



Waitakere City Council  
*Te Taiao o Waitakere*

## NOTICE OF MEETING

# MASSEY COMMUNITY BOARD

(Whenuapai, Hobsonville, West Harbour, Herald Island, Massey, Ranui and a portion of Western Heights)

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

**DATE:**            **Wednesday, 1 October 2008**            **AMENDED TIME:**    **7.00 pm**

**MEETING**  
**ROOM:**            **Council Chamber**

**VENUE:**            **Waitakere Central, 6 Henderson Valley Road, Henderson, Waitakere**

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

26 September 2008

Desiree Tukutama  
**COMMITTEE SECRETARY**

Telephone (09) 836 8000 extn 8815

### **MEMBERSHIP:**

Mr JG Riddell (Chairman)  
Mr AE Davies, JP (Deputy Chairman)  
Mr JC Carrodus  
Cr MFP Chan, JP  
Cr WW Flaunty, QSM, JP  
Ms JA Fletcher  
Mr MJ Neeson

(Quorum 4 members)

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(Meeting Room could be subject to change)

(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  
COUNCIL CHAMBER AT WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD,  
HENDERSON, WAITAKERE, ON WEDNESDAY, 1 OCTOBER 2008,  
COMMENCING AT 7.00 PM**

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**AGENDA FOR A MEETING OF THE MASSEY COMMUNITY BOARD TO BE HELD IN THE  
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HENDERSON, WAITAKERE, ON WEDNESDAY, 1 OCTOBER 2008,  
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**1 APOLOGIES**



**2 CONFIRMATION OF MINUTES**

Meeting Minutes - Wednesday, 3 September 2008

**RECOMMENDATION**

It is recommended that the Massey Community Board resolve to:

**Receive** the minutes of the meeting of the Massey Community Board held on Wednesday, 3 September 2008, as circulated, and that they be taken as read and now be confirmed.



**3 URGENT BUSINESS**

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

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

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

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



#### 4 **CONFLICTS OF INTEREST**

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



#### 5 **PRESENTATION**

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



#### 6 **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 Chairman at the beginning of the meeting; and
- (ii) the Chairman shall determine the order of speakers, and allow five minutes for speaking time;
- (iii) questions by members are to be confined to obtaining information or clarification on matters raised by the speaker.

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



## 7 CHAIRMAN'S REPORT

### RECOMMENDATION

It is recommended that the Massey Community Board resolve to:

**Receive** the Chairman's Report.

### **REPORT**

1. Well another busy month ahead highlighted by - an opportunity to accompany the Police on Saturday, 27 September 2008 on the booze buses.
2. I write this month's report having just returned from the Keep New Zealand Conference in Dunedin. One of the speakers spoke about saving energy in the home. Earlier in the month I had Eco Matters come around to my home to do a sustainable energy check. Eco Matters are currently servicing the Massey Ward, and are keen to do home checks in the Herald Island/Hobsonville and Whenuapai areas. I highly recommend that people contact Eco Matters to complete an energy audit on your home. The sustainable energy check was started by asking a series of questions, as part of the initial assessment (I had already installed energy saving light bulbs throughout my home and I also use eco panel heaters). After this assessment, my energy bill will be lower in the future as the thermostat on the hot water cylinder has been turned down and I now turn the stove and the TV switches off at the wall at night. This slows up the spin of my power meter counter quite dramatically. I am going to have better pink batts installed in the ceiling and will Velcro the curtains to the wall to trap in the heat at night. This will make another big difference I am sure. They may also install a new shower head for free. My one uses over 13 litres a minute which will drop to 9 litres, with the new shower head. At \$1.48 (per unit) this will be another huge saving. I have also purchased some new taps for the kitchen in order to cut down the consumption rate there as well. You can contact the Eco Matters Trust on (Ph) 09 826 4276, or they may contact you during a Neat Street or Green Street event.
3. Earlier in the month, the Ranui Concept Plan was presented to over 80 people in Ranui. A presentation on the plan is on this month's agenda. Overall this plan was well received; however two or three things were highlighted by members of the public. The first is that traffic signals need to be installed on the corner of Swanson Road, Amanda Road and Ranui Station Road. The second issue raised was people are concerned about the high rise apartment style accommodation and the social problems intensification of housing may bring to an area. The loss of parking spaces, which intensification of housing brings to an area is also an issue. People are also concerned about the proposed cycle lanes and the narrowing of roads and loss of parking this will result in. .
4. Cycling issues are also becoming an issue in other parts of the Massey Ward, especially Triangle Road. It is interesting to note from figures supplied to ARTA (Auckland Regional Transport Authority) that during one peak time survey, two cyclists used Triangle Road!
5. I attended the Moon Festival opening in New Lynn. The Moon Festival is an Asian festival and over seven years ago, began as a result of an idea of Council appointee to our Board, Cr Peter Chan. The festival continues to this day as a show case of Asian and Maori cultures as a result of the efforts of Cr Chan and his wife Audrey.

6. I also attended the Ranui Action Project annual meeting, who are keen to see traffic signals installed at the Ranui shops. Judy Fletcher and I attended the Ranui Community House annual general meeting, at which former Massey Community Board member Karen Perri, was re-elected to the position of Chairperson of the Ranui Community House. The Ranui Community House members are keen to see, if the library in Ranui is relocated, if the space that frees up, will be available for use by the Ranui Community House.

JG Riddell  
**CHAIRMAN**



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

### **RECOMMENDATION**

It is recommended that the Massey Community Board resolve to:

1. **Receive** the Committee Secretary's Report for the Massey Community Board dated 3 September 2008.
2. **Agree** to appoint a representative to attend the Community Boards' Conference in March 2009.
3. **Agree** to appoint an alternate representative to attend the Community Boards' Conference in March 2009, subject to funding arrangements.

	<b>Issue</b>	<b>Comments</b>	<b>Reporting Council Officer</b>
1.	Westpark Marina - Various Issues Community Board Requests 3 April 2002 Resolution No. 660/2002 10 November 2004 Resolution No. 1964/2004 Council 28 September 2005 Resolution No. 1825/2005	<p><b>Trailer Parking</b></p> <p>The Trailer Parking at the Westpark Marina is successfully completed and fully operational.</p> <p><b>Dredging Update</b></p> <p>This cycle of dredging at the Westpark Marina is completed.</p>	Fraser Henderson ☎ 836 8000 Ext: 8286

	Issue	Comments	Reporting Council Officer
A1-A7	<p><b>2.</b> Community Boards' Conference and Best Practice Awards, 19-21 March 2009 Christchurch</p> <p>Officer's Report</p>	<p>This conference will be hosted by Christchurch City Council at the Christchurch Convention Centre and celebrates 20 years of Community Boards. The event commences with a 20<sup>th</sup> Anniversary Celebratory Dinner on Thursday, 19 March 2008, including the presentation of Best Practice Awards, and closes on Saturday, 21 March 2009. A programme is attached at pages A1 to A7, and further guidelines and information about the Conference are available on the website: <a href="http://www.cbc09.org.nz">www.cbc09.org.nz</a>.</p> <p>The Best Practice Awards are presented to Community Boards in recognition of significant contributions to achieving excellence and innovation in their communities. If a Board is involved in a programme or project that displays a high degree of excellence, it may enter for the Awards under one of the following categories:</p> <ul style="list-style-type: none"> <li>Consultation</li> <li>Significant project</li> <li>Facilitation</li> <li>Partnership</li> <li>Heritage</li> <li>Working with Maori</li> <li>Working with Children and Youth</li> <li>Harmonious relations</li> <li>Safety and the NZ Police</li> </ul> <p>Entries can be submitted electronically to: <a href="mailto:BestPracticeAwards2009@ccc.govt.nz">BestPracticeAwards2009@ccc.govt.nz</a> or by registered mail using the attached covering Entry Form. All entries must be received no later than Tuesday, 16 December 2008 at 5pm. Entries will remain with <i>Local Government New Zealand</i> in Wellington and will be used for sharing good practice with other Community Boards.</p> <p>Each Community Board is invited to nominate one representative to attend the meeting, and one alternate representative. Each representative will be funded by the Council to attend the Conference, and if budgets allow, the alternate representative may also be funded to attend. An option may be for a mix of Council and private support.</p>	<p>Owena Schuster</p> <p>☎ 836 8000</p> <p>Ext: 8864</p>

	Issue	Comments	Reporting Council Officer
3.	Zita Maria Park Playground Upgrade Officer's Report	<p>The playground at Zita Maria Park is being upgraded in 2008/2009 as part of Council's ongoing playground renewal programme.</p> <p>A mail drop was delivered to the local community in March 2008 and survey results have been collated. A concept design has been developed and this was distributed to the community in early August 2008. A building consent application is currently being prepared for lodgement in early October 2008.</p>	<p>Tracey Hamilton ☎ 836 8000 Ext: 8969</p>
4.	Zita Maria Park Car Park Upgrade Officer's Report	<p>The car park at Zita Maria Park is being upgraded in 2008/2009 as part of Council's ongoing car park renewal programme.</p> <p>The car park and accessway will be resealed, along with minor kerb and channel repairs, bollard realignment, and line marking.</p> <p>The project is currently being tendered as one contract with other reserve car park renewal projects. Physical works for this contract are scheduled to commence from November 2008 and be completed by February 2009.</p>	<p>Andreas Lilley ☎ 836 8000 Ext: 8553</p>
5.	Fred Taylor Park Car Park Upgrade Officer's Report	<p>The entrance to Fred Taylor Park off State Highway 16 is being upgraded in 2008/2009 as part of Council's ongoing car park renewal programme.</p> <p>The entrance and accessway will be realigned, improving the safety for cars entering and exiting the park. The works will involve kerb and channel construction, resealing, bollard realignment, and line marking.</p> <p>The project is currently being tendered as one contract with other reserve car park renewal projects. Physical works for this contract are scheduled to commence from November 2008 and be completed by February 2009.</p>	<p>Andreas Lilley ☎ 836 8000 Ext: 8553</p>
6.	Fred Taylor Park Sand Field Upgrade Officer's Report	<p>The upgrade of the number one sand field at Fred Taylor Park (below the clubrooms) commenced in September 2008. Works involve establishing a new sand carpet with new turf, and associated drainage and irrigation improvements. User groups have been notified and reallocated at alternative locations. The field will be unavailable for use until May 2009.</p>	<p>Andreas Lilley ☎ 836 8000 Ext: 8553</p>

