictions or limitations affected, or superseded, or replaced by this resolution applicable to Ranui Station Road imposed by any prior resolution (including resolution of any former authority) cease to have any force and effect as from the date of this resolution. That any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
  - (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, The Transport Act 1962 and the Waitakere City Council Bylaw No. 7, 1991 - Traffic, the following parking limitations and restrictions be now resolved to be specified and imposed namely:
    - (i) on the southern kerb line of the cul de sac between 16-18 Ranui Station Road starting at a point 43 metres west of the eastern boundary of 18 Ranui Station Road and ending at a point 23 metres west of the eastern boundary of 18 Ranui Station Road a Parking Time Restriction of '**P 2 min** - 8.30 am to 9.15 am and 2.30 pm to 3.15 pm Monday to Friday' be put in place;
    - (ii) around the cul de sac turning head at 16-18 Ranui Station Road, a point starting from a point 17 metres west of the eastern boundary of 16 Ranui Station Road and ending at a point 23 metres west of the eastern boundary of 18 Ranui Station Road; and
    - (iii) on the eastern kerb line of Ranui Station Road, starting at a point 9 metres north of the southern boundary of 14 Ranui Station Road and continuing southward around the corner of the cul de sac between 16 -18 Ranui station Road for a length of 46 metres; and
    - (iv) on the eastern kerb line of Ranui Station Road, starting at a point 9 metres north of the southern boundary of 18 Ranui Station Road and continuing northward around the corner of cul de sac at 16-18 Ranui Station Road for a length of 25 metres, '**No Stopping At All Times**' controls be put in place.
3. And that the appropriate signage and /or markings, in accordance with the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Upali Ileperuma, Transport Engineer: Transport Assets.



## 11 LEASE TO STARLING PARK SPORTS CLUB

### PURPOSE OF THE REPORT

To consider leasing part of Starling Park to the Starling Park Sports Club Incorporated and to consider classifying the area occupied by the club rooms under the Reserves Act 1977.

### BACKGROUND

Starling Park is a reserve of 6.2 hectares on Glen Road, Ranui which contains the clubrooms of the Starling Park Sports Club.

The Starling Park Sports Club is a joint enterprise between two major clubs, the Ranui Swanson Soccer Club Incorporated and the Waitemata Bears Softball Club Incorporated and the Sports Club is itself an incorporated society under the Incorporated Societies Act 1908.

In 1990 Council granted this club consent to establish a clubroom within Starling Park and in 1995 the club applied to lease a part of the park and was granted a five year lease. The club has now requested that a further lease be granted to them.

The Te Rangi Hiroa Reserve Management Plan (which incorporates Starling Park) which was adopted in October 2003 states at page 41: *"Starling Park and the facilities are well used. In the summer, the fields are booked almost daily by Waitakere Bears Softball Club and occasionally, the Auckland Softball Association. During the winter months, the fields are generally used for soccer and the Ranui Swanson Soccer Club are the most frequent users, with United Soccer also frequently booking the field. There are many other casual users of the park ..."*

The clubrooms are constructed across four lots: Lot 87, DP 89138; Lot 89, DP 98057; Lot 91, DP 100575 and Lot 89, DP 106953. All four lots have been brought under the Reserves Act 1977 but at that time they were not classified under that Act. However, classification as recreation reserve under that Act is required to grant this lease.

A5 A map attached at page A5 shows the location of the clubrooms on Starling Park and also the footprint of the hall it is proposed to lease to the Sports Club.

### STRATEGIC CONTEXT

Policy 8.7 of the management plan directs Council as the administering body *"to use the control of lease agreements to ensure the most effective and equitable use of the ... reserves"* and further directs that *"all existing leases which have expired, shall be revised and renewed ..."*

The Community Leases Policy provides that priority will be given to lease applicants who improve access to health, leisure and other services essential to mental and physical wellbeing. The policy also provides for a standard five year term and it is proposed that a lease of this term should be granted with a right of renewal at Council's option for a further five years. The rent the group should pay has been assessed at the standard rate charged to sports clubs.

## ISSUES

Section 54(1)(b) of the Reserves Act 1977 provides that Council may lease to any voluntary organisation or society part of a reserve for buildings necessary for the use of the reserve for outdoor sports. The Starling Park Sports clubrooms were established on the reserve in the '90's and continues to be owned by that Association. The combined club currently has over 750 members and the building is well used with 500 members coming from the softball club and 250 from the soccer club.

In order to grant a lease to the club it is recommended that the four lots which the clubhouse straddles should be classified as recreation reserve under the Reserves Act 1977.

## CONCLUSION

It is recommended that a lease be granted to the Starling Park Sports Club Incorporated for the footprint of their clubrooms and that four lots on which the building stands be classified under the Reserves Act as recreation reserve.

## RECOMMENDATIONS

1. That the Lease to Starling Park Sports Club report be received.
2. That it be recommended to Council that Lot 87, DP 89138; Lot 89, DP 98057; Lot 91, DP 100575 and Lot 89, DP 106953 be classified under Section 16(2A)(a) of the Reserves Act 1977 to be reserves held for the purposes of a recreation reserve as defined in section 17 of that Act.
3. That the Chief Executive be given authority to negotiate and arrange execution of a lease with the Starling Park Sports Club Incorporated for the footprint of their building on Starling Park under Section 54(1)(b) of the Reserves Act 1977.

Report prepared by: Alastair Dougal, Solicitor: Legal Services.



## 12 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

OUTSIDE ORGANISATIONS	APPOINTMENT
Far North and 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

<b>OUTSIDE ORGANISATIONS</b>	<b>APPOINTMENT</b>
Far North and Auckland Region Community Boards' Association Executive Committee	Andrew Good
Keep Waitakere Beautiful Committee	Peter Chan
Ranui Community Centre Committee	Cr Nash
Safe Waitakere	Peter Chan
Westpark Marina Working Group	Andrew Good
<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

