



NOTICE OF MEETING

NEW LYNN COMMUNITY BOARD

I hereby give notice that an Ordinary Meeting of the New Lynn Community Board will be held on:-

DATE: **Monday, 4 August 2003** **TIME:** **7.30 pm**

VENUE: **New Lynn Community Centre, 45 Totara Avenue, New Lynn, Waitakere City**

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

31 July 2003

Ngareta Delamere
COMMITTEE SECRETARY

Telephone (09) 836 8000 extn 8603

MEMBERSHIP:

Mrs	EG	Francke (Chairperson)
Mr	P	van der Voort, JP (Deputy Chairperson)
Cr	JM	Clews, QSO, JP
Mr	R	Kernaghan
Ms	GPJ	Marshall
Mr	BJ	Peters
Cr	GB	Presland

(Quorum 4 members)

★★★★★★★★★★

(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 AN ORDINARY MEETING OF THE NEW LYNN COMMUNITY BOARD TO BE HELD IN THE NEW LYNN COMMUNITY CENTRE, 45 TOTARA AVENUE, NEW LYNN, WAITAKERE CITY, ON MONDAY, 4 AUGUST 2003, COMMENCING AT 7.30 PM.

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AGENDA FOR AN ORDINARY MEETING OF THE NEW LYNN COMMUNITY BOARD TO BE HELD IN THE NEW LYNN COMMUNITY CENTRE, 45 TOTARA AVENUE, NEW LYNN, WAITAKERE CITY, ON MONDAY, 4 AUGUST 2003, COMMENCING AT 7.30 PM.

1 APOLOGIES



2 CONFIRMATION OF MINUTES

Ordinary – Monday, 30 June 2003

RECOMMENDATION

That the minutes of the Ordinary Meeting of the New Lynn Community Board held on Monday, 30 June 2003, as circulated, be taken as read and now be confirmed.



3 URGENT BUSINESS

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

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

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

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



4 PUBLIC FORUM

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

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

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



5 CHAIRPERSON'S REPORT

A MURKY TOPIC

"Prostitution has existed in all civilised countries from the earliest times, and has always been subject to regulation by law or by custom. In Christian countries attempts have repeatedly been made to suppress it, but without success." So says my beloved 1911 Encyclopaedia Britannica.

To clean up by legalising what cannot be suppressed struck me as a good idea at first. Now, I'm not so sure. I suspect that distaste for the oldest profession is about as old as the profession itself. Loud cries of NIMBY* will be heard in the land, my voice among them. I don't want a brothel in my street, however small, legal, discreet and hygienic it may be. If I were a shopkeeper I should like it still less. There are practices that may not be immoral, unhealthy, or even unnecessary, that by general consensus, and as a matter of taste, are performed well out of sight. We cannot go back to being as unselfconscious as animals in matters of personal hygiene and sex.

It seems very doubtful that legal prostitution will result in less exploitation of women and girls. The former pimps may now get their new entitlements, but what practice have they in their new responsibilities? And if they expect to be treated socially as respectable businessmen I suggest they are going to be disappointed.

But I do hope that in the disputes to come we can keep our tempers. This new law is an honest attempt to do what is impossible; that is, reconcile civilisation and sex. Perhaps it will work after a fashion – with well-policed red light districts (down among the poor folk of course – NIMBY only works for the well off). Personally I think it's a case for that discretion you could call civic good manners. Nobody said it better than Mrs Patrick Campbell in the days of handsome cabs: "In London you can do anything you like as long as you don't do it in the street and frighten the horses."

A BORING TOPIC?

Our city is bringing thousands of hours, millions of dollars and incandescent brainpower to the provision of new libraries. Henderson gets the big central one (and that is another topic!) Glen Eden next, then New Lynn. These wonderful buildings will be models of sustainability (whatever that means in this context), convenience and high technology. Yes. I now await with equal interest the debate on what these libraries are for, and what they will contain. Here in Waitakere City we Pakeha have rightly treated the cultural heritage of our Treaty partners with respect, while treating our own with absolute contempt. The classics of European literature and philosophy are not stocked by our libraries. They aren't there. The thought, passion and genius of two-and-a-half thousand years just wiped out.

