



Waitakere City Council  
*Te Taiao o Waitakere*

## NOTICE OF MEETING

# MASSEY COMMUNITY BOARD

I hereby give notice that a Meeting of the Massey Community Board will be held on:-

**DATE:**        **Wednesday, 7 December 2005**                      **TIME:**        **7.30 pm**

**VENUE:**       **Civic Centre, 6 Waipareira Avenue, Lincoln, Waitakere City**

to consider the business as set out herein and to take any necessary action connected therewith.

2 December 2005

Sharon Simiona  
**DEMOCRACY SUPPORT AND  
SISTER CITY OFFICER**

Telephone (09) 836 8000 extn 8820

### **MEMBERSHIP:**

Mr	JA	Good (Chairperson)
Mr	JG	Riddell (Deputy Chairperson)
Mr	GE	Barnard
Cr	MFP	Chan, JP
Cr	LA	Cooper
Mr	AE	Davies, JP
Cr	WW	Flaunty, QSM, JP
Mr	RF	Jessopp
Ms	GJ	Maurice

(Quorum 5 members)

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(The reports and recommendations contained in all agendas are reports and recommendations only and are not to be construed, in any way, as Council policy until adopted.)

**AGENDA FOR A MEETING OF THE MASSEY COMMUNITY BOARD TO BE HELD IN  
THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN, WAITAKERE CITY,  
ON WEDNESDAY, 7 DECEMBER 2005, COMMENCING AT 7.30 PM.**

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ON WEDNESDAY, 7 DECEMBER 2005, COMMENCING AT 7.30 PM.**

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**1 APOLOGIES**



**2 CONFIRMATION OF MINUTES**

Meeting Minutes - Wednesday, 2 November 2005

**RECOMMENDATION**

That the minutes of the Meeting of the Massey Community Board held on Wednesday, 2 November 2005, as circulated, be taken as read and now be confirmed.



**3 URGENT BUSINESS**

Section 46A(7) of the Local Government Official Information and Meetings Act 1987 provides that where an item of business is not on the agenda, it may only be dealt with at the meeting if:

- (i) the Board by resolution so decides; and
- (ii) the Chairperson has explained at the beginning of the meeting (when open to the public) that the item will be raised for discussion and decision, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting.

The Board may make a decision on a matter determined to be urgent.

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



**4 PRESENTATION**

Provision has been made on this Agenda for a representative from the New Zealand Police to update the Board on matters in the Massey Ward.



## 5 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 Officer.



## 6 CHAIRPERSON'S REPORT

As we come to the end of yet another busy year it is always a good time to reflect on the events that shaped our actions and decisions. I feel immensely proud in leading the Massey Community Board and I certainly could not have done it without your commitment and support throughout the year. Your attendance at so many meetings, workshops, and official functions made sure the Massey Community Board was well represented. I would also like to thank Sharon Simiona, Grant Jennings and Jack Burton for all their efforts and assistance during the year.

The opening of 'The Chris Timms Memorial Jetty' at The Trusts Stadium and 'Tui Glen Jetty' at Tui Glen Reserve were a special highlight in November. The boat ride up the river was wonderful and it is great we have these new facilities opening up public access to a part of the Henderson I had never seen before. Many thanks to: Graeme Barnard for bringing along his boat.

The Paremuka Bridge has now been officially opened. Gayleen Maurice, Bob Jessopp and Councillor Peter Chan were in attendance representing the Board and it is a concern that they were not officially recognised on the day given that the bridge is in the Massey Ward. I have used the bridge several times since the opening and it certainly does provide more options for traffic flow in the area.

Lastly, the Representation Review public meeting was well represented albeit heavily dominated by people from the Waitakere Ward and a smaller number from New Lynn. It is a concern that the people in the Henderson and Massey Wards seem disinterested in the process although that said; the Waitakere Ward is mostly impacted. Perhaps more work needs to be done in communicating the proposed options over the next few months. I feel that the three ward option has not been promoted as strongly as it should have given the many benefits it would bring to the city as a whole.

I would like to wish all Community Board Members, Mayor Bob Harvey, Councillors, the Chief Executive Officer, Council officers and the public a very happy and safe festive season.


**RECOMMENDATION**

That the Chairperson's Report be received.

Andrew Good  
**CHAIRPERSON**







**7 COMMITTEE SECRETARY'S REPORT**

Issue	Comments	Reporting Council Officer
<p>Westpark Marina - Various Issues</p> <p>3 April 2002 660/2002</p> <p>10 November 2004 1964/2004</p> <p>Resolution of the Council:</p> <p>28 September 2005 1825/2005</p>	<p><u>General Background</u></p> <p>Council officers have been meeting with Westpark Marina shareholder representatives regularly over the last 12 months. Council have entered into a Memorandum of Understanding with Westpark Marina Limited to record their intention to work together in a constructive manner to address issues of concern and interest. This document was signed by both parties in October 2005.</p> <p><u>Parking Arrangements</u></p> <p>Council has entered into a sublease of part Lot 7 to accommodate a combination of trailer parking on weekends and public holidays, and park 'n ride parking on weekdays. Council has resolved that it will charge for trailer parking on weekends and public holidays. Council has also agreed to sublease Lot 2 and form the access / manoeuvring area behind the boat ramp, in an attempt to improve the amenity of the area around the ramp.</p> <p>The car park over part Lot 7 and the area behind the boat ramp on Lot 2 will be formed and sealed before the end of November 2005. Council are also continuing with actions to compulsorily acquire Lots 45 and 49 in order to provide for a long term trailer parking solution. A report on proposed parking restrictions around the boat ramp and the marina precinct will be taken back to the Massey Community Board in December 2005. It is hoped that this comprehensive list of actions will resolve the trailer parking and park 'n ride parking issues in the immediate and long term.</p>	<p>Rochelle Edwards</p> <p> 839 0893</p>

Issue	Comments	Reporting Council Officer
	<p><u>Dredging</u></p> <p>The shareholders in Westpark Marina Limited have advised that they have met with the Berth Holder Association appointed contractor to undertake dredging of the marina. The shareholders have advised Council that they are willing to negotiate with this party but have also continued negotiations with a second party in the event that the berth holder appointed representative is unable to meet the conditions of contract to undertake dredging of 20,000m<sup>3</sup> of material before 31 March 2006.</p> <p><u>Future Development</u></p> <p>Westpark Marina Limited have signalled that they would now like to work closely with Council officers to investigate options for future development and expansion of the marina.</p>	
<p>Rush Creek, Westgate 1 December 2004 2205/2004</p>	<p>As a result of a fatality on the North Western Motorway at the Westgate Intersection on 20 October 2004, Community Board Members of the Transit SH16 Overbridge Project Committee, along with the Council officers have been holding discussions with Transit New Zealand regarding the possibility of a pedestrian overpass bridge being installed, grilling of the drain that is used as a pedestrian 'tunnel', and adequately fencing specific sections of the motorway, at Westgate, at the earliest opportunity.</p> <p>Transit New Zealand has now completed draft design proposals for the pedestrian overpass bridge. Transit New Zealand will be making these available for public submission after consultation with Waitakere City Council.</p> <p>The results of the submissions will be made available to Massey Community Board.</p>	<p>Kitch Cuthbert  836 8000 Ext 8873</p>

Issue	Comments	Reporting Council Officer
<p>Sustainable Living Centre Update</p>	<p>The Sustainable Living Centre located at 4 Olympic Place, New Lynn is a resource centre for Waitakere and Auckland Communities to learn practical tools to live more sustainably in the urban environment.</p> <p>The Centre, established by EcoMatters Environment Trust in June 2004, is open to the public Wednesday - Friday, 10.00 am to 2.00pm and on the 1<sup>st</sup> and 3<sup>rd</sup> Saturday of every month, 10.00 am to 1.00 pm.</p> <p>A Resource Room is also available to the public and is stocked with books and periodicals relating to environmental matters.</p> <p>The Centre is currently undergoing landscape development and a series of stakeholder meetings have been held to gather community input. It is anticipated that the landscaping will be completed in February 2006.</p> <p>An Open Day will be held in February 2006 and Community Board Members will be invited to attend and tour the Centre.</p>	<p>Brent Bielby ☎ 836 8000 Ext 8365</p> <p>Gretchen Schubeck Executive Director, EcoMatters Environment Trust ☎ 826 4276</p>
<p>Approval to Stop Legal Road, Royal Reserve Car Park Beauchamp Drive, Massey</p>	<p>At the 5 October 2005 meeting of the Board a report was received that sought approval to advertise the stopping of a legal road at Royal Reserve car park Beauchamp Drive in Massey, the Board resolved:</p> <p><i>“That approval be given to advertise the intention to stop the road at 7 Beauchamp Drive, known as the Royal Reserve car park.</i></p> <p style="text-align: right;"><i>1898/2005”</i></p> <p>The Board now needs to extend that approval by recommending to the Council to formally resolve to stop the road in accordance with schedule 10 of the Local Government Act 1974.</p>	<p>Warren Ogilvie ☎ 836 8000 Ext 8561</p>