	Issue	Comments	Reporting Council Officer
7.	Moire Park Sand Field Upgrade Officer's Report	The upgrade of the number one sand field at Moire Park (in front of the Massey Rugby Club) is scheduled to commence in October 2008. Works involve establishing a new sand carpet with new turf, and associated drainage and irrigation improvements. User groups have been notified and reallocated at alternative locations. The field will be unavailable for use until May 2009.	Andreas Lilley ☎ 836 8000 Ext: 8553
8.	Triangle Park Playground Upgrade Officer's Report	Consents for the Triangle playground upgrade were granted in July 2008, however works were unable to commence due to ground conditions.  Physical works are now scheduled to commence in early-October 2008 and are scheduled to be completed in November 2008.	Tracey Hamilton ☎ 836 8000 Ext: 8969
9.	Realm Esplanade Footbridge Upgrade Officer's Report	The Realm Esplanade Footbridge upgrade has been deferred until late 2008. Higher than expected construction costs have precluded this project being completed in the 2008/2009 financial year.	Ian Lamont ☎ 836 8000 Ext: 8303
10.	Community Board Minor Parks Projects 2008/2009 Officer's Report	A report outlining the proposals for the Community Board Minor Parks Projects received for the Massey Ward will be presented to the Board in November 2008.	Sarah Natac ☎ 836 8000 Ext: 8561
11.	Re-vegetation Programme for 2008 Officer's Report	Weed control was undertaken at Sunline Park, Riverpark Reserve, Armada Reserve, Lagoon Way Reserve, Don Buck Corner, Zita Maria Park in June 2008. Planting was completed during September 2008; this project will now enter a maintenance period of one year.	Helen Biffin ☎ 836 8000 Ext: 8758
12.	Reynella Reserve Playground Upgrade Officer's Report	The playground at Reynella Reserve is planned to be upgraded in the 2009/2010 financial year as part of Council's ongoing playground renewal programme.  The playground design is currently being undertaken and mail drop surveys were delivered to the local community at the end of June 2008.  Submissions closed on 28 July 2008 and a playground design is being developed incorporating the feedback received.	Tracey Hamilton ☎ 836 8000 Ext: 8969

13.	Traffic Calming Measures, Luckens Road / Marina View Drive, West Harbour Officer's Report	The final design for the traffic calming measures has been completed for this project and Council will be consulting with the affected residents in Luckens Road and Marina View Road late-August and September 2008. A report will be presented to the November 2008 Community Board meeting giving Council's recommendations.	Sue Liddell ☎ 836 8000 Ext: 8736
14.	Massey Domain and Zita Maria Toilet Block Removal  Officer's Report	The toilet blocks at Massey Domain and Zita Maria Reserve are planned to be removed. Consultation with the local community was undertaken in September 2008 and a full report will be presented to the Massey Community Board in November 2008.	Andreas Lilley ☎ 836 8000 Ext: 8553

COUNCIL REPORTS FOR INFORMATION ONLY		
Report Name	Committee	Attachment Pages
Local Government Commission Review of the Local Government Act 2002 and Local Electoral Act 2001	Council	Report and attachments will be circulated as a Supplement.
Overview of Civil Defence Emergency Management and Rural Fire Activity	Emergency Services Committee	Report and attachments will be circulated as a Supplement.
Waitakere Information Access Framework – Update	Policy and Strategy Committee	Report and attachments will be circulated as a Supplement.

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Marina View Drive, West Harbour - New Bus Stand Restriction	July 2007 Resolution No. 2048/2007	5 November 2008	Jane Harris ☎ 836 8000 Ext: 8287
Project Twin Streams Four Monthly Progress Report	1 August 2005 Resolution No. 1445/2005  Last updated 4 February 2008	5 November 2008	Tony Miguel ☎ 836 8000 Ext: 8294
Berkshire Terrace, Massey Issues	August 2008 Resolution No. 1356/2008	3 December 2008	Sue Liddell ☎ 836 8000 Ext: 8736
Roundabout Installation Investigation - Intersection Moire Road, West Harbour Drive, Oriel Drive	August 2008 Resolution No. 1357/2008	3 December 2008	Sue Liddell ☎ 836 8000 Ext: 8736

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Safety Issues - Sabot Place / Bahari Drive Walkway	August 2008 Resolution No. 1358/2008	3 December 2008	Gill Evans ☎ 836 8000 Ext: 7851
Hewlett Road, Traffic Calming Measures	September 2008 Resolution No. 1486/2008	4 February 2009	Sue Liddell ☎ 836 8000 Ext: 8736
Brigham Creek Road/Totara Road Whenuapai Intersection	September 2008 Resolution No. 1487/2008	4 February 2009	Sue Liddell ☎ 836 8000 Ext: 8736

**Report prepared by:** Desiree Tukutama, Committee Secretary.



**9 TOTARA ROAD, WHENUAPAI - RELOCATION OF BUS STOP PARKING RESTRICTION 7.30 AM TO 8.30 AM AND 3.30 PM TO 4.30 PM**

**EXECUTIVE SUMMARY**

The purpose of this report is to seek the Massey Community Board's approval for the relocation of the bus stop parking restriction from 7.30 am to 8.30 am and from 3.30 pm to 4.30pm, on Totara Road, Whenuapai.

Council officers consulted with the residents and have taken into account the safest option for the users of these buses.

Two options have been identified; to relocate and formalise the existing bus stop or have the bus stop remain in its current location.

**RECOMMENDATIONS**

It is recommended that the Massey Community Board resolve to:

1. **Receive** the Totara Road, Whenuapai - Relocation of Bus Stop Parking Restriction 7.30 am to 8.30 am and 3.30 pm to 4.30 pm report.
2. **Approve** that in relation to **TOTARA ROAD, WHENUAPAI:**
  - (a) all existing parking restrictions or limitations currently applicable to outside **102 TOTARA ROAD, WHENUAPAI** or imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, 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 authorised to be concluded in the normal manner, and

- (b) in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No. 7, 1991 – Traffic, the following restriction now be resolved to be specified and imposed, namely,
      - (l) on the east kerb line of **TOTARA ROAD, WHENUAPAI** outside number 102 the **BUS STOP** 7.30am to 8.30am and 3.30pm to 4.30pm parking restriction be put in place.
  3. **Agree** that the appropriate signage and/or road markings, in accordance with the provisions of the Land Transport Rule; Traffic Control Devices 2004 – Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said bus stop restriction.

## BACKGROUND

1. Currently there is a bus stop outside the north boundary of property number 102 Totara Road, Whenuapai. The bus stop has been in place for some time, however, it has never been formally approved. Recently it was brought to Council's attention that the resident who lives at this address is not happy with the buses and parents parking on the grass berm. The resident has started to put cones out to stop the buses and parents parking there.
2. This report requests that the bus stop be relocated further along Totara Road and opposite the existing bus stop outside number 133 Totara Road.

## DECISION MAKING

### Issues

3. Bus stops allow continuity of the public transport service and provisions for school students that catch the bus to school. This area is rural and there are no footpaths on this section of Totara Road and in some locations there are swales. It is therefore necessary to find a suitable safe location for the buses to stop and pick up/drop off the school students.
- A8 4. The location of the proposed change is indicated on the photograph/diagram attached at page A8.

### Options Identified

5. Two options have been identified; to formalise and relocate the existing bus stop or to have the bus stop remain in its current location.

### Consideration of Community Views

6. This proposal was a request from a local resident, the relocation and formalisation of the bus stop will benefit community safety and clearly identify the bus stop location.

### Preferred Option

7. The preferred option is to relocate the bus stop to a site that is more convenient for the bus to pull off to the side of the road thereby making this a safer location for the bus stop. This option will also pair this bus stop closer to the existing bus stop on the opposite side of the road.

## STRATEGIC CONTEXT

8. 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.
9. Correctly marked and sign posted bus stops are desirable to both notify public transport users of the pick up and drop off locations for bus services and to keep these locations clear of other vehicles.

## CONSULTATION

10. Consultation was carried out with the affected residents of Totara Road. The property owners and occupiers that responded to the consultation advised they were happy with the suggested site.

## RESOURCES

11. The bus stop can be relocated under the Annual Plan 2008/2009 road marking/removal budgets.

## IMPLEMENTATION ISSUES

12. There are no implementation issues.

**Report prepared by:** Jane Harris, Transport Technician.



## 10 DON BUCK ROAD, MASSEY – NEW FLUSH MEDIANS AND PRIORITY CONTROLS

### EXECUTIVE SUMMARY

The purpose of this report is to seek the Massey Community Board's approval for the following:

- installation of a new flush median on Don Buck Road, from Gordon Stanley Drive to Aldern Road;
- installation of a new flush median on Don Buck Road, from Zita Maria Drive to Malmo Place;
- installation of a new flush median on Don Buck Road, from Royal Road to Beauchamp Drive;
- stop priority controls at Chamberlain Road and Donovan Avenue; and
- give way priority controls at Malmo Place, Cherry Tree Place and Beauchamp Drive.

### RECOMMENDATIONS

It is recommended that the Massey Community Board resolve to:

1. **Receive** the Don Buck Road, Massey - New Flush Medians and Priority Controls report.
2. **Approve** the installation of new **FLUSH MEDIANS** on **DON BUCK ROAD** as delineated on photographs attached at pages A9 to A16.

3. **Approve** that in relation to **DON BUCK ROAD, MASSEY:**
- (a) and in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No. 7, 1991 – Traffic, the following priority controls now be resolved to be specified and imposed, namely,
- (i) a new **STOP** control be put in place on **CHAMBERLAIN ROAD** where it intersects with **DON BUCK ROAD**.
- (ii) a new **STOP** control be put in place on **DONOVAN AVENUE** where it intersects with **DON BUCK ROAD**.
- (iii) a new **GIVE WAY** control be put in place on **MALMO PLACE** where it intersects with **DON BUCK ROAD**.
- (iv) a new **GIVE WAY** control be put in place on **CHERRY TREE PLACE** where it intersects with **DON BUCK ROAD**.
- (v) a new **GIVE WAY** control be put in place on **BEAUCHAMP DRIVE** where it intersects with **DON BUCK ROAD**.
4. **Agree** that the appropriate signage and/or road markings, in accordance with the provisions of the Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said controls and parking restrictions.

## **BACKGROUND**

1. A traffic study was undertaken in July 2007 on Don Buck Road and several improvements were proposed to address the high number of loss of control accidents on Don Buck Road, some of which have been implemented in 2007/2008.
2. For 2008/2009, under the Minor Safety budget, a high skid resistance surface will be installed on the road bend north of the Don Buck Road/Glen Road/Woodside Road intersection and flush medians will be painted on several sections of Don Buck Road. A high skid resistance surface is a road surface which improves tyre traction. Currently, the intersection of Don Buck Road/Redhills Road is being converted to a roundabout.
3. Several more safety and pedestrian infrastructure improvement works will be carried out on Don Buck Road as part of the Massey Cluster School Travel Plan in 2009/2010.

## **DECISION MAKING**

### **Issues**

4. Don Buck Road is a district arterial road that carries approximately 18,730 vehicles per day, and has a carriageway width of approximately 11 metres.
5. The following sections of Don Buck Road do not have flush medians: from Gordon Stanley Drive to Aldern Road, from Zita Maria Drive to Malmo Place, and from Royal Road to Beauchamp Drive.