What is a "classic" book anyway? Just one so brilliant, riveting, funny, moving or insightful that people won't let it go; generation after generation they find it worthwhile to adjust to slightly different styles of writing and speech in order to enjoy these treasures. It peoples the mental landscape with marvellous friends (Peter Rabbit, Hotspur, Jeeves and Wooster, Pierre Bezuhov, Falstaff, Scarlett O'Hara, Emma, The Reverend Septimus Slope, Cleopatra...); with forests and palaces, far cities, islands and oceans - worlds without end.

But we don't go in for that stuff.

REAL LANDSCAPES

Reclaiming our Heritage: The New Zealand Landscape Conference was superbly organised by the Environmental Defence Society and the New Zealand Institute of Landscape Architects. It showed that the spectacular beauties of Aotearoa have able, passionate, highly-placed and committed defenders. It covered two days, had nineteen speakers and was far too densely informative to review here, especially by an amateur like me. But I urge anyone who cares to beg, borrow or steal a copy of the abstracts or go to the Society's website www.eds.org.nz.

With the same topics on the agenda, The Waitakere Ranges Protection Society celebrated its thirtieth birthday the day after the conference ended, with a party in Waitakere Village. Its members have been as devoted as that little Dutch boy who kept his finger in the dyke. And they tell us that the threat from development to the Ranges and coast are greater now than they have ever been. The address is PO Box 15668, New Lynn, and the website is www.waitakereranges.org.nz. Come on in.

* Not In My Back Yard.






RECOMMENDATION





That the Chairperson's Report be received.

Elizabeth Francke
CHAIRPERSON




6 **COMMITTEE SECRETARY'S REPORT**

ISSUE	COMMENTS	REPORTING COUNCIL OFFICER
1. Golf Road Chip Seal Noise Issue	The re-sealing work as a remedial measure to reduce the road surface noise at Golf Road has been deferred to October 2003 due to the cold weather, which will cause the bitumen to freeze prior to chips embedding.	Ara Ovanessoff  836 8000 ext: 8794
2. Crum Park Lighting Upgrade	The Board resolved at its meeting on 31 March 2003 that a mediator be appointed to mediate the flood lighting issue. (331/2003, 332/2003) Roger Wilson, Manager Issues Resolution, has as a result been appointed as the mediator. Mediation commenced on Monday 12 May 2003 and regular meetings, generally on a fortnightly basis, are occurring. The mediation process scope is extended to include resource consent issues. Progress is being made and the next mediation session is on 17 July 2003.	Tony Miguel  836 8000 ext: 8294
3. Green Bay Community House Management Committee	The Board at its meeting held on 4 February 2002 appointed B Peters with P van der Voort as the alternate on a voluntary basis to the Green Bay Community House Management Committee. (43/2002) As P van der Voort attended the Committee meetings on a regular basis, B Peters and P van der Voort have agreed that the latter be the appointee with the former as the alternate. The Board's approval is sought to effect this change.	Tony Miguel  836 8000 ext: 8294
4. Highland Avenue – Parking and Traffic Safety issues	The problems caused by roadside parking and speeding at Highland Avenue were raised at the public forum part of the last Board meeting. The matter is being investigated by Council's Transport Assets Section and will be reported back to the Board's meeting on 1 September 2003.	Ross Hill  836 8000 ext: 8737
5. Right-hand Exit from Ward Street to Clark Street	The issue was raised at the public forum part of the last Board meeting. The matter has been investigated by Council's Transport Assets Section and road marking in Ward Street is being changed to provide for separate right and left turn lanes at the intersection.	Alan Hopkinson  836 8000 ext: 8742