<b>REPORTS PENDING</b>			
<b>Subject</b>	<b>Date Requested</b>	<b>Report Due</b>	<b>Reporting Officer</b>
Status of All Unsealed Roads in Massey Ward	June 2005 997/2005	8 February 2006	Adam Moller  836 8000 Ext 8750
Royal Road School Pedestrian Safety	August 2005 1457/2005	8 February 2006	Paul Schischka  836 8000 Ext 8742
Project Twin Streams Four Monthly Progress Report	August 2005 1468/2005	5 April 2006	Tony Miguel  836 8000 Ext 8294
Student Pedestrian Safety, Rathgar Road and Edwards Avenue	September 2005 1642/2005	8 February 2006	Paul Schischka  836 8000 Ext 8742

### **RECOMMENDATIONS**

1. That the Committee Secretary's Report for 7 December 2005 be received.
2. That the Massey Community Board recommend to Council, to stop the road at 7 Beauchamp Drive, known as the Royal Reserve car park, in accordance with schedule 10 of the Local Government Act 1974.

Report prepared by: Sharon Simiona, Democracy Support and Sister City Officer.



## **8 REVIEW OF WEST CITY DARTS ASSOCIATION LEASE AT BIRDWOOD WINERY ESTATE**

### **PURPOSE OF THE REPORT**

The purpose of this report is to provide feedback on the current status of West City Darts Association Incorporated (the Association) and Western Districts Model Railway Club Incorporated (the Club) and to provide recommendations as to their lease agreement with Council.

### **BACKGROUND**

Councils are required under the Reserves Act 1977 to prepare management plans for reserves that outline the use and development of reserves. In 2002 the Massey Community Board adopted the Te Rangi Hiroa Reserve Management Plan (the Plan). The Plan identified Council's vision to turn the reserve into a City wide park and also provided that leases of facilities should be reviewed when the opportunity arises to ensure that the maximum benefit is realised for the community. This review could potentially affect a number of users, primarily the Association and the Club. This report looks at the impact on the renewal of the Association's lease.

The Association have had a lease for the top level of the Birdwood Winery Estate building at 103 Glen Road since 1986. The lease is for a term of 20 years and expires on 1 July 2006. The Association lease contains what is commonly called "a comfort clause" which gives the tenant no absolute right to a renewal but rather allows the Council to consider whether it wishes the tenancy to continue. The clause in the Association's lease provides that if the Association applies and in the opinion of the Council "*there is sufficient evidence of a need for the Lessee to continue to use and occupy the said premises in the public interest and that the said premises or any part thereof is not required for other purposes then the Landlord will consider the granting of a renewal of this lease ...*".

The Association has also had a lease of the Birdwood Winery Association homestead since 1990. This lease was for a period of one year. The Association comprises approximately 40 members.

The Club use the lower part of the building. There is no known legal arrangement in place with the Club for their occupation of part of the Birdwood Winery Estate building.

The Association contacted Council to outline their wish to renew their lease. Council officers have been asked to undertake a review of the Association's current activities and the alignment with the Reserve Management Plan.

## STRATEGIC CONTEXT

Leisure facilities and activities contribute to the well being of the City's residents by providing recreation opportunities that promote health and social cohesion. Council's strategic objective for leisure is that a comprehensive range of leisure, recreation and sports services and facilities is to be provided.

## ISSUES

### Reserve Management Plan

The Reserve Management Plan completed in 2002 and adopted by the Massey Community Board for Te Rangi Hiroa Reserve (which includes Birdwood Winery Estate) outlines the Council's vision of the reserve fulfilling a regional role.

Policy 8.7 of the Plan is:

- *"To use the control of lease agreements to ensure the most effective and equitable use of the Te Rangi Hiroa reserves"*.
- The implementation provisions of this policy are to
- *"...Review the leases of facilities such as buildings when the opportunity arises.*
- *to ensure maximum potential of the reserves and their facilities is realised for the community.*
- *Review the leases of facilities such as buildings when the opportunity arises to ensure that the maximum benefit and protection of the cultural heritage of the facility and its surroundings is realised for the community.*
- *New applications for leases will have to conform to the criteria as set out in the Community Assistance Policy and Parks Strategy. In addition, the applicant will need to satisfy the Waitakere City Council that the proposed use:*
  - *Will be in accordance with the Objectives and Policies of this Plan;*
  - *Will be in accordance with the Reserves Act 1977;*
  - *Will not detract from the existing environment and use of the park;*
  - *Will generally provide a benefit(or benefits) to the public, which is greater than any adverse effect caused by granting the lease;*
  - *Is in an appropriate location;*
  - *Will not cater exclusively to any one sector of the public, except where this is provided for and is appropriate in terms of the Objectives and Policies of this Plan.*

- *All existing leases, which have expired, shall be revised and renewed in accordance with the criteria listed above.*
- *Revise those existing arrangements that are not formalised, eg. ... the Model Railway Club and renew them as appropriate in terms of the Objectives and Policies of this Plan."*

One of the key objectives outlined in the Plan is:

*"To increase the use and enjoyment of the reserves by the local and City-wide communities to maximise the opportunities for appropriate, sustainable and high quality recreational activities while respecting the open space and natural values of the reserves."*

The Plan suggests the incorporation of summer sports such as kilikiti, touch and volleyball. If the Council chooses to endorse such developments, there is no clear alignment or synergy created by having the Association and Club located within the reserve. It is also likely that if such facilities were developed clubs would want to make the reserve their "home ground" and wish to make use of club rooms.

The Plan also clearly states priority should be given to the leases of facilities to groups that provide for City-wide range of users, with an emphasis on outdoor pursuits, activities for elderly, women, minority groups and youth.

#### Sustainability

It is questionable whether the current Association is sustainable. The Association, like many clubs is not financially stable. There are approximately 40 members (membership over recent years has been declining) and membership subscriptions are \$40 per year. The Association relies on donations and volunteers gifting materials and their time to operate. Darts as a sport is declining according to the New Zealand Darts Association (there has been a significant decline since the introduction of the no smoking in bars law).

There is another darts club that also services Waitakere City – Cosmo Darts based in Te Atatu. Across the Auckland region there are six clubs/associations with a total of approximately 400 members the sustainability of six clubs with just over 60 members each is questionable.

Whilst having a small membership the Association is fulfilling a need and therefore it is recommended that Council officers work with the Association to find a more suitable location for the Association and also offer assistance in getting the Association into a sustainable position. This should involve the investigation of amalgamation with either other sporting codes such as rugby (where club rooms have a bar) or the existing darts Club within Waitakere City.

Initial discussions have been held between Council officers and the tenants to notify them of this report.

#### Other Reserve Users

While the Association lease the top floor of the Birdwood Winery Estate, the Club use the basement area. There is no formal lease agreement between Council and the Club even though the Club has been a resident for some time. The Club does, however have a Letter of Intent issued in 1993 by Council as a means of understanding they would utilise the lower part of the building.

If Council was to look at the relocation of the Association, consideration would also need to be given to the impact on Club. Under the current Reserve Management Plan it is questionable whether the activities of the Club fit in with the Plan. However the Club has built many model fixtures into the building which are difficult to relocate. Council officers recommend that a formal lease agreement be entered into with Club offering the same terms as the Association.

The BMX club also have a lease for 8,500m<sup>2</sup> of the Birdwood Winery Estate. The lease was renewed on 1 April 2000 for a period of 10 years. The Plan identifies the BMX club as an important part of the reserve and clearly states Council's intent to foster the on-going relationship between the BMX club and Council.