6. A search of the New Zealand Transport Agency database shows that for the past five years, there were 13 reported loss of control accidents, of which five were injury accidents, on these sections of Don Buck Road without flush medians. Flush medians on these sections would help to address the loss of control accidents.
7. New priority controls at the following side roads: Chamberlain Road, Donovan Avenue, Gallony Avenue, Cherry Tree Place, Malmo Place and Beauchamp Drive will provide greater clarity of priorities for vehicles entering Don Buck Road. Right turn pocket lanes will be provided on the new flush medians at side roads.

#### **Options Identified**

8. Due to the type of accidents identified on this route the most appropriate solution to address the problem is to install a painted median and improve skid resistance.

#### **Consideration of Community Views**

9. The proposed works would not result in the loss of parking or likely inconvenience to the community.

#### **Preferred Option**

10. The preferred treatments are to provide flush medians and priority controls on various side roads.

#### **STRATEGIC CONTEXT**

11. 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 safe 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.
12. Flush medians will help reduce loss of control type accidents by slowing traffic. The priority controls will improve safety by clarifying intersection priorities.

#### **CONSULTATION**

13. No consultation was carried out as there is no loss of parking resulting from the proposed works.

#### **RESOURCES**

14. The proposed works will be implemented under the Annual Plan 2008/2009 Minor Safety budget.

#### **IMPLEMENTATION ISSUES**

15. There are no implementation issues.

**Report prepared by:** Kong Jin Png, Senior Transport Engineer.



## 11 MASSEY MATTERS PROJECT UPDATE

### GLOSSARY

Massey Community Board (the Board)

### EXECUTIVE SUMMARY

This report updates the Massey Community Board on progress with the Massey Matters Project and its key activity areas for 2008-2009.

### RECOMMENDATION

It is recommended that the Massey Community Board resolve to:

**Receive** the Massey Matters Project Update Report.

### BACKGROUND

1. The Massey Matters Project was initiated by the Council in mid 2006 and is a ten year project to improve quality of life in Massey. It is about local residents, community groups and businesses joining together with Waitakere City Council, Massey Community Board, government agencies and other partners to make Massey an even better place to live.
2. Guiding the development phase of Massey Matters are a number of medium term change indicators. These were identified by community leaders as the positive changes that could be expected in five years time if the Massey Matters project was successful. Anticipated changes included:
  - Lots of local festivals and concerts;
  - Stories of positive changes in Massey;
  - More working and talking together;
  - Positive vibes compared to 5 years ago;
  - More people staying in Massey for work and play;
  - More club membership and participation;
  - Migrants have meeting places of their own;
  - Improved public transport and connectivity within Massey;
  - A strong Massey identity;
  - A strong community “hub”; and
  - A place known for its unique art and design.
3. Over the last two years, Massey Matters has become well established and is strongly supported within the local community. As was reported to the Massey Community Board in June, much has already been achieved, with Massey Matters now seen as the key vehicle for cross sector information sharing and collaborative community led development within Massey.

### DECISION MAKING

4. At the Massey Community Board meeting on 5 June 2008, the strategic direction for the Massey Matters for the next two years was presented and endorsed (Resolution No. 885/2008)

5. As noted in the diagram below, a number of work streams are under way. An update on key areas of interest to the Board follows.

### MASSEY MATTERS – KEY PROJECTS 2008-2009



### Issues

#### Family Violence Prevention

6. A new network of those working to prevent family violence in Massey has been established and now meets bimonthly at the Massey Community Church. The initial purpose of the network has been to share information and knowledge between local and Citywide violence prevention service providers. As relationships have strengthened, the group has also begun talking about possible new prevention projects and initiatives that could be developed and/or expanded with a Massey specific focus.

#### Early Childhood Education

7. Massey has been identified as one of three areas within the Auckland region with the least local provision of early childhood education services. Significant gaps in local services were also noted in Massey Matters funded research undertaken by Barnardos in 2007. In October 2008, a series of community forums will be co-hosted in Massey by Massey Matters and the Waitakere Early Childhood Education Network. These meetings will focus on local needs and issues related to supporting early childhood education in Massey and the needs of children under 5 more broadly.

### **Youth Development and Engagement**

8. From June to August 2008, a local Massey youth worker was engaged by Massey Matters to begin the process of linking and engaging across the Massey youth sector. It is hoped that some new collaborative projects to support Massey youth will be initiated as part of this process. While some ideas have been sparked e.g. Massey High School students' bus stop project, local youth workers have identified the development of a Massey Youth Workers Network as the most critical next step, noting the importance of strong relationships between key leaders and organisations. The inaugural meeting of the Massey Youth Workers Network was held on 19 September 2008.

### **Engaging Residents and Connecting Neighbourhoods**

9. At the Massey Matters Community Forum held in February 2008, stakeholders highlighted the need to engage with local residents at street level as a key project priority. A small number of street engagement processes have now been trialled, with positive success. These range from street barbeques, to 'Neat Street' neighbourhood working bees, to street meetings that talk about local challenges and aspirations, and street brainstorming to inform designs for power box art projects.
10. While some street based activities have started from 'scratch', others are seeking to build on existing or planned events. For example, Massey Matters, Massey Community House and Waitakere City Council Parks are now working together to plan a neighbourhood focused event that will also formally open the new Triangle Park playground on 30 November 2008. Active Massey and Eco Matters Trust are also keen to be involved in the event, with the latter organisation hoping to launch a new 'Green Street' initiative within the streets backing on to Triangle Park.
11. Street level projects undertaken to date have highlighted the importance of working closely alongside other helping groups and agencies e.g. Neighbourhood Support, Eco Matters Trust, local churches, schools, preschools etc, as part of any engagement process. What has also been highlighted is the need to build strong relationships within the street and support local 'leaders' who are standing up to help foster changes in their street. Both these activities require extensive brokering and investment of time and energy.
12. To support further street based activity, Massey Matters has recently applied to the Department of Internal Affairs Community Development Scheme for 3 year funding for a neighbourhood development worker. If the application is successful Council would act as the employment authority for the worker. A decision on this funding application will be known in December.

### **Active Massey**

13. At the Active Massey Community Forum in June, a number of key themes for action emerged:
  - Community maps to support and promote local walking and cycling opportunities;
  - Community gardens;
  - More activities in local parks; and
  - Development of Moire Park as a more 'active' park, providing a much wider range of local recreation activities and opportunities e.g. more like Olympic Park and Parris Park.

14. Work is now under way to scope and develop action plans to advance these theme areas.

#### **Tatou West Harbour Sustainable Neighbourhood Project**

15. A number of new projects continue to be progressed as part of the Tatou West Harbour umbrella, these include:
- Restoration of the Manutewhau Walkway and Stream. This involves a number of key stakeholders including the West Harbour School, Leataata o Tupulaga Preschool, Eco Matters Trust, local community groups and residents. Key recent actions include a "Mucking in Day" on 27 September 2008, a school-led planting and conservation day and project planning to transform the heavily tagged wooden bridge that links Jadewynn Drive and Oriel Avenue with children's art. This project is being assisted by Neighbourhood Support's new Graffiti Prevention Educator who is now working in West Harbour School. An application has also been made to the Auckland Regional Council's Environmental Initiatives Fund to develop a long term Community Restoration Plan for the Manutewhau stream environment;
  - Pedestrian Bridge and safety. A local working group involving the Massey Community Board, Waitakere City Council, New Zealand Transport Authority, West Harbour School and Massey High School has begun meeting to develop a comprehensive range of education, enforcement, infrastructure measures and incentives aimed at preventing motorway running and improving local pedestrian access to the Westgate town centre;
  - Neighbourhood hub. A working group has been meeting that includes Housing New Zealand and a range of local and social service stakeholders to look at the development of a new innovative neighbourhood hub for West Harbour. The project is in its very early stages and will be reported more fully as it develops; and
  - Push Play activities during the upcoming school holidays. These activities have been funded through Sport Waitakere's 'Push Play' grants and supported by West Harbour School and other local organisations.

#### **Massey Matters Advisory Group**

- A17-A18 16. The Massey Matters Community Advisory group is now up and running and meeting monthly. As noted in the Terms of Reference prepared by the Massey Matters Community Advisory Group and circulated to all Massey Matters stakeholders, including Massey Community Board members, the purpose of the group is to grow local leadership and to support and advise project staff in the development of the project. Membership of the advisory group and the Terms of Reference are attached at pages A17 to A18.

#### **Massey Matters Community Projects Fund**

17. The August 208 Massey Matters Community Forum focused on the Massey Matters Community Projects Fund and next steps. Prior to workshop discussions on the fund, the Massey Matters Community Forum received fantastic reports from 6 projects that were resourced through the 2007 and 2008 funding rounds.
- A19-A24 18. A discussion paper outlining the background to the fund and how things have worked to date was circulated to the Massey Matters database prior to the forum and is attached at pages A19 to A22 of the agenda. This paper formed the basis of workshop discussions on the night. Overall, there continues to be very strong support for the fund and the general funding process. The workshops provided fruitful discussion on the key policy questions facing the Massey Matters Fund, with a summary of key workshop points and recommendations attached at pages A23 to A24.

19. The Massey Matters Community Advisory Group reviewed the recommendations from the August 2008 Community Forum and have agreed with the policy positions put forward. The application form and funding guidelines for the Massey Matters Community Projects Fund 2009 round are currently being revised in preparation for the 10 October opening date. Applications will close on 21 November 2008. The Massey Matters Fund Allocation Committee, which includes Community Board members Carrodus and Fletcher, will be brought together in mid December to make decisions on projects to be funded for 2009.

#### **Massey Matters October 2008 Community Forum**

20. In response to community desires to know more about planning for the new Massey town centre, New Zealand Retail Property Group and Council's Urban Design and Development team have been invited to present at the Massey Matters October 2008 Community Forum. This forum will be held at the Massey Anglican Church of the Good Shepherd on Moire Road from 7pm to 9pm on Monday, 13 October 2008. Along with presentations for the latest Massey Marvel award winners, the forum will include workshop time to discuss what integrating existing and new communities might mean and to put forward practical ways that the existing Massey heritage, identity and sense of place might be built into the new Massey town centre.

#### **Ongoing Communication with the Massey Community Board**

21. Members of the Massey Matters team will be present at the Board's meeting on 1 October 2008 to respond to any issues around communication and community interaction that the Board may wish to raise.
22. It is important to note that while both Massey Matters and Tatou West Harbour continue to build alliances and networks at both grass roots and interagency levels, ongoing effort is still required to strengthen coordination and integration of Massey based issues, work programmes and initiatives across the Council. Both the Board and Massey Matters can play key roles in helping this to happen.
23. For example, promoting the Council's Minor Parks Projects Fund through the Massey Matters database this year has resulted in a significantly larger number of applications from Massey than ever before.

#### **Consideration of Community Views**

24. Massey Matters and Tatou West Harbour are strongly linked into their local communities, with discussion and input on direction setting and implementation planning ongoing.

#### **STRATEGIC CONTEXT**

25. Massey Matters is a flagship sustainable development project for the Council. It is providing major new opportunities for leading edge, community based sustainable suburban development thinking and doing. This project can be clearly linked to all Waitakere's community outcomes and impacts on all nine of Council's strategic platforms. To date however, there have been three platforms where alignment has initially been strongest:
- a) **Strong Communities:** supporting the health and wellbeing of the City's residents, building community pride and local identity.
  - b) **Active Democracy:** people feeling that they can make a difference, resulting in high levels of community participation and respect for each other.