ISSUE	COMMENTS	REPORTING COUNCIL OFFICER
6. Additional Directional Parking Signs for New Lynn	Parking signs to indicate public off-street parking in New Lynn have now been investigated and arrangements are being made for installations of the signs.	Adam Moller  836 8000 ext: 8750
7. Proposed Walkways Network - Avondale and New Lynn	This was first raised in the public forum part of the Board meeting held on 2 September 2002 and was included in the Board's Annual Plan 2003/2004 submission. The decision is that planning for a New Lynn/Avondale walkway as part of the Olympic Park Project is included in the 2003/2004 Annual Plan.	Grant Jennings  836 8000 ext: 8537
8. Pedestrian Crossing on Portage Road	Mrs Y Thompson of 163 Portage Road, New Lynn has requested a pedestrian crossing on Portage Road to improve safety of the children crossing the road. The matter is under investigation by the Transport Assets Section.	Upali Ileperuma  836 8000 Ext 8716
9. The Local Government Act 2002 – Implications for Community Boards	Following the commencement of the Local Government Act 2002 in July 2003, a document on the Implications for Community Boards, prepared by Local Government New Zealand, is attached at pages A1 to A11 for the guidance of Members.	Charlie Inggis  836 8000 ext: 8854

A1 – A11

REPORTS PENDING			
SUBJECT	DATE REQUESTED	REPORT DUE	REPORTING COUNCIL OFFICER
12. Paturua Foreshore Erosion – Results of Coastline Survey	December 2001 Public Forum. (343/2003 & 642/2003)	9 June 2004 (To report result of survey of coastline carried out in April 2003, and to be carried out in October 2003, and April 2004)	Peter Sewell  836 8000 ext: 8759

RECOMMENDATIONS

1. That the information be received.
2. That pursuant to standing order 27.18 resolution 43/2002 which reads as follows:

“That the Board appoints Mr B Peters with Mr P van der Voort as the alternate on a voluntary basis to the Green Bay Community House Management Committee.”

and passed by a meeting of New Lynn Community Board held on 4 February 2002 be amended to read as follows:

“That the Board appoints Mr P van der Voort with Mr B Peters as alternate on a voluntary basis to the Green Bay Community House Management Committee.”

Report prepared by: Audrey Chan, Committee Secretary.



7 ADOPTION OF STANDING ORDERS

PURPOSE OF THE REPORT

The purpose of this report is to adopt Standing Orders, which comply with, and refer to, the Local Government Act 2002.

BACKGROUND

Clause 27 of Schedule 7 of the Local Government Act 2002 requires that Council adopts a set of Standing Orders for the conduct of its meetings and those of its committees. This clause further provides that once adopted, Standing Orders can only be replaced or amended by a vote of not less than 75% of the Members present. In terms of Section 54(2) of the said Act, this clause is also applicable to Community Boards.

Section 293 of the Local Government Act 2002 makes a transitional provision to the effect that Standing Orders adopted under the Local Government Act 1974, and in force at the date of commencement of the Local Government Act 2002, will continue in existence or until replaced or amended in accordance with clause 27 of Schedule 7 of the Local Government Act 2002.

The Standing Orders circulated to members have been reformatted to comply with the consultation copy of the standard New Zealand Standard Model Standing Orders

NZ9202: 2003 (except with regard to the casting vote, as discussed in issues below). The changes that have been made are to update all the terminology and all references to the Local Government Act, so that these refer to the 2002 Act, not the 1974 Act.

Council formally adopted these Standing Orders on 14 July 2003. Council also recommended that the four Community Boards in Waitakere City adopt the revised Standing Orders as soon as practicable.

ISSUES

All references to the Local Government Act 1974 have been replaced with references to the Local Government Act 2002. The following changes are also highlighted:

- The term "Chief Executive" has now replaced the term, "Principal Administrative Officer";
- All references to "Special" and "Emergency" meetings have been replaced by references to "Extraordinary" meetings;
- In terms of a consequential amendment to the Local Government Official Information and Meetings Act, all resolutions from Extraordinary Meetings require to be advertised;
- Notices of time and place of meetings are now required to be sent out no later than 14 days before the meeting (the 1974 Act provided for 10 working days notice; the new requirement includes Saturdays, Sundays and Public Holidays);

Some uncertainty has been created as to the interpretation of clause 24 of Schedule 7 of the Local Government Act 2002, which relates to the exercise of a casting vote by a Mayor or Chairperson.