While Council has not as yet looked into the best use of this building, it is recommended that the occupancy of these two buildings by the Association continue for twelve months on a month by month basis (after the expiry of their lease on 1 July 2006) while Council officers seek to locate more suitable spaces for the tenant to lease and that the tenant not be given notice until such a time as a suitable location be determined. It is likely that during the next 12 months more appropriate users will be identified. It is also believed that if the Association was relocated to an area where there were several clubs, Association membership would increase.

#### Location

While both tenants are located reasonably centrally within the City it is difficult to locate the facilities as their building is down a poorly laid driveway that cannot be seen from the roadside. There is no signage identifying the Association or Club from the road. The outside of the building is often graffitied due to its secluded off-road location. It is uninviting and lacks security. However the inside of the building has been well maintained and is in a reasonable state.

The lack of close neighbours supports outdoor or recreational activities that are loud as they are unlikely to generate complaints. The size allows for numerous clubs to co-exist supporting a City-wide reserve location.

#### Darts Association Concerns

A Council officer met with representatives from the Association who have voiced their desire to remain in the building. If this is not possible the Association have requested for Council to notify them as early as possible as to the outcome, preferably before the end of 2005.

The Association are happy to give up the use of the homestead which is currently rented for a nominal rate to a club member. The Association have no formal lease for the homestead. The rent from the homestead is currently used to offset the Association's operational costs and it is therefore not recommended that Association be requested to vacate the homestead if the Association is to remain on the Birdwood Estate Winery.

#### Western Districts Model Railway Club Concerns

At the time of writing this report Council officers had a brief phone discussion with a Club representative to inform them of Council officers' intentions. A meeting is scheduled for 28 November 2005. An update of the discussions from that meeting will be presented to the Community Board at their December meeting.

### **RESOURCES**

There are no resource implications for Council arising from this project. Staff resources for relationship management and coordination have been provided for through the Annual Plan.

## CONCLUSION

The Association's lease is up for renewal in July 2006. The Association leases the top floor of the Birdwood Winery Estate. The Club use the basement of the Birdwood Winery Estate but have no formal lease agreement with Council. In 2002 Council drafted a Reserve Management Plan, which has been adopted by the Massey Community Board. The Plan sets out the future direction of the reserve. Council officers were asked to review the lease agreement taking into consideration the Plan. Council officers believe the use of the Birdwood Winery Estate for the Association and Club does not align with the Plan. Council officers are recommending both tenants be offered a lease for twelve months (after its expiry in July 2006) and continuing on a month by month basis while investigating relocating the tenants.

## RECOMMENDATIONS

1. That the Review of West City Darts Association Lease at Birdwood Winery Estate be received.
2. That the Massey Community Board recommend to the City Development Committee that Council officers work with West City Darts Association to find an alternative location and allowing the current lease to continue on a month by month basis.
3. That the Massey Community Board recommend to the City Development Committee that Council officers enter into a lease with the Western District Model Railway Club for the basement area of the Birdwood Estate Winery for a period of twelve months.
4. That a report be brought back to the Massey Community Board updating the Board on Council officer investigations.

Report prepared by: Clare Dwyer, Leisure Planner and Alistair Dougal, Solicitor.



## 9 TE PAI PARK CAR PARK EXTENSION

### PURPOSE OF THE REPORT

The purpose of this report is to seek approval from the Massey Community Board of the proposed concept plan for the extension to the existing Te Pai Park car park.

### BACKGROUND

Te Pai Park is a high profile park located on Te Pai Place in Henderson. It is a Citywide park and is well utilised, particularly in the weekends. There is a continuous demand of extra parking by the users of this park.

Currently there is a grassed area adjacent to the existing car park next to the netball and tennis courts. The project includes converting this grassed area into a sealed car park to create an additional thirty six (36) parking spaces, redesigning the entire layout of the extended car park and redesigning the access to and from the car park with regards to traffic flows.

Council approved funding in the 2005/2006 Annual Plan for the extension of the car park at Te Pai Park.

## STRATEGIC CONTEXT

The Waitakere City Council's 'Integrated Transport and Communication' platform provides the strategic context for this project. The vision provides for a number of transport objectives, amongst which is 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.

This project is also in accordance with the objectives and policies of the draft Te Pai Park Reserve Management Plan, the Waitakere City Council Leisure Strategy, the draft Parks and Open Space Strategy, and the Long Term Council Community Plan. The development will supplement the parking for Waitakere Stadium in accordance with the overall development of the area as a leisure precinct.

## ISSUES

A1 The concept design has been developed as attached at page A1. The main features of the concept proposal include:

- Extending the existing car park of seventy two (72) spaces to a total of 108 spaces to cater for netball and tennis court users and to perform as an overflow car park for Waitakere Stadium.
- Grade the new car park towards the existing cesspit to blend with existing levels. Approximate longitudinal grade is 1.3%.
- Install permeable pavers on the last row of car parks to soak the overland flow of stormwater and connect to the existing car park cesspit.
- Provide kerb with either channel or nib and provide a hot mix seal to the entire extension.
- Re-shape kerb line adjacent to the existing entrance off Te Pai Place.
- Provide a new vehicular entry and exit point at the eastern end of the site as shown on the concept plan. This proposal is subject to receiving a satisfactory traffic report which will be reported on verbally at this meeting. An issue with this proposal is the close proximity of the Te Pai Place / Waipareira Avenue intersection.
- Road mark the existing car park and the new car park.
- Consultation with the netball and tennis clubs and adjoining properties is currently underway. The Massey Community Board will be updated at the meeting of the outcome of this consultation.

## RESOURCES

The funding required to carry out the physical works was included in the 2005/2006 Annual Plan under Te Pai Car Park Extension (\$249,700 excl GST).

## CONCLUSIONS

The existing car park and adjoining street parking is severely congested during weekend sports events. Extending the existing front car park by a further thirty six (36) car parks will ease this congestion. Providing an additional entry and exit point for the car park will also assist with reducing the bottlenecks created at the existing entrance off Te Pai Place.

## **RECOMMENDATIONS**

1. That the Te Pai Park Car Park Extension report be received.
2. That the Massey Community Board approve the concept plan for Te Pai Park car park and that an application for a resource consent be lodged.

Report prepared by: Andreas Lilley, Parks Development Officer.



## **10 CLEARWATER COVE - TRAILER PARKING PROHIBITION**

### **PURPOSE OF THE REPORT**

The purpose of this report is to update the Massey Community Board on the actions that have been taken to resolve the boat trailer parking issues at Westpark Marina and to seek approval for a significant new parking control in Clearwater Cove, West Harbour, prohibiting the parking of trailers within the road reserve, and having a wider impact on the parking arrangements within this precinct.

### **BACKGROUND**

In recent years the Massey Community Board have raised particular concern about the lack of trailer parking on Clearwater Cove and around the marina precinct. The community have also raised concerns about the difficulty in accessing the public boat ramp because of the number of trailers that are parking over the rear of the subject site. The Community Board asked the Council to take affirmative action in tidying up this area, to improve the landscaping and edge treatment, to form the access area with asphalt, and to restrict parking on this site.

Council officers have been working closely with the shareholders of Westpark Marina to resolve these issues. A proposal was put to Council that involved Council entering into a sub-lease of part Lot 7 DP 110480 and Lot 2 DP 195238. The sublease of Part Lot 7 was entered into to enable off street trailer parking to be provided in the parking area on the north side of Clearwater Cove opposite the chandlery and local shops. This lease arrangement includes an agreement to form, seal and mark this car park for boat trailers during weekends and public holidays, and to provide for park n ride parking on weekdays. To offset the cost to form this car park and lease this area from the marina operator, Council resolved that a charge for boat trailer parking within the Westpark Marina Pay and Display Car Park on weekends and public holidays be imposed at a rate of \$5 per day and be payable utilising pay and display equipment at that location, but that use be free on week days other than public holiday, with car parking permitted within those spaces not specifically marked for boat trailers (Council resolution 1825/2005 dated 29/07/05).

The Council resolved that this resolution would commence following execution of the sublease and completion of the works necessary to enable the use of the area as a public car park.