- c) **Urban and Rural Villages:** ensuring people have choices in housing, transport, employment and recreation in their neighbourhoods and in the City's town centres.

26. As noted earlier, Massey Matters is committed to supporting and enhancing the ability of the various communities in Massey to create their own pathways to sustainable development. This is reflective of Agenda 21 which promotes community participation, involvement and ownership in both local issues and solutions. It is also consistent with the intent of the Local Government Act (2002) which actively seeks to enhance local community participation in decision making and to encourage development of local community outcomes and area plans.

### CONSULTATION

27. Massey Matters and Tatou West Harbour involve a wide range of residents and stakeholders who live and work in, or care about Massey and its future development. Massey Matters is based on the principles of collaboration, partnership and community empowerment, with stakeholder views and discussion forming the basis for the ongoing strategic development of the project.
28. Consultation meetings with both Te Kawerau a Maki and Ngati Whatua were held earlier in 2008 with both iwi supportive of the general project direction.

### RESOURCES

29. Council has signalled a significant commitment to the Massey Matters Project with ten year funding included in the Long Term Council Community Plan 2006-2016. A total of \$146,000 is committed in the Annual Plan 2008/2009, with funding broadly directed to the following activities:
- Community development coordination;
  - Strategic project leadership;
  - Contribution to 'Active Massey'- a core partnership with Sport Waitakere and other stakeholders;
  - Community forums;
  - Local events and projects such as the Massey Matters Community Newsletter and Te Raa Mokopuna;
  - An annual \$25,000 Massey Matters Community Projects Fund; and
  - Evaluation.
30. Council's long term funding commitment has been key in attracting other external resources into Massey.

### IMPLEMENTATION ISSUES

31. Massey Matters project officer will continue to work with Council, the Board, local residents and other stakeholders to implement the strategic direction for Massey Matters moving forward.

**Report prepared by:** Tony Rea, Group Manager: Social and Cultural Strategy and Megan Courtney: Massey Matters Project Leader.



## 12 RANUI URBAN CONCEPT AND IMPLEMENTATION PLANS

### GLOSSARY

Auckland Regional Public Health Service	(ARPHS)
Crime Prevention Through Environmental Design	(CPTED)
Draft Growth Management Strategy	(DGMS)
Draft Parks and Open Space Strategy	(DPOSP)
Health Impact Assessment	(HIA)
Long Term Council Community Plan	(LTCCP)
Ranui Action Project	(RAP)
Ranui Central Development Network	(RCDN)
Ranui Urban Concept Implementation Plan	(RUCIP)
Ranui Urban Concept Plan	(RUCP)

### EXECUTIVE SUMMARY

Ranui, with its projected growth and existing infrastructure has the potential to expand into a more important and significant local centre. A proposed plan for the future of the Ranui town centre and the improvement of growth opportunities and amenities is presented in the form of the Ranui Urban Concept Plan (RUCP). This has been developed through a collaborative workshop process involving local residents, key landowners, stakeholders and Council officers. The RUCP will provide the basis for future development initiatives that improve the wellbeing of the local community and support the growing population, as well as demonstrate the City's commitment to sustainable development.

The RUCP recommends actions that are considered necessary to enhance the safety and pedestrian accessibility of the roading environment, and provide for future business and commercial opportunities in Ranui. This includes the expansion of the Community Environment to increase the critical mass of the centre, and the provision of a town square to provide the town centre with a focal point, as well as to cater for a range of uses. The relationship of Ranui Domain to the town centre is also explored, with recommendations to enhance safety and surveillance through additional vehicle and pedestrian connections as well as encouraging residential development to overlook the domain. The RUCP also recommends an approach to residential intensification based on walkable catchments, that recognises the land use and transportation integration benefits from increased densities near public transport and local amenities.

The implementation of the RUCP will only occur through the commitment of the Council, local businesses, community groups and key property owners. The Council can influence change in Ranui in a number of ways including allocating funds through the Long Term Council Community Plan (LTCCP) and Annual Plan; implementing defined capital works (e.g. road and streetscape improvements); acquiring property in strategic locations (e.g. village green or town square); amending the District Plan to enable and encourage development in key parts of the town centre (e.g. rezoning land); and working with local businesses, community groups and key property owners (e.g. working with the Ranui Central Development Network and Ranui Action Project).

This report seeks the Massey Community Board's support for both the RUCP and the Ranui Urban Concept Implementation Plan (RUCIP), and invites the Long Term Council Community Plan and Annual Plan Committee to consider the various projects necessary to implement the RUCP in Activity Plans for the LTCCP 2009-2019.

### RECOMMENDATIONS

It is recommended that the Massey Community Board resolve to:

1. **Receive** the Ranui Urban Concept Plan and Implementation Plans report.

2. **Agree** to support the Ranui Urban Concept Plan prepared by Chow:Hill Architects and Waitakere City Council, dated September 2008.
3. **Agree** to support the Ranui Urban Concept Implementation Plan.
4. **Agree** to support the Policy and Strategy Committee in directing that the projects contained within the Ranui Urban Concept Implementation Plan be considered for inclusion into the draft Long Term Council Community Plan 2009-2019.
5. **Agree** to support the Policy and Strategy Committee in inviting the Long Term Council Community Plan and Annual Plan Committee to consider the projects and required funding identified in the Ranui Urban Concept Implementation Plan be considered for inclusion in the draft Long Term Council Community Plan 2009-2019.

## BACKGROUND

A25

1. Ranui has progressively grown over the past four decades with a resultant neighbourhood that comprises a local centre, community facilities and social infrastructure, adjoining an industrial area and surrounding suburbs. A location plan of the Ranui area is attached at page A25.
2. The draft Growth Management Strategy (DGMS) for Waitakere was reported to Council at the Planning and Regulatory Committee on 8 August 2006, and more recently to the Policy and Strategy Committee on 4 September 2008. Whilst the DGMS has projected significant population growth in Ranui over the next decade it indicates that Ranui will remain a local centre of a smaller scale than the city and town centres. A high growth scenario for Ranui would see the population more than double by 2021 (i.e. an increase of approximately 2,700 people between 2001 and 2021). A significant employment increase of 400% to almost 900 people by 2021 is also predicted as the existing town centre intensifies.
3. The DGMS update was reported to the Policy and Strategy Committee on 4 September 2008, with the Committee resolving as follows:

- “1. **Receive** the Working Draft Growth Management Strategy for Waitakere City Update report.
2. **Agree** to ratify the vision, goals, pathways and targets of the Working Draft Growth Management Strategy for Waitakere City;
3. **Agree** to Council Officers updating the Working Draft Growth Management Strategy for Waitakere City Update to reflect 2006 Statistics New Zealand data and 2008 projections and revised city employment and population forecasts out to 2057.
4. **Agree** to signal that the inclusion of 200-400ha of additional business land north of State Highway 18 at Whenuapai is required post 2021.
5. **Agree** that a final Growth Management Strategy for Waitakere City be brought back to the Policy and Strategy Committee for endorsement in December 2008.”

1526/2008

4. Development potential in Ranui under the current planning framework has almost peaked. To enable and cater for the projected population growth and employment provisions, increased residential densities in existing areas and more diversity in the existing housing stock will be required. This in turn will create the critical mass necessary to support the development of additional commercial mixed use (e.g. retail, retail services, office space) and community facilities. How this could be delivered was explored through a Community Vision and Design Workshop exercise in April 2008.

5. The workshops built upon extensive consultation undertaken with stakeholders by the Ranui Action Project (RAP) and direct consultation with the Ranui Central Development Network (RCDN). Council also staffed a display at the Ranui Whanau Fun Day in March 2008 seeking the communities input into the project.

#### **Ranui Community Vision and Enquiry by Design Workshops**

6. The Ranui Community Vision workshop was held at the Ranui Baptist Church on the evening of 2 April 2008. The workshop was facilitated by Chow: Hill Architects (Council's consultants), Councillor Linda Cooper and Council officers. The workshop was attended by 45 participants consisting of residents from Ranui, Henderson, Massey and Swanson, representatives from Earthsong, Walk to Work, RAP, local church members, local shop/business owners, other community representatives and local play centres.
- A26-A105 7. Workshop participants worked in groups to firstly identify and discuss their views on Ranui as it exists today, and then to draw their vision for the future of Ranui. Each group presented their findings to the wider workshop. A summary of the key themes raised by participants in the workshop process are outlined in the RUCP attached at pages A26 to A105.
8. Following the community vision workshop a two day design workshop explored place-based solutions for Ranui. The workshops involved Council officers from a wide range of disciplines; Councillor Cooper, Councillor Chan, and Massey Community Board Chairman John Riddell. In addition the workshop was attended by key local stakeholders and landowners including RAP, Earthsong, Walk to Work, Project Twin Streams, Chapman Properties and the Ranui Medical Centre and Pharmacy. The participants worked with Council's design team to develop and test a series of design options (concept plans) for the overall local centre, Ranui Station Road and connections to the train station, the 'main street' of Swanson Road and the wider residential neighbourhood of Ranui.

#### **Health Impact Assessment**

- A106-A185 9. A Health Impact Assessment (HIA) was undertaken on the draft RUCP by the Auckland Regional Public Health Service (ARPHS), and their consultants, Quigley and Watts Ltd. A copy of the HIA is attached at pages A106 to A185. A HIA is a multidisciplinary approach that investigates the potential health and wellbeing implications of a proposal. Its aim is to deliver evidence based recommendations that inform the decision making process, in order to maximise gains in health and wellbeing and to reduce or remove negative impacts or inequalities.
10. A HIA represents a new approach to addressing the social, economic, health and environmental consequences of policies, programmes and projects. Its importance has been endorsed by the Government, and it can form a major plank of the drive to reduce inequalities in health. At a local government level it can assist in the promotion of social, cultural, economic and environmental wellbeing as set out in the Local Government Act 2002.
11. The central question of the HIA was how the RUCP (especially the town square, Ranui Domain and housing intensification proposals) were likely to impact upon social connectedness in Ranui. This was based on the community's highest priority concern being retention of a sense of community identity and social cohesion alongside population and commercial growth and development.

12. The HIA process involved a scoping workshop, a literature review, a rapid appraisal workshop with Council officers, and key public agencies including RAP, the Housing New Zealand Corporation, the ARPHS, the Monte Cecilia Housing Trust, Massey University and the Waitemata District Health Board. The participants agreed on four objectives for the HIA:
- i) To inform development of the RUCP by providing recommendations to enhance potential positive impacts and mitigate negative impacts;
  - ii) To assess implications for equity and inequalities in health;
  - iii) To enhance partnership working between sectors and with the community; and
  - iv) To demonstrate that HIA can inform and support the development of the RUCP.
13. Overall, the HIA concluded that the RUCP has potential to contribute to greater social cohesion and wellbeing in Ranui. The HIA states that an extremely positive outcome of this process has been the acceptance of a number of recommendations from the HIA into the final RUCP and that the Council has been an active participant and leader in the HIA, transferring learning and suggestions from this work into the RUCP's development.