The Department of Internal Affairs has issued a Newsletter (Issue 5) in respect of the Local Government Act 2002, in which they advise that they have obtained a Crown Law Office opinion to the effect that it is not possible for a Mayor or Chairperson to exercise a casting vote. Standards New Zealand has followed the Department of Internal Affairs line, by specifically providing against a casting vote in the consultation copy of the revised model Standing Orders.

Council's Legal Services Manager is of the opinion, that the casting vote is permissible provided it is specifically provided for in Standing Orders. The latter opinion is strongly supported by Simpson Grierson, Brookfields, and Buddle Findlay legal practices, as well as by a leading academic lawyer, Professor John Burrows of the University of Canterbury.

The matter is currently being pursued through the Auckland Region CEO's Forum and Local Government New Zealand. In the light of this advice, Council has continued to provide for a casting vote while this issue is being resolved. It is strongly recommended that Community Boards likewise retain this provision.

RESOURCES

There are no additional Resources required.

CONCLUSION

It is advisable to update the current Standing Orders in order to incorporate all changes made by the Local Government Act 2002. These include changes in terminology and references to sections in the Local Government Act. It is further advisable to continue to provide for a casting vote in the Standing Orders, while the issue of uncertainty on the issue is being pursued.

RECOMMENDATIONS

1. That the information be received.
2. That the Standing Orders as circulated be adopted for the remainder of the 2001/2004 term of New Lynn Community Board.

Report prepared by: Charlie Inggs, Acting Senior Committee Secretary.



8 ADOPTION OF CODE OF CONDUCT FOR COMMUNITY BOARD MEMBERS

PURPOSE OF THE REPORT

The purpose of this report is for New Lynn Community Board to adopt a Code of Conduct (the Code) as recommended by Council at its meeting of 14 July 2003.

BACKGROUND

Schedule 7 Clause 15 of the Local Government Act 2002 requires Local Authorities to adopt a Code of Conduct for Members of the Local Authority as soon as practicable after the date of commencement of the Act on 1 July 2003.

A draft Code of Conduct was circulated to Councillors and a workshop for Councillors to discuss the Code was held on 16 April 2003.

Council's Legal Services Manager subsequently re-drafted the Code in order to ensure full compliance with the Local Government Act 2002, while capturing all of the sentiments expressed at the Councillors workshop. This Code was then adopted with further amendments, by the Council on 14 July (1471/2003), with the further recommendation that Henderson Massey, New Lynn and Waitakere Community Boards adopt similar codes as soon as practicable. The relevant extract from Council minutes, together with the amended Code, has been circulated separately to members.

Section 54 of the Local Government Act 2002 specifically excludes Community Boards from the provisions of Schedule 7 Clause 15. Furthermore, the definition of Members of a Council, provided in Section 41 of the Local Government Act 2002, does not include Community Board Members. These exclusions mean that the Code is not automatically applicable to Community Boards. However, Community Boards may adopt a Code of Conduct on a voluntary basis and may use the Council's Code as a basis for their own.

STRATEGIC CONTEXT

Council has taken pride in taking the lead in the implementation of a number of aspects of the Local Government Act 2002. Council has continued this trend by adopting the required Code of Conduct, 14 days after the date of commencement of the Act. The Community Boards are encouraged to support Council's lead in establishing high standards of accountability and transparency.

ISSUES

Care was taken in the drafting of the Code to fully comply with the provisions of Schedule 7 Clause 15 of the Act. A worked example of a Statement of Interests by an Elected Member is attached to the Code.

The adopted Code is binding on all Councillors, including the Mayor. Once adopted a Code can only be amended or replaced by a 75% vote of the Members present. It is not possible to revoke the Code once adopted, without replacing it with another.