The lease of Lot 2 was entered into to enable Council to invest in forming the metalled area behind the public boat ramp and impose no parking restrictions on this site. This lease arrangement was approved "in principle" by Council under resolution 1399/2005 dated 29/07/05. At the Council meeting of the 28 September 2005 the Council resolved that a report be prepared for the Massey Community Board recommending the imposition of no-parking and other appropriate traffic controls on Lot 2 DP 195238 (the boat ramp area) in order to assist orderly use of and access to the boat ramp facility 1825/2005. Council's Transport Assets and Parking Services teams have confirmed that the only feasible way to restrict parking on Lot 2 will be to seal and mark this area.

Council's Transport Assets Department are in the process of obtaining a resource consent and commissioning contractors to undertake these works on Lot 2. It is intended that these works will be complete in December. At the same time Westpark Marina Limited are going through the same process to form the car park on Lot 7.

Council has served Notices of Desire under the Public Works Act to acquire the vacant residential sites adjoining the boat ramp area (Lot 2) being Lots 45 and 49 DP211038 from private ownership for boat trailer parking and the parking of associated vehicles in conjunction with the use of the public boat ramp (Council resolution 2065/2004 dated 17 November 2004) and has affirmed that the staff should continue with actions to acquire these Lots (Council resolution 1399/2005 dated 29 July 2005), (Council resolution 1399/2005 dated 29 September 2005). Council is continuing with these actions through the Environment Court process.

## **STRATEGIC CONTEXT**

Future development of Westpark Marina fits within the Strong Innovative Economy platform and is in accordance with the Economic Development Strategy for attracting business investment in the City. This investment could also provide supporting infrastructure for a regional "park and ride" ferry operation between Waitakere City and Central Auckland, which supports the Integrated Transport and Communications platform.

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 trailer parking' parking zone controls can be applied to ensure trailers are not parked in locations where they can create a risk to road user safety or the efficient operation of a road.

Therefore the expansion of the site, and the provision of sufficient public parking to support this initiative, would be consistent with the regional public transport strategies and would support the integration of public transport and land use. Providing access to the coast and public facilities (such as the boat ramp) is also consistent with Council's Strong Communities and Green Network platforms.

## **ISSUES**

The sub-lease of Lot 2 will enable Council to form, seal and regulate the area surrounding and providing access to the public boat ramp on Lot 2. Once this area is formed it will then be possible to impose a parking ban around this boat ramp area. This action will resolve issues raised by the community about the difficulty in utilising this public facility during busy periods due to trailer parking causing congestion around the boat ramp.

- No parking restrictions on Lot 2 DP 195238 are required to prevent trailer parking on or behind the public boat ramp.

Further parking restrictions will be recommended, including a restriction on boat trailer parking along much of Clearwater Cove and the adjacent residential streets, Reflection Drive and Horizon Way, will prevent boat trailer parking over the public footpath and outside the residential dwellings that are in close proximity to the marina facility. These restrictions will need to be imposed once the boat trailer car park is in operation.

Concerns have been raised by members of the public regarding vehicles parked on the paving stone footpath on the north side of Clearwater Cove. The surface of this footpath is at the same level as the footpath and there is no kerb line to clearly indicate the separation between the roadside parking and pedestrian areas.

Officers are investigating ways to prevent parking on the footpath. Options under consideration are raising the footpath and installing kerb and channel, installing a row of bollards along the footpath edge or installing a parking restriction on this side of the road. Parking on the south side of the road and the need to maintain sufficient clear carriageway free of parked vehicles to allow two way flow of traffic also need to be considered.

A2 The occupants of nearby properties along Clearwater Cove were consulted by letter attached at page A2. One concern about future access has been raised by the party who hold another sublease over part of Lot 7. This party is able to park in the vehicle entrance leading to this portion of Lot 7, as long as they don't impede the general width of the footpath. Accordingly their current practice is to park their vehicles on an angle and within this property boundary. This party was assured by Council that car parking bays would not be painted on the portion of Clearwater Cove that serves as the southern vehicle entrance to this property. Furthermore trailers and other vehicles would be penalised for parking in this area as it is an offence to park within 1m of a vehicle entrance.

A3-A4 The location of the proposed new parking control is shown on the aerial photograph as attached at page A3 to A4.

Residents have raised a further matter about the lack of disabled parking provision in front of the marina complex. This area is within the portion of land that is leased by Westpark Marina Limited and Council have no control over the parking arrangements within this area. Furthermore this complex was constructed prior to changes to the building code that required that disabled parking provision was included in all such developments, therefore the complex is not in breach of the Building Code. However Council officers have recently raised this matter with the shareholders of Westpark Marina and they appeared to be very willing to look at the configuration of parking spaces in this area and provide for a marked disabled parking space.

## RESOURCES

The proposed signs and markings changes can be implemented under the 2005/2006 maintenance budgets.

## CONCLUSION

The proposed prohibition on the parking of trailers in Clearwater Cove should be adopted to ensure that boat trailers are no-longer able to park over the footpath and obscure pedestrian access within the Westpark Marina precinct. These measures will also enable residents and visitors to the area to park their vehicles in an orderly fashion. It is expected that these controls will encourage drivers to use the new purpose built pay and display trailer parking area within the eastern portion of Lot 7 DP 110480, whilst allowing for this car park to serve the dual use of providing for unimpeded park and ride parking for cars during weekdays.

## RECOMMENDATIONS

1. That the Clearwater Cove - Trailer Parking Prohibition report be received.
2. That in relation to **CLEARWATER COVE, WEST HARBOUR:**
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) on the entire legal road reserve of **CLEARWATER COVE** a new **NO TRAILER PARKING ZONE** control be put in place.
3. That in relation to **REFLECTION DRIVE, WEST HARBOUR:**
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) on the entire legal road reserve of **REFLECTION DRIVE** a new **NO TRAILER PARKING ZONE** control be put in place.
4. That in relation to **HORIZON WAY, WEST HARBOUR:**
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) on the entire legal road reserve of **HORIZON WAY** a new **NO TRAILER PARKING ZONE** control be put in place.
5. That in relation to **LOT 2 DP 195238, CLEARWATER COVE, WEST HARBOUR:**
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) on the entirety of **LOT 2 DP 195238, CLEARWATER COVE, WEST HARBOUR** a new **NO STOPPING AT ALL TIMES** control be put in place.
6. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Rochelle Edwards; Project Manager: Strategic Projects.



**11 AVIAN BIRD INFLUENZA PANDEMIC PLANNING**

**PURPOSE OF THE REPORT**

The purpose of this report is to give the Massey Community Board an overview of Avian Bird Influenza Planning and organisation at Waitakere City.