#### **Community Workshop on Draft Ranui Urban Concept Plan**

14. A community workshop was held at the Ranui Baptist Church on the evening of 2 September 2008 to present the draft RUCP and allow the Ranui community to comment and critique the key elements of the draft RUCP. The workshop was facilitated by Chow:Hill Architects (Council's consultants) with support from Councillor Linda Cooper, Councillor Peter Chan, Massey Community Board Chair John Riddell, Massey Community Board Member Judith Fletcher, Te Taumata Runanga Chair Warahi Paki and Te Taumata Runanga Member Denis Hansen, and a number of Council officers. The workshop was attended by approximately 80 people.
15. Workshop participants worked in groups to review the key elements of the draft RUCP and identify the aspects of the draft RUCP that they did and did not support and why. Each group presented their findings to the wider workshop. The key themes raised by participants in the workshop process and feedback forms are summarised in the attached RUCP.
16. Following the community workshop, the Council's consultants and Council officers finalised the RUCP in light of feedback and comments from the community.

#### **DECISION MAKING**

##### **Issues**

##### **Ranui Urban Concept Plan (RUCP)**

17. The RUCP is a planning tool that identifies land use patterns, integrates that land use with transport initiatives and infrastructure, and sets out urban design principles to guide the actual built form of development. It will provide the basis for future development initiatives that improve the wellbeing of the local community and support the growing population, as well as demonstrate the City's commitment to sustainable development. It is a non-statutory document that will need to be implemented through advocacy and regulatory methods as well as capital works projects.

18. The RUCP is the first urban concept plan to be developed for an existing centre within Waitakere, and will be followed by similar urban concept plans for centres such as Glen Eden and Te Atatu Peninsula.
19. The RUCP recommends actions that are considered to be necessary to enhance the safety and pedestrian accessibility of the roading environment and to provide for future business and commercial opportunities in Ranui. This includes the expansion of the Community Environment land to increase the critical mass of the centre from a small local centre to a local town centre and the provision of a signalled intersection at Swanson Road, Ranui Station Road and Armada Drive. It is recognised that high quality amenities are necessary to support existing residents and in making Ranui an increasingly desirable place to live for future residents. Likewise, if there is a strong residential population in proximity to the town centre this will support the centre's vitality.
20. The RUCP recommendations need to be implemented through a plan change process and any capital expenditure through the LTCCP 2009-2019 process. While the RUCP is a non-statutory document, it provides considerable guidance to landowners who are already investigating opportunities for the development of their land.

#### **Options Identified**

21. In response to the concerns raised by the community and the issues identified by Council, the RUCP sets out five key elements to be considered in the delivery of an integrated and sustainable future for the Ranui local centre. Each element is summarised below.

#### **Town Centre - Expansion of Retail and Commercial Opportunities**

22. Ranui presently comprises a single sided centre with limited provision of retail shops and services. The RUCP recognises that the unbalanced nature of the existing centre contributes to its lack of sense of place and scale and the unsafe behaviour of traffic travelling through the centre. The RUCP therefore proposes to create a two-sided centre with development on both sides of Swanson Road.
23. The quality of the pedestrian environment is the principle concern in centre design. Activities and development should relate positively to the street, creating an attractive public/private interface. This is reflected in the design principles set out in the RUCP for redevelopment of both the existing shops and future development on the southern side of Swanson Road, some of which include:
  - Provide for a minimum two storey building scale and no building setback;
  - Articulate and vary the building facades for visual interest;
  - Provide active ground floor uses (e.g. retail) and encourage a mixture of uses such as residential or commercial on the floors above;
  - Emphasise the architectural design of corner buildings;
  - Avoid the creation of semi-public courtyards located behind buildings due to the potential to pull pedestrians off the main street, the primacy of the public environment, reduced surveillance opportunities and increase risk of anti-social behaviour;
  - Use shared vehicle lanes and car parking to minimise vehicle crossings and inefficient use of land and car parking;
  - Provide for buildings that are robust and flexible to allow for changing market demand so that a variety of uses can be accommodated within the building.

A186

24. Many elements of the centre concept will need to be implemented through a district plan change. This would include the rezoning of land from Living to Community Environment and the identification of street typologies in accordance with Proposed Plan Change 18 to ensure that development contributes positively to the public realm in accordance with the principles outlined above. A plan summarising the elements of the RUCP that will need to be implemented through a district plan change is attached at page A186.
25. The alternative to a district plan change would be for the RUCP to remain as a guidance document with no regulatory or statutory weight, maintaining the status quo in terms of the current district plan provisions.

### **Pedestrian and Rooding Improvements**

26. A key concern of the community was the conflict between pedestrians and cyclists with vehicle traffic on Swanson Road. Swanson Road is a district arterial and carries up to 11,000 vehicles per day, including heavy and over dimension vehicles associated with the industrial areas of Ranui and Swanson. This function will continue in the future.
27. The intersection of Swanson Road, Ranui Station Road and Armada Drive creates potentially dangerous conflicts between cars and pedestrians. The objectives of the RUCP in relation to the rooding environment are to:
- Balance the needs of pedestrians and cyclists with the maintenance of the through-route vehicle function of Swanson Road;
  - Reduce barriers to safe pedestrian movement through and around the town centre, particularly to key pedestrian desire areas such as the library, community centre and medical centre;
  - Change the behaviour of traffic moving through the centre to reduce speed and give priority to pedestrians; and
  - Increase streetscape and pedestrian amenity through design elements that create pedestrian friendly 'civilised' streets.
28. In response to these objectives, the RUCP proposes the following road improvements in relation to Swanson Road. These improvements are listed in order of their importance to give effect to the objectives of the RUCP:
- Signalise the intersection of Swanson Road, Ranui Station Road and Armada Drive. This should ideally be a 'barnes dance crossing' that allows for diagonal crossing to all corners of the intersection;
  - Realign the existing parallel car parks to decrease the manoeuvring distance;
  - Provide for minimum 3 metre wide footpaths within the town centre core;
  - Create a low planted central median; and
  - Create bulb outs at key intersections to visually reduce the width of the road.
29. In relation to Ranui Station Road it is proposed to reconfigure the road within the existing legal width to provide for the following road elements. All of these works would need to be implemented at the same time due to the need to reconfigure the entire carriageway.
- Provide for a minimum 1.8 metre wide footpath on both sides of the road, adjacent to the property boundary;
  - Create defined parallel car parking on either side of the road with street tree planting in between on-street car parks within tree pits or rain gardens to provide low impact design stormwater treatment;

- Provide for a 1.8 metre cycle lane (with 'greening') to reinforce the existing Armada-Smythe cycleway project; and
  - Provide improved street lighting for pedestrian and cyclist safety in accordance with a Crime prevention Through Environmental Design (CPTED) audit.
30. The alternative to the proposed road upgrades would be for one or both of the existing Swanson Road and Ranui Station Road configurations to be maintained or only part of the Swanson Road upgrades implemented. All of the Ranui Station Road works would need to be implemented at the same time due to the need to reconfigure the entire carriageway.

### **Town Square / Village Green**

31. The Ranui community has expressed a desire for a central gathering space that provides opportunities to hold events such as weekend markets, provides a place to sit and reflect, have a meal and interact with the community. Ranui is currently provided with a number of local reserves, including multi-use reserves and pocket parks. None however are located within the Ranui centre core.
32. A public space within the centre can serve as both a visual focal point and a hub of activity, becoming a powerful symbol and part of the essence of small urban centres. Size is not the primary prerequisite for such a space - to function effectively it should be designed for maximum visibility and accessibility, and be adaptable for a range of functions with active edges. The draft Parks and Open Space Strategy (DPOSP) states that town squares will be provided at small urban centres, and lists Ranui as one of those centres. Such a space is to be of a nature that reflects the size and surroundings of the centre. The desirable features for a town square, are expressed in the DPOSP as:
- Creates a central focus for a centre;
  - Provides a flexible space where small to medium sized events can be held;
  - Promotes a sense of place and community identity;
  - Art and landscape treatment that captures the interest of users;
  - Relates to the surrounding environment with active edges; and
  - Incorporates CPTED, Barrier Free and Injury Prevention principles.

A187

33. The RUCP explored five options for a town square or gathering place. The suitability of each option was assessed against eight criteria that relate to the Council's strategic objectives for town squares and the community's needs. These options are presented in the attached document and shown on the plan attached at page A187.
34. Of the five options presented, Options 4 and 5 are considered to best meet both the Council's and community's needs. Option 4 is located on the corner of Swanson Road and Arney Road and encompasses six residential properties with an approximate area of 3700m<sup>2</sup>. This option provides both a visual and physical connection through to Ranui Domain, and a space of a size adaptable for a range of uses. Option 5 is located upon the existing community centre and library car park on the corner of Swanson Road and Ranui Station Road, with an approximate area of 700m<sup>2</sup>. This option would necessitate the replacement of the existing car park through purchase of an adjoining property and development of a new car park.
35. The alternative option in relation to this element of the RUCP would be to defer decision making in relation to the preferred option for a town square, and defer decision making in relation to a timeframe for implementation.

### **Ranui Domain**

36. Ranui Domain is a local and multi-use reserve with an area of 6.3 hectares accommodating two formal sports fields, a playground and a rugby league clubroom. Ranui Domain has street frontage restricted to Swanson Road and Robertson Road, both of which are very narrow, resulting in limited surveillance from the street and no visual or physical connection to the town centre.
37. In order to promote the safety and surveillance of Ranui Domain, the RUCP proposes to create public lanes around the eastern and northern edges of the park, connecting to Robertson Road and Swanson Road. This would greatly enhance connectivity, encourage activity through and around the domain, and allow residential development around the edges of the domain to front the domain rather than turn their backs as they currently do. Preliminary design testing has shown that these public lanes could be accommodated within the existing reserve boundaries without affecting the sports fields. This would provide extensive road frontage to the park, however it would take a number of years to achieve its potential as it would rely on private land owners redeveloping their properties to improve edge relationships.
38. Another option that could improve the safety and surveillance of Ranui Domain (either in conjunction or separate to the above) is to open up Ranui Domain to existing roads, particularly Swanson Road. This can be achieved by purchasing one or two strategic sites, and by relocating the vacant Scout Hall on Swanson Road.
39. The alternative option would be to do nothing, with the Ranui Domain to remain with limited street presence, poor surveillance, safety concerns, limited access and a high level of vandalism.