The Code adopted by the Council is being referred to each Community Board for its consideration. The Community Boards are being encouraged to adopt similar Codes. It would be a clear indication of the Boards commitment to the highest standards of transparency and accountability for the Boards to do so.

RESOURCES

No additional resources will be required.

CONCLUSION

Council adopted its first Code of Conduct on 14 July 2002. It further recommended that all the Community Boards in Waitakere City adopt their own, similar, Codes of Conduct.

The New Lynn Community Board is therefore being strongly encouraged to adopt the Council Code as its own.

RECOMMENDATIONS

1. That the information be received.
2. That New Lynn Community Board adopt the Code of Conduct, as attached to the agenda item on pages A12 to A36.

Report prepared by: Charlie Inggs, Acting Senior Committee Secretary.



9 FOOTPATHS: BUDGET ALLOCATION PRIORITIES

PURPOSE OF THE REPORT

The purpose of this report is to update and seek approval from the Board regarding the following:

- "Priority Points System"
- The footpath priority list
- The Budget allocation formula
- The Budget allocation
- The construction programme for 2003/2004, programmes for 2004/2005 and 2005/2006

BACKGROUND

At the full Council meeting in September 2002 the following was resolved:

That the Council adopts the Waitakere Community Board's proposal as detailed in the agenda report for the current fiscal year, and that Council through its 2003/2004 Annual Plan process consider allocating an increased amount for the construction of new footpaths within the City.

2893/2002

At the Community Board's December 2002 meeting, a report titled New Footpath Construction was submitted recommending the following:

1. That the information is received.
2. That the Community Board adopts the Priority Points System to determine the priority order for the construction of new footpaths in its Ward.
3. That the proposed new footpath construction programme for 2002/2003 be approved.
4. That a report be brought back to the Community Board detailing the final priority list.

The recommendations were approved and resolved by each of the Community Boards except Massey Community Board. This Board voted against recommendation 2. Some of the Board members requested a review of the priority points system and that consideration be given to include environmental impact and accident data in the points system.

The formula to determine the budget allocated to each Ward is based on the Waitakere Community Board's formula, in brief the allocations for the 2002/2003 year are as agreed to by all Boards as stipulated by Finance and Operational Performance Committee.

WARD	BUDGET ALLOCATED
Henderson	\$23,747
Massey	\$132,290
New Lynn	\$75,642
Waitakere	\$218,321
Total	\$450,000

Council staff and representatives of each Community Board have been working together to ratify, prioritise and validate each Wards footpath priority list. To date the following have been undertaken:

- A review of the RAMM footpath output list. This is a list of all the roads in each Ward, with specific reference to roads with a footpath on each side, one side and with no footpath.
- A compilation of the proposed final lists that are considered suitable for the construction of a new footpath.
- A visit to each site to determine its priority points, feasibility, practicality, and physical constraints.
- Prioritisation of the final list for each Ward.
- A review of the cost estimates.
- Determination of the construction programmes based on the revised footpath priority lists.

STRATEGIC CONTEXT

Safety for pedestrians is a key objective of Council's Strategic Plan "Access and Travel Choice", 'that people can get easily and safely to where they need to go by walking, cycling, passenger transport, or private vehicle'.

In this context it is important that the backlog of footpath construction is addressed equitably with regard to the whole city. This means taking into account the overall distribution of the backlog and the overall distribution of pedestrian activity.

ISSUES

Priority Points System

A37 – A42

A meeting was held with all representatives from each Community Board on the 28 May 2003 to agree on the tangible factors used to determine points allocated to each site, with specific reference to environmental impact and accident statistics. The group agreed after Council staff demonstrated the effects of using the environmental impact and accident statistics that these two factors should not be included in determining the points allocated to each site. For example if a site required substantial earthworks and vegetation removal, 10 priority points would be deducted from that site. The cost to mitigate this effect can be ten times more than the cost of the footpath. This agreement is consistent with a resolution of the Corporate Affairs Committee at their November 1992 meeting. See attachments at pages A37 to A42.