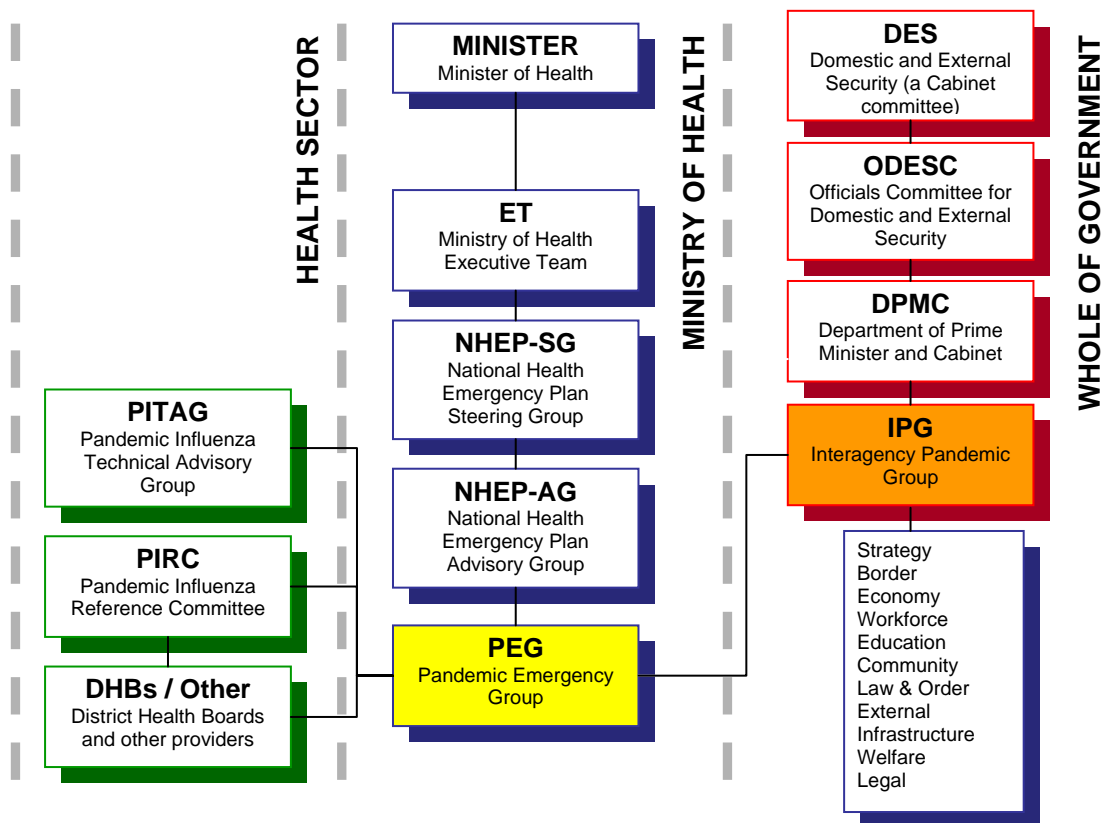
**BACKGROUND**

The World Health Organisation has warned that the current risk from Avian Influenza (“Bird Flu”) becoming the next human influenza pandemic is high.

New Zealand has been planning for an influenza pandemic for some time. The Ministry of Health is working with the health sector and a wide range of other government agencies to ensure New Zealand is as prepared as possible for a potential pandemic.

As shown in the following diagram, Ministry of Health has set up a government-wide Intersectoral Pandemic Group. A number of work streams have been formed under the Intersectoral Pandemic Group to plan for and minimise the impact of associated risks.

The Ministry of Economic Development is leading the work stream on infrastructure. The Infrastructure Work Stream aims to ensure that infrastructure providers are prepared for possible disruption to services due to staff shortages, or for possible unexpected increases in demand for infrastructure services.



Ministry of Health's *National Health Emergency Plan: Infectious Diseases* describes the way Ministry of Health and New Zealand's health services will function following a declaration of a national health-related emergency.<sup>1</sup> District Health Boards, along with Police, Fire and "lifeline utilities" are part of regionally-focused Civil Defence Emergency Management Groups. Civil Defence Emergency Management Group plans may be accessed through Regional Council/Unitary Authority websites.

The Ministry of Health advises that the potential impacts of an influenza pandemic in New Zealand include:

- Morbidity and mortality are unknown, but may be very high;
- Full community mobilisation needed - all government and many community agencies are likely to be involved in whole-of-society response;
- Health services may be unable to provide direct care (the orientation of health care may be to co-ordinate and support community mobilisation); and
- Very high staff absence rates may be likely, for some periods during the pandemic.

Once the epidemiology of the pandemic strain virus is known, Ministry of Health will customise policies and programmes in its strategy to address the particular virus. As at October 2005, the Ministry of Health's five-stage strategy is described as:

#### Overall Influenza Pandemic Management Strategy and Associated Actions

STAGE	NZ STRATEGY	MoH / DHB ALERT CODE	OBJECTIVE AND ACTION
1	Plan For It (Planning)	WHITE (Information / advisory)	<ul style="list-style-type: none"> <li>• <u>Objective</u>: devise a plan to reduce the health, social and economic impact of a pandemic on New Zealand.</li> <li>• Full engagement of whole of government.</li> <li>• Consultation with and input from many agencies.</li> </ul>
		YELLOW (Standby)	<ul style="list-style-type: none"> <li>• Prepare to implement pandemic response action plans.</li> </ul>
2	Keep It Out (Border Management)	RED <sup>2</sup> (Activation)	<ul style="list-style-type: none"> <li>• <u>Objective</u>: keep pandemic out of New Zealand.</li> <li>• Wide range of border management options, up to:                             <ul style="list-style-type: none"> <li>- Closure of New Zealand's border to all non-nationals.</li> <li>- Quarantine of all returning New Zealand citizens.</li> </ul> </li> <li>• Enhance internal disease surveillance and notification.</li> <li>• Investigate and follow up any suspect cases.</li> </ul>

<sup>1</sup> New Zealand's response may be different from other countries due to our unique geographical position, particularly with respect to border management issues.

<sup>2</sup> The transition from Code White to Red could be quite quick (i.e. the Code Yellow phase could be short).

STAGE	NZ STRATEGY	MoH / DHB ALERT CODE	OBJECTIVE AND ACTION
3	<b>Stamp It Out</b> (Cluster Control)		<ul style="list-style-type: none"> <li>• <u>Objective</u>: control and/or eliminate any clusters that might be found in New Zealand.</li> <li>• Isolate and treat patients and households.</li> <li>• Contact trace and treat all contacts.</li> <li>• Restrict movement into/out of affected area(s).</li> <li>• Close schools and other places where people congregate, and prohibit mass gatherings.</li> <li>• Maintain border management.</li> </ul>
4	<b>Manage It</b> (Pandemic Management)		<ul style="list-style-type: none"> <li>• <u>Objective</u>: to reduce the impact of pandemic influenza on New Zealand's population.</li> <li>• Health Service reconfiguration to support community response in affected areas.</li> <li>• Social distancing measures.</li> <li>• Support for people cared for at home, and their families.</li> </ul>
5	<b>Recover From It</b> (Recovery)	<b>GREEN</b> (Stand down)	<ul style="list-style-type: none"> <li>• <u>Objective</u>: expedite the recovery of population health where impacted by pandemic, pandemic management measures, or disruption to normal services.</li> <li>• Phase starts when the population is protected by vaccination, or the pandemic abates in New Zealand.</li> </ul>

Moves from Code White (which is the stage in November 2005) to Yellow, and Yellow to Red (i.e. the escalation steps), and subsequently from Red to Green, will originate with Ministry of Health. Ministry of Health will put the notification on their website and notify their media contacts. Ministry of Economic Development will endeavour to keep infrastructure providers informed of these changes.

### STRATEGIC CONTEXT

Emergency planning and preparation for a possible avian influenza pandemic contributes towards the Council's Safe City strategic priority.

### ISSUES

#### Pandemic Planning within Waitakere City Council

A5-A36

Locally there has been a considerable amount of liaison between the Waitemata District Health Board Pandemic Planning Manager, Dr Jocelyn Peach, and Principal Health Officer, Dr Lanes Johnson, with Councils Chief Executive Officer and Manager, Emergency Management, for internal planning and joint co-ordination response purposes. This activity has now led to the development of a Pandemic Planning Guide for Council business continuity and emergency management purposes as attached at pages A5 to A36.

Elected Members will also be aware from publicity, of the likely consequences of any outbreak and the affect it would have on Council's ability to provide levels of essential services to the community. In a worst case scenario, planning would be based on having at least half of all staff being absent from work, either at home or through illness, and the added possibility that a number of staff will also die. While there is no guarantee when a pandemic will occur, the reality is that it will happen and the preparation being taken now ensures the event is well managed. The appendices to the Planning Guide give examples of various scenarios for pandemic response escalation.

Planning for burials is also undertaken. Provision for mass grave situations is underway regarding available space at both the Waikumete and Swanson cemeteries which will be required for regional as well as local purposes. Should mass burials be required, some cremations may be permitted.

In addition to local planning, the Manager Emergency Management is also the regions Civil Defence Emergency Management representative to the Ministry of Civil Defence Emergency Management for overall Civil Defence Emergency Management planning throughout the region. Primary responsibility for the management of a pandemic rests with the Ministry of Health as the lead authority. Any outbreak, however, would likely result in either a declaration of regional emergency and or a national emergency. Health would still manage the health response but the overall co-ordination would be under the umbrella of Civil Defence Emergency Management. The primary Civil Defence Emergency Management activities will be logistical support, transportation and communications, and local co-ordination would be conducted with the Waitemata District Health Board from our existing Emergency Operations Centre.

The level of planning and coordination undertaken to date has been quite extensive and appreciation of the scope of the likely affects upon Council is now well understood. One item that still has to be resolved is the provision of personal protection and cleaning equipment across Council. Without necessarily going overboard, there is a requirement to buy in stocks of some equipment as a contingency measure. To not do so would seriously compromise personal safety as there would not be a guarantee of stocks being available through panic buying in the event of an outbreak.