### **Residential Intensification**

40. The DGMS directs future urban intensification to key local, town and city centres and passenger transport nodes, such as Ranui. These nodes are a logical place to provide opportunities for intensification of jobs and houses, consistent with the Auckland Regional Growth Strategy and the Auckland Regional Policy Statement. Growth is focused where people have good access to retail, services, community facilities and public transport.
41. The DGMS identifies Ranui as a local centre with significant growth projected, and to accommodate this predicted growth, development in Ranui will need to intensify, with more land being needed to increase housing choice, particularly low rise apartments and medium density housing. A failure to accommodate this growth will place additional pressure on the Metropolitan Urban Limits, or result in residential growth being located distant from town centres and transport corridors.
42. More intensive forms of residential development are currently provided for within a 500 metre radius of the former location of the Ranui train station in accordance with the medium density housing provisions of the District Plan. These provisions have seen medium density housing developments occur generally south of Swanson Road, along Pooks Road, Ranui Station Road, Carla's Way and Kora Ave, with varying degrees of success.
43. The "as the crow flies" nature of the 500 metre radius does not relate housing intensification to accessibility of local services and transportation, nor does it relate to the achievement of high quality streetscapes and urban form based on urban design principles.

44. For this reason it is considered that a more appropriate method for determining areas for intensification is a pedestrian catchment or “ped shed”. This is a mapping analysis that shows the actual area served within a 5 minute (400 metre) or a 10 minute (800 metre) walking distance along a street system from a public transport stop, town or neighbourhood centre, a school or park. These are generally accepted as being distances that people are willing to walk to public transport and amenities such as local shops and services. Actual walking distances are in fact often much greater than this ‘rule of thumb’ principle. The New Zealand travel survey has shown that for walk only trips, 50 percent are more than 10 minutes, 18 percent are more than 20 minutes and nine percent are more than 30 minutes. The highest percentage purpose of walking trips are returning home (31.2%), to social/recreation activities (24.5%), shopping (14.2%) and to work (10%).
45. An 800 metre or 10 minute walking distance is therefore considered appropriate for Ranui given its flat topography and proximity to the train station and town centre amenities and services. This 800 metre pedestrian catchment has been calculated from the Ranui train station and the town centre on Swanson Road.
46. The proposed expansion of the medium density housing area will create sustainability and land use and transportation integration benefits from having residential intensification in proximity to the town centre and the train station. The associated increase in population will help support local business opportunities, as well as support the viability and use of public transport.
47. The alternative to the proposed 800 metre pedestrian catchment for residential intensification is to maintain the existing medium density housing provisions associated with a 500 metre radius from the former location of the train station.

#### **Assessment of Options**

48. The Council has identified Ranui as an area suited to accommodate increased growth in the DGMS. However, the existing planning framework and pattern of subdivision will not facilitate further significant growth in Ranui. This is due to the current focus of intensified development around only the train station and a fragmented lot pattern that without consolidation makes more intensive forms of development such as medium density housing difficult. The purpose of the RUCP was therefore to explore how the following objectives of the Council and community could be delivered:
  - Intensification of residential densities close to the Ranui centre and train station;
  - Expansion of the local shops to provide a wide range of convenience shopping and services to support a growing population;
  - Opportunities for other small businesses and services in the Ranui centre to support other local businesses and industry;
  - Opportunities for a town square or gathering place;
  - Improvements to Ranui Domain to enhance pedestrian access, links to the town centre, increased safety and surveillance, and enhancement as a community asset
  - Changes to Swanson Road to improve pedestrian safety and connectivity, amenity for the retail shops and to slow traffic whilst maintaining the roads through-route function for heavy vehicles;
  - Changes to Ranui Station Road to enhance the link between the town centre, local school and train station; and
  - Enhancement of connections and promotion of walking and cycling through the wider neighbourhood.

## **Town Centre - Expansion of Retail and Commercial Opportunities**

### Do Nothing Option

49. The do nothing option would result in the RUCP remaining as a guiding non-statutory document. The RUCP would be of some assistance in terms of advocacy with developers. However this option presents the risk that the current District Plan rules applying to the Ranui centre do not contain any urban design policy, rules or assessment criteria and there is no regulatory requirement to comply with the RUCP. This option would also not provide for future commercial development in the town centre, including the development of the southern side of Swanson Road. The do nothing option would therefore significantly undermine the ability of the Council and developers to deliver on the commercial intensification, expansion of business and location employment opportunities, urban design and pedestrian amenity objectives of the RUCP.
50. This option would not be consistent with the Community Outcomes for Waitakere in relation to Strong Economy - He tupuranga kaha ihi wana which seeks to grow local employment opportunities.

### District Plan Change Option

51. This option would implement the land use and urban design recommendations of the RUCP via a District Plan change giving them regulatory and statutory weight. The District Plan changes would include rezoning residential properties from Living Environment to Community Environment to provide for further commercial and employment opportunities. Without rezoning of these properties, development potential in the centre will be constrained. Other District Plan changes would include the identification of street typologies to ensure compliance with urban design principles that reinforce the public realm and the amenity of the pedestrian environment. Without such controls new development could detract from the public environment and undermine the purpose of the RUCP.
52. This option would support the Strong Economy - He tupuranga kaha ihi wana priority of the Community Outcomes for Waitakere, by creating opportunities for additional businesses and local employment.

## **Roading Upgrades**

### Do Nothing Option

53. The alternative to the proposed road upgrades would be for the existing Swanson Road and Ranui Station Road configurations to be maintained. This option would result in a transport environment that does not respond or integrate with the planned and future land use within the Ranui centre, nor recognise the important link between the centre and Ranui train station along Ranui Station Road.
54. Community concerns regarding the speed and behaviour of traffic and pedestrian and cyclist safety would not be addressed. The existing angled car parking outside the shops would continue to present conflicts with oncoming traffic and pedestrians. Pedestrians would not be given priority in the centre, and would need to continue to negotiate across the uncontrolled pedestrian crossing on Swanson Road.
55. This option would be inconsistent with the Community Outcomes for Waitakere in relation to Sustainable and Integrated Transport - Kauneke Tauwhiro me te Whakaurunga Waka, which seeks to achieve a transport network that is integrated, innovative, safe and environmentally responsive and supports quality urban design.

### Swanson Road and Ranui Station Road Improvements

56. The proposed improvements to Swanson Road seek to slow traffic, give priority to pedestrians, create a high level of amenity, and change the behaviour of traffic.
57. It is considered that the current development plans for the centre, including redevelopment of the shops, a new medical centre and the proposed library warrants a particular investment in pedestrian safety. There will be a desire for pedestrians to cross to all four corners of the Swanson Road/Ranui Station Road/Armada Drive intersection. As such, signalisation (with a 'barnes dance' diagonal crossing) of this intersection is considered to be a priority.
58. Other improvement projects such as re-angling of the existing car parking, and the provision of a low planted median seek to change traffic behaviour, reduce conflicts and slow traffic. The provision of shared vehicle and cycling lanes will allow for the maintenance of the existing through-route function of Swanson Road for heavy vehicles, but also cater for other road users. Onstreet parking, street tree planting and footpaths would all contribute to the amenity and viability of the centre.
59. The proposed improvements to Ranui Station Road seek to enhance the connection between the centre and the train station with clear pedestrian and cycle priority areas. On-street parking would also be clearly defined, with street tree planting to enhance amenity and provide for a dual purpose low impact design stormwater function. These upgrades would contribute to a unified theme and character for Ranui centre whilst also addressing safety concerns subject to a CPTED, Injury Prevention Through Environmental Design audit, and upgrading of lighting.
60. The proposed road upgrading projects could be undertaken in stages to give effect to the objectives of the RUCP. Priority should however be placed on ensuring the safety of pedestrians in and around the centre, including along Ranui Station Road. The signalisation of the Swanson Road, Ranui Station Road and Armada Drive intersection is considered to be a community priority.
61. This option would be consistent with the Community Outcomes for Waitakere in relation to Sustainable and Integrated Transport - Kauneke Tauwhiro me te Whakaurunga Waka, through the integration of the transport network with the surrounding land use, contributing to quality urban design, and developing walking and cycling opportunities.

### **Town Square / Village Green**

#### Defer Decision Making Option

62. Ranui is currently not served by a public open space in the centre. Such a space suitable for gathering, holding events, and providing a place to sit, was strongly signalled as a priority by the Ranui community. Urban centres are high use areas where many people work, visit for services, and where more and more people are living. These areas need high quality open space that can cater for a range of diverse needs, increased densities, and help encourage both residential and economic growth.
63. It is considered that given the significant private and public investment proposed in Ranui, with the proposed redevelopment of the existing shops, a new integrated medical centre and the proposed new library, that the provision of a public urban space would complement and enhance that investment. The community is strongly desirous of such a space, and the provision of a town square would be consistent with the DPOSP, and the Council's provision in similar sized centres such as Swanson.

64. To defer any decision making in relation to the preferred location for a town square may limit Council's options if sites are developed in the interim. The identification of a town square would ensure that landowners have certainty as to the preferred option.
65. Deferment would also not provide Council with guidance on decision making in relation to development proposals that may occur on properties within a preferred town square locality. This could limit opportunities for integrated development of the town square and its edges.
66. In selecting a preferred option, the Council may decide to defer a decision on timing to beyond the LTCCP 2009-2019 period. This option whilst providing some certainty as to the location of the future town square, does not provide the community with any certainty as to its delivery.
67. This option is considered to be inconsistent with the Community Outcomes for Waitakere in relation to Strong Communities - He iwi kaha Priority which seeks the creation of places and local focal points where people can gather.

Town Square Location Options

A187

68. Five options for a town square were considered in the RUCP, with a plan showing the location of each option attached at pages A187. Each option was assessed against eight criteria that were considered to meet both the Council's and community's objectives. The following table summarises that analysis contained within the RUCP. A four point scale has been utilised as follows:

- ✓✓✓ = option meets all expected attributes of that requirement.
- ✓✓ = option meets many of the attributes of that requirement.
- ✓ = option meets some of the attributes of that requirement.
- ✗ = option does not meet that requirement.

Following this evaluation the options were ranked from 1 (best) to 5 (worst).