Footpath Priority List

A site inspection was undertaken for each individual site with priority points allocated accordingly. The final list for each Ward has the following features:

- A list of all the roads in priority order that do not have a footpath on one side.
- A list of all the roads in priority order that do not have a footpath on either side.
- A separate list of roads where it is impractical that a footpath will be built.

These lists form the basis of a construction programme for each Ward.

A40 – A42

See attachments at pages A40 to A42.

Budget Allocation 2003/2004

The approved Annual Plan budget allows \$550,000 for the construction of new footpaths in the 2003/2004 year. This is an increase of \$100,000 on the previous year and is consistent with the resolution of Council at its September 2002 meeting.

Using the agreed footpath budget allocation formula and the latest and agreed priority lists, the allocations are as follows:

Ward	Footpath One side (km)	No Footpaths (km)	Weighted (X1)	Budget Allocation (B1)
Henderson	4.542	0.426	1.775	\$5,854
Massey	16.191	23.940	39.958	\$131,822
New Lynn	33.419	9.105	22.012	\$72,619
Waitakere	27.478	64.068	102.972	\$339,705
All Wards			166.716 (X)	\$550,000 (B)

The formula used to calculate the budget allocation to each Ward is:

$$B1 = \frac{X1}{X} \times B$$

B=B1+B2+B3+B4 where B is the citywide budget and B1 is the budget for Ward 1 etc.

X1=(Kilometre of road with no footpath * 3 + kilometre of road with one footpath *1)/4 for Ward 1 etc and is based on the total practical backlog X=(X1+X2+X3+X4), it excludes road sections where provision of a footpath would not be sensible as agreed by the Board's representative.

Construction Programme

The proposed construction programmes are based on the priority list and discussions with representative(s) from each Board. The programmes are:

New Lynn Ward 2003/2004

Road Name	Road Section	Length (m)	Estimated Cost (\$)
Konini Road (Carryover 02/03)	#29 to Kaurilands Rd	230	\$45,642
Godley Road	Bishop to #33 Godley Rd	205	\$24,600
Huia Road stage 1	Tangawai Reserve to Landing Road	120	\$14,400
Glendale Road	opp Glengarry Rd path over culvert for runners	95	\$11,400
Laingholm Drive Stage 1	Helios to Landing	185	\$22,219
Total		835	\$118,261

New Lynn 2004/2005 (Draft)

Road Name	Road Section	Length (m)	Estimated Cost (\$)
Laingholm Drive Stage 2	Helios to Landing	125	\$15,000
Kopiko Road Stage 1	Entire length RHS	480	\$57,619
Total		605	\$72,619

New Lynn Ward 2005/2006 (Draft)

Road Name	Road Section	Length (m)	Estimated Cost (\$)
Kopiko Road Stage 2	Entire length RHS	210	\$25,200
Helios Place	School gate to Laingholm Dr both sides	110	\$13,200
Laingholm Drive Stage 3	Helios to Deirdre	285	\$34,219
Total		605	\$72,619

The draft budgets for future years will be reviewed and possibly adjusted each year as part of the process for determining the current programme.

Alternative Methods

A New Lynn Community Board Representative, Mr. Pim Van Der Voort, has requested that the allocation formula be reviewed again with the suggestion that it revert to the original procedure that has been abandoned.

Under that procedure, footpaths at the top of the citywide priority list, to the value of the citywide new footpath construction budget, are recommended to the relevant Community Boards. The list of lower priority sites within the Ward is then considered and the Board may change priorities depending on its experience and perception of conditions within their Ward.

The sizes of the individual Ward budgets can vary considerably from year to year, and it is possible that a Ward may receive no budget. The previous footpath priority list did not take into account roads for which requests had not been made. Using a procedure suggested by Mr. Pim Van der Voort and the new priority list the budget allocation becomes:

WARD	BUDGET ALLOCATED
Henderson	Nil
Massey	\$193,200
New Lynn	\$310,840
Waitakere	\$45,960
Total	\$550,000

The main effect is a 'reversal' of the allocations to New Lynn and Waitakere Wards.