There is no vaccine currently available for an Avian Bird Influenza Pandemic. It will probably take about six months from outbreak to develop a vaccine in sufficient quantity for the population of New Zealand. Anti viral medication such as Tamiflu is available and may be of some help in reducing the influenza effects if taken early enough. Arrangements are in place for the provision of Tamiflu for essential staff and for staff who may become ill. All sectors of the community will be at risk but those living in the rural areas will be less so given their greater isolation and generally greater resilience in looking after themselves.

The Mayor has requested that an update be given to Council on preparations and planning to date by means of a presentation. It is planned that this presentation will take place early in the New Year in the form of a workshop for Elected Members.

## **CONCLUSION**

The likelihood of a worldwide pandemic from Avian Bird Flu is more a matter of when not if. It will, however, have to mutate into a form where it is passed from human to human rather than the current bird to human form in order to reach major pandemic proportions. New Zealand by virtue of its isolation is in a good position to manage an outbreak and contain any consequences. Planning, however, has to be based upon a worst case scenario.

In the meantime, considerable work has already been undertaken at a local level between health authorities and Council staff for readiness and response purposes and will be ongoing. Waitakere City through the work already undertaken and the ongoing education of staff and management is well informed at this time and planning is well advanced.

## **RECOMMENDATION**

That the Avian Bird Influenza Pandemic report be received.

Report prepared by: Bill Morley, Manager: Emergency Management Services.



## **12 MASSEY WARD REVEGETATION PROGRAMME**

### **PURPOSE OF THE REPORT**

The purpose of this report is to update the Massey Community Board regarding the revegetation programme and to approve the weed management and planting plans in the Massey Ward.

### **BACKGROUND**

This project involves the revegetation of key bush and esplanade reserves as identified in the draft Parks Strategy outside the Project Twin Streams areas. Works are programmed to complement the environmental weed control programme in protecting the environmental integrity of the Waitakere City's unique ecological systems. The environmental weed control programme is a site-led programme based on protecting parks of high ecological value in Waitakere City. Intensive weed control has been carried out in these parks for a number of years including follow up weed control. Planting of ecosourced native plants is programmed to further reduce the likelihood of re-infestation of environmental weeds, to ensure the success of the programme and sustain ecological integrity.

### **STRATEGIC CONTEXT**

The 2020 vision for the Green Network platform states:

*“There will be a network of bush and trees (the Green Network) from the Ranges, through town centres and suburbs, to the coasts, bringing the natural world into people’s everyday lives and filling the streams and forests with life.”*

The revegetation programme has been set up for the implementation of this platform by increasing bush cover and the integrity of existing bush and open spaces along streams and coastal margins.

### **SCOPE OF WORK**

The parks programmed for revegetation in the Massey Ward in 2005/2006 financial year are listed below:

- Armada Reserve
- Lowtherhurst Reserve
- Marina Esplanade
- Ranui Domain
- West Harbour Esplanade
- Whenuapai Hall Reserve

A37-A80

The proposed revegetation planting at Armada Reserve (Armada Drive, Ranui) and Ranui Domain (504a Swanson Road, Ranui) is to improve the ecology of both reserves and the stream and wetland areas present. The weed management and planting plans are attached at page A37 to A80.

*A81-A128* Marina Esplanade (38-48 Seacrest Drive, West Harbour) and West Harbour Esplanade (217 West Harbour Drive, West Harbour) have been identified as a suitable site for revegetation planting to improve the ecological habitat along the margin of the Waitemata Harbour as well as improving the amenity value of the coastal walkway system present, are attached at pages A81 to A128.

*A129-A151* Lowtherhurst Reserve (44 Redwood Drive, Massey) is located at a crucial part of the stream where it meets the Waitemata Harbour and so has a mixture of ecological habitats that need protecting and restoration. The weed management and planting plans are attached at pages A129 to A151.

*A152-A174* Whenuapai Hall Reserve has undergone a number of developments over the last two years, namely the development of a new playground facility, resurfacing the tennis court and new fencing. The majority of the existing planting has been undertaken by the community and Council is proposing to enhance those existing plantings as well as create new planted areas where there is difficulty mowing. The weed management and planting plans are attached at pages A152 to A174.

## **RESOURCES**

The revegetation programme is managed internally by Council staff. \$781,600 was allocated through the 2005/2006 Annual Plan for the purchase and planting of almost 100,000 ecosourced native plants. This budget also covers the cost of professional services fees for design and consent applications.

## **CONCLUSION**

The revegetation programme is closely aligned with Waitakere City Council's Green Network platform and helps to protect the integrity of Waitakere City's unique natural environment.

## **RECOMMENDATIONS**

1. That the Massey Ward Revegetation Programme report be received.
2. That the Massey Community Board approve the Armada Reserve Weed Management and Planting Plan.
3. That the Massey Community Board approve the Lowtherhurst Reserve Weed Management and Planting Plan.
4. That the Massey Community Board approve the Marina Esplanade Weed Management and Planting Plan.
5. That the Massey Community Board approve the Ranui Domain Weed Management and Planting Plan.
6. That the Massey Community Board approve the West Harbour Esplanade Weed Management and Planting Plan.
7. That the Massey Community Board approve the Whenuapai Hall Reserve Weed Management and Planting Plan.

Report prepared by: Debbie Chapman, Asset Manager: Environmental.



## 13 PAREMUKA BRIDGE - FLUSH MEDIAN

### PURPOSE OF THE REPORT

The purpose of this report is to seek the Massey Community Board's approval for the installation of a flush median across the new Paremuka Bridge.

### BACKGROUND

At the Massey Community Board's 2 November 2005 meeting an item was discussed with regard to road safety measures for the new Paremuka Bridge with the following resolution being passed:

"9. *That in relation to Summerland Drive, Western Heights, the Paremuka Bridge and Munroe Road, Ranui:*

(a) *That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,*

(i) *along the centre of the carriageway starting from a location in Munroe Road 24 metres west of the west abutment of the Munroe Bridge extending east across the Paremuka Bridge into Summerland Drive to a position 3 metres east of the east abutment of the Paremuka Bridge a new No Overtaking Centre Line control be put in place."*

2101/2005

The recommendation was for a yellow No Overtaking Centre Line rather than the 1m wide white flush median. However, a design review of traffic safety has now established that a flush median will be more effective.

### STRATEGIC CONTEXT

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.

Under the Local Government Act 2002, Council has a responsibility to provide for the well being of its community in terms of social, cultural, economic and environmental outcomes. In this context the efficiency, access, and safety associated with the new bridge would be enhanced by replacing the previously proposed no overtaking control with a flush median.

### ISSUES

Works carried out since the Massey Community Board's meeting of 2 November 2005 has found that it is preferable to continue the flush central median treatment through the bridge, for the following reasons:

- There is greater separation of opposing traffic streams.
- There is more room for overtaking bicycles.
- There is room for vehicles accessing the Naturalist Club entrance just north of the bridge to wait for opposing traffic (a response from the Club to the Council's letter drop received after the Board's meeting requested attention to this matter).

Since it is illegal to use a flush median for overtaking, the change of treatment implemented (from no overtaking lines) actually has no practical effect on the Board's November resolution. This is why the change has been made proactively.

## RESOURCES

The proposed marking change can be implemented under the Paremuka (Munroe Road) Bridge 2005/2006 Annual Plan funding.

## CONCLUSION

The implemented extension of a flush median across the Paremuka Bridge in place of a No Overtaking Centre Line is recommended in the interest of improved efficiency, access and safety.

## RECOMMENDATIONS

1. That the Paremuka Bridge - Flush Median report be received.
2. That the following resolution from the Board meeting on 2 November 2005 be rescinded.
  - “9. That in relation to **SUMMERLAND DRIVE, WESTERN HEIGHTS, THE PAREMUKA BRIDGE AND MUNROE ROAD, RANUI:**
    - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
      - (i) along the centre of the carriageway starting from a location in **MUNROE ROAD** 24 metres west of the west abutment of the **MUNROE BRIDGE** extending east across the **PAREMUKA BRIDGE** into **SUMMERLAND DRIVE** to a position 3 metres east of the east abutment of the **PAREMUKA BRIDGE** a new **NO OVERTAKING CENTRE LINE** control be put in place.”