OPTIONS CRITERIA	Option 1 Southern Swanson Rd	Option 2 West of Northern Shops	Option 3 In between northern shops & proposed library	Option 4 Existing library & community car park	Option 5 Corner of Arney & Swanso n Roads
Number of properties affected & cost of purchase	✗	✓✓	✓	✓✓	✗
Solar orientation	✓✓ ✓	✓	✗	✓✓ ✓	✓ ✓ ✓
Size and usability	✓	✓✓	✗	✓✓	✓ ✓ ✓
Visual prominence	✗	✓	✗	✓✓ ✓	✓ ✓ ✓
CPTED, Barrier & Injury Free	✓✓	✓	✗	✓✓	✓ ✓
Timing & Staging	✗	✓✓	✓✓	✓✓	✗
Connections to civic or	✗	✗	✓✓	✓✓	✓

OPTIONS CRITERIA	Option 1 Southern Swanson Rd	Option 2 West of Northern Shops	Option 3 In between northern shops & proposed library	Option 4 Existing library & community car park	Option 5 Corner of Arney & Swanson Roads
recreation space				✓	✓ ✓
Relationship to town centre, retail function & building frontage	x	✓	x	✓✓	✓ ✓
Summary and Ranking (1 = most suitable 5 = least suitable)	4	3	5	1	2

69. This evaluation finds that Option 4 located on the existing library and community centre car park ranks highest, followed by Option 5 located on the corner of Arney and Swanson Roads.
70. Option 4 would necessitate the replacement of the existing library and community house car park (approximately 22 spaces). The replacement of this parking could be achieved by the acquisition of an adjoining property (such as 470 Swanson Road or 2 Ranui Station Road) and would be subject to further detailed analysis. This could also provide flexibility for potential long term expansion of the community house, and provide additional public parking that could also serve the proposed new library. The current use of the corner of this site for car parking is not consistent with the aims of the RUCP, which promotes buildings up to the street edge and the placement of parking to the side or behind buildings. The re-establishment of this area as a town square would contribute positively to the centre through the creation of a centrally located public space associated with a civic use.
71. Option 5 encompasses 6 properties on Swanson and Arney Roads, with an approximate area of 3700m<sup>2</sup>, that will provide a visual and physical connection through to Ranui Domain. This option whilst presenting benefits in terms of integration with Ranui Domain and meeting many of the community's desires, it requires significant land purchase, development costs and impacts upon a large number of private properties. This option is also slightly more removed from the town centre core.
72. The following table provides an estimate of costs associated with the land purchase, legal, demolition/relocation costs and development costs of each option:

OPTION	LAND AREA M <sup>2</sup>	AVERAGE LAND VALUE PER m <sup>2</sup> <sup>a</sup>	LAND PURCHASE COST <sup>b</sup>	ESTIMATED DEVELOPMENT COST <sup>c</sup>	TOTAL ESTIMATED COST
1	500	\$352	\$176,000	\$250,000	\$426,000
2	400	\$336	\$134,400	\$200,000	\$334,400
3	300	\$336	\$100,800	\$150,000	\$250,800
4 <sup>d</sup>	700	\$312	\$312,000	\$470,000 <sup>e</sup>	\$782,000
5	3,700	\$471	\$1,742,700	\$1,850,000	\$3,592,700

NOTES:

- a. Based on valuations undertaken by Quotable Value as at 1 September 2007.
  - b. Additional costs for each option are estimated at \$80,000 - \$100,000 for legal fees, and demolition/relocation costs where the site contains an existing building. This includes both Council and landowner costs associated with any Public Works Act acquisition.
  - c. Estimated development cost of \$500 per square metre.
  - d. The replacement of the existing car parking area may require land purchase in excess of 700m<sup>2</sup>. The two immediately adjoining properties that could provide for replacement car parking, have site areas of approximately 1,000m<sup>2</sup>, and are valued at \$305,000 and \$320,000 based on the 2007 Quotable Value valuations, with an average land purchase cost therefore utilised.
  - e. The estimated development cost for Option 4 includes the establishment of a replacement car park of approximately 1000m<sup>2</sup> with an estimated construction cost of \$120.00 per square metre.
73. The provision of a town square is considered to be consistent with the Community Outcomes for Waitakere Strong Communities - He iwi kaha Priority, which places a priority on the creation of places and local focal points where people can gather; and the Urban and Rural Villages - Nga kainga taone, tuawhenua Priority, which seeks that villages have an identified centre, are safe and have accessible common areas.

### **Ranui Domain**

#### Do Nothing

74. The provision of lanes around Ranui Domain edges would encourage redevelopment of the adjoining properties, providing a catalyst for residential intensification. Without provision of these public lanes it is likely that infill residential development will continue, further reducing opportunities for the intensive housing necessary to accommodate a growing population, and support the local centre and public transport infrastructure. The do nothing option would result in Ranui Domain remaining with limited street presence, poor surveillance, safety concerns, limited access and a high level of vandalism.
75. This option would be inconsistent with the Urban and Rural Villages - Nga kainga taone tuawhenua Priority, which seeks to ensure that town centres and safe and have accessible common areas.

#### Create Public Shared Lanes

76. This option would see the creation of public shared lanes around the eastern and northern edge of Ranui Domain to provide additional pedestrian and vehicle access from Swanson Road; allow and encourage development along Arney Road to front Ranui Domain rather than turn its back; encourage residential intensification that takes advantage of the amenity offered by the domain; and increase connectivity and passive surveillance. This option would require further detailed design to ensure that the existing sports fields could be maintained.
77. The provision of the shared public lanes would contribute positively to the Urban and Rural Villages - Nga kainga taone tuawhenua Priority of the Community Outcomes for Waitakere, through increased safety and access to communal areas.

#### Expand frontages on existing roads

78. This option would improve the safety and surveillance of Ranui Domain (either in conjunction or separate to the above). This can be achieved by purchasing one or two strategic sites, and by relocating the vacant Scout Hall on Swanson Road.

## Residential Intensification

### Do Nothing Option

79. This option would see the existing medium density housing provisions of the District Plan, being a 500 metre radius associated with the former location of the train station, being maintained. This would not provide the land use and transportation integration benefits associated with residential intensification within a walking distance of the centre and train station. Residential development opportunities would be constrained by the existing 500 metre radius circle, generally south of Swanson Road, where there are limited opportunities for redevelopment or amalgamation due to the fragmented lot pattern and age of the dwellings.
80. In addition to a growing population, Ranui is also experiencing changes in demographics, which in turn requires the provision of a diversity of housing to cater for a variety of family types. This housing diversity allows residents to move houses within their community according to their needs (e.g. pensioners, singles, single parents with children), as opposed to having to move suburbs to find affordable and appropriately-sized accommodation.
81. This option would be inconsistent with the Urban and Rural Villages - Nga kainga taone tuawhenua Priority of the Community Outcomes for Waitakere, which seeks to provide for well connected town centres where people want to play and work and actively manage intensification.

### Extend Residential Intensification to 800m Walkable Catchment

82. Ranui is fast running out of greenfield and brownfield land for development into housing. Redevelopment of existing sites in the vicinity of the local centre and train station can provide an opportunity to accommodate population growth in locations where public transport, retail, services, education and increasingly local employment are available. A failure to provide adequate opportunities for intensification in locations that can support land use and transport integration (such as Ranui) will place greater pressures on the edge of the City.
83. This option would result in the expansion of the existing 500 metre radius circle to an 800 metre walkable catchment from the town centre and train station. This approach would recognise the land use and transportation integration benefits derived from residential intensification within walking distance of public transport, local amenities and services. Such an approach seeks to reduce dependence on motor vehicles for people's everyday needs. This approach would be coupled with the application of Proposed Plan Change 18 (City Wide Urban Design Rules) which seeks to ensure that the location, form, scale and design of medium density housing contributes to the character and amenity of the surrounding environment.
84. Further, there has been a significant regional investment in rail services and facilities. There is an opportunity for the community to get more benefit from this investment through a better design response. Such a response would include road and streetscape improvements plus a higher density of residences near the station.
85. This option would support the development of well connected centres where people want to play and work and actively manage intensification (Rural and Urban Villages - Nga kainga taone tuawhenua Priority) and the identification of house as a component of the Toiora - Healthy Lifestyles Priority of the Community Outcomes for Waitakere.

### Consideration of Community Views

86. Consultation has been undertaken with the Ranui community as part of the Community Vision Workshop in April 2008 which helped inform the development of the draft RUCP and the Community Feedback Workshop in September 2008. In addition to the community feedback workshop, 24 feedback forms were received in relation to the draft RUCP. The following table summarises the responses from the feedback forms, in relation to the key elements and overall support of the RUCP. It is acknowledged that due to the relatively low response rate, this could not be considered as representative of the views of the entire Ranui community. It does however provide a general indication of support for the various elements of the RUCP.

Key Element of RUCP	Do Not Support	Support	Strongly Support
Two sided town centre & expansion of commercial/business opportunities	4%	50%	46%
Idea and location of village green	13%	54%	33%
Development around Ranui Domain	9%	57%	34%
Swanson Rd & Ranui Station Rd improvements	8%	38%	54%
Residential Intensification	24%	52%	24%
Overall support for RUCP	0%	48%	52%

87. Specific consideration was given to the views of landowners affected by the various town square options. As a result of consultation with these landowners, the draft RUCP was amended from presenting a preferred option, to presenting and analysing all five options considered as part of the formulation of the RUCP. This report recommends a preferred town square option so as to provide certainty for these landowners.

### Preferred Options

#### Town Centre - Expansion of Retail and Commercial Opportunities

88. It is recommended that a District Plan change is implemented to give effect to the RUCP in relation to the expansion of the Community Environment to provide for future commercial and employment opportunities and to identify street typologies to give effect to the urban design principles of the RUCP.

#### Pedestrian and Roading Improvements

89. It is recommended that improvements to Swanson Road and Ranui Station Road are implemented to give effect to the RUCP, and in particular to ensure that the quality and safety of the pedestrian environment is given priority. Implementation of the road improvement projects in a staged manner may necessary, and if so the signalisation of the main intersection should be given priority.

### Town Square / Village Green

90. It is recommended that a town square is provided in the Ranui centre, to create a central gathering point for the local community. It is recommended that Option 4 is identified as the preferred town square location and provide for implementation of the town square in the LTCCP 2009-2019. Option 4 is considered to be of size suitable to cater for a range of events, is well located in the centre of Ranui with a northerly aspect, is visually prominent and associated with another civic facility. The replacement of the existing library and community centre car park to provide for the town square will require land purchase and associated development costs, but it is considered that this provides additional flexibility in terms of provision of car parking for the proposed new library, and for any future expansion of the community house. The land acquisition and development costs estimated for this option are considerably less than Option 5, which whilst presenting significant benefits would cost approximately 4.5 times more than Option 4.

### Ranui Domain

91. It is recommended that further investigation is undertaken as to the potential to provide public shared lanes around the edges of the Ranui Domain, and to actively improve road frontages on Swanson Road as part of the implementation of the Ranui Urban Concept Plan.

### Residential Intensification

92. It is recommended that the a District Plan change is prepared to give effect to the RUCP recommendation to provide for a 800 metre walkable catchment from the local centre and train station, for residential intensification. Further detailed analysis of the extent of the walkable catchment, and the best method of intensification would be determined through the District Plan change and associated section 32 analysis.

## STRATEGIC CONTEXT

93. The RUCP and RUCIP contributes to the following four Strategic Platforms:
- **Urban and Rural Villages - Nga kainga taone, tuawhenua** - The RUCP and vision for Ranui will provide a clear direction for any future development, support urban intensification within the Metropolitan Urban Limit, and in proximity to public transport and town centre amenities and services. This will ensure the area develops as a thriving place for people to work, live and play.
  - **Integrated Transport and Communication - Te Whakaurunga Waka Te Whakawhiti korero** - The RUCP seeks to ensure that land use and transportation initiatives are integrated. This includes the promotion of residential intensification near the train station to support public transport infrastructure, and improvements to Swanson and Ranui Station Road to place a priority on safe pedestrian and cyclist movement through and around the town centre.
  - **Strong Innovative Economy - He tupuranga kaha ihi wana** - The RUCP seeks to enable further employment and business opportunities through expanded commercial and business opportunities which will have flow on benefits to the local economy.
  - **Strong Communities - He iwi kaha** - The development of the RUCP has been based on a high level of community and business participation. The desire to create more active streets in the town centre, improve pedestrian safety and to upgrade essential community infrastructure will contribute to an improvement in the overall wellbeing of the community.

## CONSULTATION

94. The RUCP and RUCIP has been prepared in consultation with a wide range of Council officers. Representatives from Transport Assets, Transport Strategy, Leisure Services, Libraries, Parks Planning, Parks Assets, Strategic Projects, Sustainable Development, Social Infrastructure, EcoWater, and Urban Design and Development have all been involved in the development of the RUCP.
95. Update reports were presented to the Policy and Strategy Committee and the Massey Community Board in March and July 2008. Representatives from the Policy and Strategy Committee and Massey Community Board were nominated and attended the Community Vision, Design and Community Feedback Workshops.
96. An update report was presented to Te Taumata Runanga on 14 July 2008. Ngati Whatua and Te Kawerau a Maki were invited to all community workshops.
97. A presentation was made to the Elected Members nominated to attend the community workshop on 25 August 2008. This presentation was attended by Councillor Cooper Massey Community Board Chairman Mr John Riddell, Massey Community Board member Ms Judith Fletcher, Te Taumata Runanga Chair Mr Warahi Paki and Te Taumata Runanga member Mr Denis Hanson. Councillor Chan was unable to attend this presentation, but a copy of the presentation was provided to him.

## RESOURCES

A188-A194

98. Resources were allocated for the development of the RUCP in the 2007/2008 budget. No further funding has been allocated for the implementation of the RUCP as details of projects and actions needed to be determined following completion of the RUCP.
99. The implementation of the RUCP will require a combination of advocacy, regulatory and capital works projects. The RUCIP outlines 46 actions and projects arising from the RUCP, and identifies timeframes for implementation as attached at pages A188 to A194. Many of these actions require staff resources, whilst others are capital works projects that will require funding through the LTCCP 2009-2019. Estimates of costs associated with capital works programmes have been obtained where possible, and are detailed on the attached RUCIP. It should be noted that some of these capital works may be able to be completed as part of renewal programmes.
100. The key priority elements of the RUCP requiring capital works are summarised as follows.

PRIORITY PROJECTS	ESTIMATE OF COST
Swanson Road Upgrade (signalisation of the intersection would cost approximately \$200,000)	\$1,721,713
Ranui Station Road Upgrade	\$1,097,039
Town Square	\$ 772,000
<i>Total estimate for priority projects</i>	<i>\$3,590,752</i>

Note: These are rough order of costs calculated on the basis of current market rates for similar projects as at August 2008 and that estimated land purchase costs are subject to valuation by a registered property valuer and do not include betterment.

## IMPLEMENTATION ISSUES

101. The ultimate success of any planning document is dependant upon the willingness and capacity of all stakeholder groups to implement the vision - the community's and Council's vision for Ranui cannot be achieved through public investment alone. The implementation of the RUCP will only occur through the commitment of the Council, local businesses, community groups and key property owners. The Council can influence change in Ranui in five key ways:
1. Allocating funds through the LTCCP 2009-2019.
  2. Implementing approved capital works (e.g. road and streetscape improvements).
  3. Acquiring property in strategic locations (e.g. village green or town square).
  4. Amending the District Plan to enable and encourage development in key parts of the town centre (e.g. rezoning land).
  5. Working with local businesses, community groups and key property owners (e.g. working with the RCDN and RAP).
102. The RUCIP outlines the actions and projects that will help achieve the goals of the RUCP and are broken down into a series of short term (0-5 years), medium term (6-10 years) and long term (10+years) timeframes. Short term steps include District Plan changes and projects that require little infrastructure improvements or cost. Long term projects are those that require more significant capital investments. The overall implementation process will take the cooperation of multiple sectors, both public and private, over a long term timeframe. However the recommendations also include significant measurable steps that will begin the process of implementing the community's vision. The RUCIP also includes projects that are related to Ranui but not a direct recommendation or action from the RUCP but that will contribute to the implementation of the RUCP vision (these are shown in italics).
103. To ensure that the RUCP is implemented it is necessary for the relevant Activity Plans to include the various projects in the LTCCP 2009-2019. It is therefore recommended that the Massey Community Board agree to support the RUCIP and invite the Policy and Strategy Committee to direct that projects contained in the RUCIP are included in the LTCCP 2009-2019.

**Report prepared by:** Melanie McKelvie, Senior Strategic Advisor: Urban Design & Development.



### 13 COMMUNITY WELLBEING LOCAL FUND ALLOCATION 2008

#### GLOSSARY

Massey Community Board	(MCB)
Community Wellbeing Local Fund	(CWLF)
Community Wellbeing Fund	(CWF)
Community Assistance Fund Policy and Guidelines	(CAFPG)

#### EXECUTIVE SUMMARY

The purpose of this report is to provide the Massey Community Board (MCB) with information related to the Massey Ward applications to the Community Wellbeing Local Fund (CWLF).

Two Massey Ward applications were received for the first round of the CWLF and all are deemed eligible by Council's Community Grants Officer.

#### RECOMMENDATIONS

It is recommended that Massey Community Board resolve to:

1. **Receive** the Community Wellbeing Local Fund Allocation 2008 report.
2. **Agree** to consider Massey Ward applications to the Community Wellbeing Local Fund and allocate funding as per the Community Assistance Fund Policy and Guidelines.

#### BACKGROUND

1. The CWLF provides small sums of monetary assistance in the way of grants to a wide range of groups in the community, who provide local services and activities on a voluntary or 'not-for-profit' basis.
2. Recently the Council increased the amount of money allocated to the Community Wellbeing Fund (CWF) to align with the current cost price index. The Council allocates 50 cents per head of population which equates to an amount of \$113,000, of which \$56,000 is allocated to Citywide projects by the Finance and Operational Performance Committee. The balance is allocated to each Community Board on a Ward population basis.
3. In May 2008 a final workshop was held with all four Community Boards. At the workshop the Community Boards agreed:
  - To have three rounds per financial year from each Ward;
  - The criteria be expanded to include applications from individuals;
  - That every eligible applicant be given the opportunity to present their application to the respective Community Board;
  - To enable organisations to apply for cultural activities;
  - That catering costs may only be accepted as part of a larger programme or activity to a maximum sum of \$250; and
  - In general, support will not be provided to organisations that request assistance for activities that promote religious and or political beliefs unless they are proven to have community benefit.
4. In April 2008, the Finance and Operational Performance Committee agreed to the criteria of the Community Wellbeing Grants (resolution number 508/2008).

## DECISION MAKING

### Issues

#### Promotion

5. The following methods were used to advertise and promote the CWLF which closed on 29 August 2008:
  - Two advertisements in the Western Leader;
  - Community Assistance Newsletter - posted to 1,000 community groups;
  - CWLF workshops;
  - Waitakere City Council website;
  - Information and application forms were provided to, all libraries, Community Centres and Citizen's Advice Bureau.
6. Although significant advertising of the CWLF was undertaken, it is of concern that there were a low number of applications submitted. Therefore, it is recommended that a review takes place identifying improvements in the promotion of the CWLF.

#### Assessment of Options

7. The MCB has two eligible applications to consider for financial assistance with the total amount requested being \$2377.08. The maximum amount each applicant may apply for is \$1,500.
8. The Community Grants Officer has assessed each application against the Community Assistance Funds Policy and Guidelines (CAFPG) and deems all of the applications to be eligible for consideration by the MCB. Below is a list of the two eligible applications and the amounts requested.

Applicant	Amount applied for
Don Buck Kindergarten	\$1461.30
Massey Presbyterian Church	\$915.78
<b>TOTAL APPLICATIONS RECEIVED</b>	<b>\$2377.08</b>
<b>CWLF 2008/2009 TOTAL</b>	<b>\$15,000</b>

A195-A200

9. All applications have been sorted from highest to lowest in terms of their eligibility by the Community Grants Officer. This assessment has been based on the information provided in the application and aligned to the eligibility criteria under the Community Assistance Funds Policy and Guidelines, attached as A195 to A200.

A201-A225

10. It was conformed that funds through the Boards should be available throughout the year, to include applications from individuals and that every applicant may present their applications to the appropriate Community Board for decision. Once the decision has been reached at the Community Board meeting, confirmation of payment to the applicant if forwarded to the Community Grants Officer to distribute to the successful applicants. All other conditions are set out by the individual Community Boards. The full applications are attached at pages A201 to A225.

11. The Council's Community Grants Officer recommends that the MCB work through the applications in order, making an allocation on each application.

### **STRATEGIC CONTEXT**

12. The Local Government Act 2002 states that as part of the preparation of the Long Term Council Community Plan a set of community outcomes must be identified for the City. The Council takes these into account in the formulation of its strategic direction and budgeting and provides a mandated set of strategic outcomes to assess grants against.
13. A number of the Council's Community Outcomes and the Council's Strategic Platforms priorities have a strong connection to social wellbeing. The Community Outcomes and Strategic Platforms priorities are proposed to be the key areas for which the CWF would be assessed against. The key Community Outcomes include; Strong Communities, Toiora, Urban and Rural Villages and Working Together. The Council Platforms are Strong Communities and Urban and Rural Villages.
14. As part of the prioritisation process, applications to the CWF will be assessed against the contribution for achieving the social wellbeing oriented Community Outcomes and Council's Strategic Platforms priorities.

### **CONSULTATION**

15. Consultation on the CWLF was held with Council officers, Community Boards and external clients and organisations

### **RESOURCES**

16. MCB has a total of \$15,000 to allocate to during 2008-2009 financial year through three funding rounds.

### **IMPLEMENTATION ISSUES**

17. There are no implementation issues.

**Report prepared by:** Janna Gilligan, Community Grants Officer.



**14 BOARD MEMBERS' REPORTS**

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

**MASSEY COMMUNITY BOARD APPOINTMENTS**

<b>OUTSIDE ORGANISATIONS</b>	<b>APPOINTMENT</b>
Auckland Region and Far North Community Board Association Executive Committee	John Riddell
City Safety Action Group	Michael Neeson John Carrodus (alternate)
Keep Waitakere Beautiful Trust	John Riddell Judith Fletcher (alternate)
Massey Community House Committee	Judith Fletcher
Massey West Cluster School Travel Plan	JC Carrodus JA Fletcher JG Riddell (Alternate)
Ranui Community Centre Committee	Judith Fletcher
Waitakere Road Safety Steering Group	Michael Neeson John Riddell (alternate)
Sturges Bridge Community Liaison Group Committee	John Riddell Judith Fletcher
<b>COUNCIL COMMITTEES</b>	
Creative Communities Scheme Allocation Subcommittee	Judith Fletcher John Carrodus (alternate)
Long Term Council Community Plan and Annual Plan Special Committee	John Riddell Allen Davies
Street Events Subcommittee - Massey Ward	Allen Davies