*Part Minute No. 2101/2005*
3. That in relation to **SUMMERLAND DRIVE, WESTERN HEIGHTS, PAREMUKA BRIDGE AND MUNROE ROAD, RANUI :**
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) along the centre of the carriageway starting from a location in **MUNROE ROAD** 25 metres west of the west abutment of the **MUNROE BRIDGE** extending east across the **PAREMUKA BRIDGE** into **SUMMERLAND DRIVE** to a position 5 metres east of the east abutment of the **PAREMUKA BRIDGE** a new **FLUSH MEDIAN** be put in place.
4. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said restriction.

Report prepared by: Ross Hill, Service Manager: Transport Assets.



## 14 PROJECT TWIN STREAMS UPDATE

### PURPOSE OF THE REPORT

The purpose of this report is to provide the Massey Community Board with an update of Project Twin Streams outcomes from July to November 2005.

### BACKGROUND

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

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

A report was presented to Council on 20 July 2005 giving an overview of Project Twin Streams and requesting that Council endorse the quadruple bottom line objectives of the programme. Subsequently, Council passed the following resolutions:

- “1. That the Project Twin Streams objectives as set out in this report be endorsed in principle, for detailed consideration by the City Development Committee.
2. That a progress report on Project Twin Streams be submitted to the City Development Committee every four months to provide strategic direction and an overview of the project.
3. That further consideration be given in the 2006/2016 Long Term Council Community Plan to enhance Project Twin Streams and obtain leverage from external funding.”

1363/2005

On 3 August 2005 a report was presented to Massey Community Board with the following resolution passed:

“That a progress report on Project Twin Streams be submitted to the Massey Community Board every four (4) months.”

1468/2005

### STRATEGIC CONTEXT

Project Twin Streams has been identified as one of Council's catalytic projects and will contribute to implementing the Vision of Waitakere as an Eco City through all Council's strategic objectives and platforms. The Vision for Project Twin Streams is *Working Together for Healthy Streams & Strong Communities: Creating a Sustainable Future*.

In particular Project Twin Streams supports the Council strategic platforms of:

- Strong Communities - people are active, healthy and content;
- Active Democracy - people feel they can make a difference. There are high levels of community participation and respect for each others views;
- Green Network - caring for natural areas. Protection and enhancement is on both public and private land; community involvement is encouraged, as is the protection of landscapes, native plants, wildlife and ecosystems;
- Three Waters - stream restoration and resolving stormwater management issues.

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

## ISSUES

### Scope of Project Twin Streams

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

Project Twin Streams vision and objectives are being delivered through a community development approach.

The underlying assumptions of Project Twin Streams are:

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

### Planting and Maintenance Programme

Over this planting season (April to November 2005) 75,569 plants have been planted. This has resulted in the revegetation of approximately 10,170 square metres of stream banks on the Swanson, Waikumete, Opanuku, Lower Oratia, Pixie and Henderson streams. Weed and maintenance programmes have also been carried out on 6,044 square metres of stream banks

Over 50 percent of the planting has been undertaken by volunteers from local communities, schools, youth groups, scouts and guides, church groups, neighbourhood groups and individuals interested in revegetating the banks of their local streams.

Highlights for this period include the following:

- Planting undertaken by Rutherford High School at Pixie Stream. The school began planting the stream in 2004. Over this period they have planted in excess of 8,000 plants. The school has also commenced monitoring to assess the effect the revegetation has had on the stream. Pixie Stream is also being developed by Project Twin Streams as a demonstration site through the construction of bioretention (stormwater systems that use natural filtration through plants to clean up stormwater) prototype devices which are being monitored for stormwater treatment efficiency. There has also been construction of permeable paving using Permapave products.
- Princes Trust - a group of youth offenders, have been working on the Henderson Creek undertaking both planting and weeding. Over this season they have planted over 8,000 plants.
- Swanson Community have organised three very successful community planting days that attracted approximately 250 local residents and resulted in the planting of 5,927 plants.

### **Community Contracts and Community Engagement**

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

There are now three organisations that have community contracts with Project Twin Streams approved by the Tenders Subcommittee, as follows:

- Te Ükaipö Mercy Initiatives for Rangatahi Limited in Ranui-Massey along the Swanson Stream from Birdwood Road to Huruhuru Creek.
- West Auckland District Council of Social Services in the Henderson area along the Henderson Creek.
- Corban Estate Arts Centre has recently signed a contract to deliver Project Twin Streams in the Henderson South area along the Lower Opanuku Stream.

Consultation is currently being undertaken in the Lower Oratia area and the Glen Eden area to ascertain how these local communities would like to engage with Project Twin Streams and to identify suitable organisations to undertake a community contract. The Swanson community is also exploring options for an appropriate organisation to take up a community contract. It is anticipated that by mid 2006 there will be six community organisations contracted to develop Project Twin Streams in their localities. This will cover the majority of the Catchment.

A snapshot of achievements from Te Ükaipö Mercy Initiatives for Rangatahi Ltd (Ranui-Massey) and West Auckland District Council of Social Services (Henderson Creek) community contract organisations include the following:

- Establishing Project Twin Streams in their local communities.

- Ranui-Massey Project Twin Streams have held three extremely successful community planting & education days attracting approximately 400 residents including a large number of children. Local groups are also beginning to adopt sections of the stream. A programme for rangatahi (youth) at risk is working weekly on the stream banks doing weeding, planting and maintenance. It has been reported that there have been significant improvements in the students' behaviour and also their educational attainment from being involved in Project Twin Streams. At the end of one programme a rangatahi stated that "I have learnt to respect mother nature". A total of 8,972 plants have been planted by the local community covering approximately 4,740 square metres.
- West Auckland District Council of Social Services began their contract part way through the planting season. They have organised planting days with Flanshaw Road Primary School, Scouts and local residents. This has resulted in the planting of 2,500 plants. Two more small planting days are being planned before the end of the planting season.

The Community Contracts are being delivered at significantly lower costs than a commercial contract and unlike commercial contracts they have the potential to achieve outcomes across all four well beings.

### **Creative Processes**

The Project Twin Streams Community Arts Worker (a part time position initially funded externally through Sustainable Communities) has been working alongside the community contract organisations to develop and implement creative ways of engaging people in the project and developing understanding of the causes and means of addressing environmental degradation. Achievements of this position to date include the following:

- Working with children in the Ranui After-School Project who have made a mosaic gecko (mokomoko) that is now displayed outside the Ranui Community Centre. The children also drew pictures and wrote stories of their vision for the Swanson Stream. This has been put together into a book and entered into the OSCAR (National Association for After-School Care) competition.
- Children at Birdwood School have written and performed a rap about Project Twin Streams. Youth from the local youth group designed tee shirts that the younger children wore for their performance.
- Children at West Wave After-School have designed flags depicting how they see Henderson Creek. These flags have been sewn up by a group of trainee machinists.
- Working with West Auckland District Council of Social Services to organise a Celebrating Henderson Creek weekend that includes art displays, music, ecological and historical walks, painting, educational displays, a performance by the Waitakere Women's Choir and a parade and installation of the flags designed by the West Wave After-School.
- A significant number of people, particularly children, who are engaging with Project Twin Streams through the community arts projects, are also taking an active interest in planting days.

### **Cycle and Walkways**

As part of Project Twin Streams, an application was made to Infrastructure Auckland (now Auckland Regional Holdings) for \$5.2 million to construct 14.5 kilometres of cycle and walkways along the Opanuku, Oratia and Waikumete Streams. This application was approved in 2004.

Work has begun on stage one of the cycle & walkway programme. The routes for this stage will extend from:

- Great North Road alongside the Opanuku Stream, through the Corban Estate to Border Road.

- Millbrook Road, alongside the Oratia Stream to Parrs Cross Road, and from alongside the intersection of the Oratia and Waikumete Streams to Parrs Park.

Public consultation on the above routes occurred between 25 July 2005 and 23 September 2005 and on the Draft Lower Oratia Stream Reserves Management Plan. Over 500 people were consulted face to face and over 30 written submissions were received. Feedback on the Draft Lower Oratia Stream Reserve Management Plan and proposed cycle and walkways was overwhelmingly positive, with residents viewing them as a community asset which would enhance their local area and the City.

Key points from the consultation included the following:

- New planting should aim to achieve a balance between revegetating and ensuring maximum visibility and public safety. Stories should be developed to reflect local history, local plant, bird and animal life, local personalities, Maori legends and the cultures of people living in the area. Art works should be provided by local people and include mosaics, sculptures, art bridges and seating and carvings.
- Key safety issues - the need to provide regular exit points, providing enough room to accommodate walkers and cyclists, appropriate lighting, signage, fencing, handling dogs, combating vandalism, providing good maintenance, having full disability access and appropriate rails and surfaces. A professional safety and access audit was also undertaken for both routes.
- Use of the routes can be enhanced through providing seating, picnic and rest areas, park and play spaces, cycle racks, publicising the routes, holding events and high quality ongoing maintenance.

Detailed suggestions were also made for each route. This feedback is reflected and incorporated in the full consultation feedback report.

The second stage of the cycle and walkway network will extend from Border Road to Henderson Valley Road and from Harold Moody Park in Glen Eden to Ceramco Park. Community consultation on the proposed routes for this stage will begin in February 2006.

### Property Buy Outs

Following approvals from the Finance and Operational Performance Committee, Project Twin Streams commenced buying properties in the Serwayne Place/Millbrook Road area (2003), in Henderson Valley Road (2004) and Glen Eden (2005). To date the following properties have been acquired:

- **Henderson Valley - Opanuku Stream Area**  
Sixteen properties are required for the project and nine have been purchased to date. The remaining seven properties are at various stages of negotiation. Contractors have now started to relocate seven of the acquired houses off site.
- **Serwayne Place Area - Oratia/Lower Waikumete Stream Area**  
Twenty-six properties are required for the project and twenty-three have been purchased to date. The remainder are under negotiation.
- **Glen Eden - Waikumete Stream Area**  
Fifteen properties are required for the project between Harold Moody and Ceramco Parks and further twenty-one properties are required between 347 West Coast Road and Glendale Road.  
Of the above, four have been purchased to date, a further three have reached agreement and the remainder are under negotiation.

- **Cycleway Properties**

All significantly affected property owners along the cycle and walk way routes where strips of land are to be acquired have been approached and discussions are proceeding with the owners. Agreements can be finalised when the cycleway engineering design is available showing the extent of land required from affected properties.

To date the careful process used by Project Twin Streams in working with affected property owners has meant that it has not been necessary for Council to resort to using the Public Works Act to acquire any properties.

Discussions have begun with Housing New Zealand Corporation on the possibility of purchasing Project Twin Streams' houses for social housing requirements.

### **Relationship with Manawhenua & Iwi**

Te Kawerau a Maki and Ngati Whatua have both been engaged to prepare cultural heritage reports for the parts of the catchment covered by the cycle and walkways. Both iwi have in principle given their support for the project.

Meetings have been held with Hoani Waitiiti Kura Whanau and Te Whanau o Waipareira to begin discussions regarding their interests in Project Twin Streams. Each of the contracted community organisations is being encouraged and supported to develop relationships with local Maori in their own localities.

A training workshop for the Project Twin Streams team, other related Council staff and current and future contracted community organisations is being held at Te Piringatahi O Maungaarongo Marae in Massey. This workshop is an opportunity to share different cultural knowledge informing the development of Project Twins.

Project Twin Streams is working with other key stakeholders to support the recently established Maori Economic Development Project - Turuki Turuki Paneke Paneke - a joint venture between Te Kawerau a Maki and Te Piataata Trust (funded by Department of Internal Affairs). A number of the objectives for this project are aligned to Project Twin Streams.

### **Sustainable Auckland - Sustainable Communities**

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

The partnership with Sustainable Communities is enabling the implementation of the social, cultural and economic goals for Project Twin Streams. The focus for investment by Sustainable Communities in Project Twin Streams for 2005/2006 is to progress the economic goals. The first step is undertaking a short term contract in the first half of 2006 to identify and assess the viability and resourcing requirements for potential community economic development initiatives and develop project plans to take them forward.

## ISSUES OF INTEREST TO MASSEY COMMUNITY BOARD

### Community Contracts

The community contract with Te Ūkaipō Mercy Initiatives for Rangatahi for the Ranui-Massey area has been underway for almost 10 months. As noted above three very successful community planting days were held attracting, in total, over 400 local people. These planting days have become significant community events and include a number of activities for local children to engage in - storytelling, face painting, arts projects as well as planting. The October 2005 community planting event was a celebration of Children's Day and also an opportunity to showcase the Project Twin Streams community arts projects. A rap, written by pupils of Birdwood Primary School that included environmental messages for the care of Swanson Stream, was performed. The children wore special tee shirts that had been designed by the Ranui 135 Youth Group. There was also weaving and paper-making activities. The paper was made from ginger collected from the stream.

In September 2005 the Ranui After-School Programme had the opening of the gecko (mokomoko) that is placed outside the Ranui Community Centre. The gecko project was created with the Project Twin Streams Arts Co-ordinator.

Local groups and individuals are adopting sections of the stream. Both Birdwood Primary School and Lincoln Heights School have adopted their own sections of the stream, as have the sea scouts, the Pony Club and a whānau group.

Te Piataata Trust, a programme for at-risk rangatahi, continues their weekly programme down at the stream. They received a highly commended in the 2005 Ecowise Awards for the impressive work they have been doing.

### RESOURCES

The resources available are as follows:

- Funding of \$38.2 million has been allocated from Infrastructure Auckland (now Auckland Regional Holdings) for stormwater management, repair and restoration of 125 km of streams and to provide social and economic benefits as outline in the contract. A claim has just been submitted to Auckland Regional Holdings for \$7,112,000 for 2004/2005. This will make total of \$10 million that has been claimed to date.
- Funding of \$5.2 million has been allocated from Infrastructure Auckland for the construction of cycle and walkways along the Oratia, Opanuku and Waikumete streams.
- Direct funding of \$65,000 from Sustainable Communities for three years has been secured to progress agreed social, cultural and economic goals of the programme.
- A Community Advisor from Department of Internal Affairs has been made available to contribute up to 20 hours per week to progress agreed Project Twin Streams-Sustainable Communities goals.
- Funding of \$12 million from Financial Contributions.

### CONCLUSION

Project Twin Streams has evolved significantly from its original concept of riparian restoration to become a quadruple bottom line community development model for catchment restoration as a living example of sustainable development. The project is already becoming well known within the catchment, and although it is still in the establishment phase, it has made significant achievements which will increase exponentially each year.

**RECOMMENDATION**

That the Project Twin Streams Update report be received.

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



**15 BOARD MEMBERS' REPORTS**

Provision has been made on this agenda for Board Members should they so wish to submit a report on their activities during the month in regard to matters within the scope and delegations of the Board. However, to comply with the provisions of the Local Government Official Information and Meetings Act 1987, no decision may be made on matters raised in Board Members' reports.

**MASSEY COMMUNITY BOARD APPOINTMENTS**

<b>OUTSIDE ORGANISATIONS</b>	<b>APPOINTMENT</b>
Auckland Region and Far North Community Board Association Executive Committee	Andrew Good
Keep Waitakere Beautiful Committee	John Riddell Bob Jessopp
Massey Citizens Advice Bureau	Cr Linda Cooper
Ranui Community Centre Committee	Cr Linda Cooper
Westpark Marina Working Group	
Council/Police Liaison Group	Cr Peter Chan Gayleen Maurice Bob Jessopp
Massey Community House Committee	Cr Linda Cooper
Waitemata Harbour Foreshore Reserves Management Plan Joint Subcommittee	Bob Jessopp Graeme Barnard
<b>COUNCIL COMMITTEES</b>	
Hearings Committee	Graeme Barnard Allen Davies
Community Sports Fund Allocation Subcommittee	John Riddell Gayleen Maurice
Street Events Subcommittee - Massey Ward	Bob Jessopp
Long Term Council Community Plan and Annual Plan Special Committee	Graeme Barnard Andrew Good
Massey Ward Local Reserves Management Plan	Graeme Barnard Bob Jessopp Gayleen Maurice
Steering Group on Lincoln / Rathgar Joint Safer Routes and School Travel Plan	Gayleen Maurice Bob Jessopp