RESOURCES

Resources and funding are available for the construction of new footpaths for this year.

CONCLUSION

Agreement has been reached with each Community Board in regard to the tangible factors used for allocating points to each site. The footpath priority lists for each Ward have now been reviewed and agreed and can be used for determining a three year programme.

The Council has adopted a new formula to allocate the annual budget for construction of new footpaths to each Community Board. The formula is based on the total practical footpath backlog for each Ward. This ensures that each Ward will have work done in proportion to its footpath backlog. It is concluded that the formula presented is to be used for future budget allocations.

An alternative method has been proposed. It has been found that this has the disadvantages that Ward budgets could vary considerably from year to year, and that a Ward could receive no budget.

RECOMMENDATIONS

1. That the information be received.
2. That the Community Board adopts the Priority Points System appended at Page A37 to A42 to determine the order for the construction of new footpaths in its Ward.

3. That the footpath budget allocation formula presented in this report is endorsed by the Community Board, and recommended to the Finance and Operational Performance Committee for approval.
4. That the proposed footpath construction programmes for 2003/2004, 2004/2005 and 2005/2006 be approved.

Report prepared by: Reg Cuthers, Principal Transport Engineer – Development.



10 TITIRANGI VILLAGE TRAFFIC & PARKING: OUTCOMES FROM THE WORKING GROUP

PURPOSE OF THE REPORT

The purpose of this report is to present the outcomes of stakeholders workshops, on proposals for traffic and parking in Titirangi Village, together with recommendations for endorsement by the New Lynn Community Board and resolution by the City Development Committee.

BACKGROUND

At its meeting on 5 May 2003 the Board considered a report entitled 'Titirangi Village Traffic and Parking' and resolved as follows:

1. *That the information in this report be received.*
2. *That the New Lynn Community Board convene a workshop for stakeholders on Titirangi traffic and parking on Tuesday 27 May 2003 5-7 pm with a view to providing a report for the New Lynn Community Board and the City Development Committee.*

(857/2003)

A sequence of stakeholder workshops, chaired by the Group Manager: Asset Management, were attended by representatives of the Titirangi Village Business Community, the New Lynn Community Board and Council Staff. The additional meetings were required to produce more information and achieve consensus.

STRATEGIC CONTEXT

The Local Government Act 2002 requires Council's to develop a strategic plan which expresses the outcomes the community wants. The Long Term Council Community Plan 2003/2012 includes a range of transport objectives in the Integrated Transport and Communications platform. The objectives applicable to the Titirangi parking issues include:

- provide for safe, pleasant and direct pedestrian and cycle access (focus on pedestrian safety);
- design for an integrated city travel network (focus on integrated network).

In regard to roads and traffic facilities, the Council has commissioned Strategic Corridor Studies to provide a sound basis for community consultation on future requirements. Traffic and parking conditions in Titirangi Village are important to the functioning of the Titirangi Road corridor and the study results have been useful in advising the workshop participants.

The village-stakeholder inputs have been useful to the Council staff and Board representatives in their need to balance the 'Urban and Rural Villages' and 'Transport and Communications' platforms of Council's Strategic Direction, in making recommendations affecting current expenditure, the 2004/2005 Annual Plan and the Long Term Council Community Plan.

ISSUES

Peak Period Traffic Congestion and Safety

The stakeholders are satisfied with the prevailing conditions at the South Titirangi Road/Titirangi Road intersection and see no immediate need for signal control. The need for signal control would become more pronounced if parking and land use is developed in South Titirangi Road.

The stakeholders see no immediate need for a Clearway along the north side of Titirangi Road in the am peak period, or a Clearway along the south side in the pm peak period. These require removal of a footpath projection at the petrol station and the Hardware Café respectively. The Consultant's report suggests the need for the Clearways may become much more pronounced, owing to traffic growth, by about 2006/2007. The consultant suggests that traffic throughput could be marginally improved now by removal of the speed control humps in the Village. However, that would adversely affect traffic and pedestrian safety.

It was agreed at the workshops that:

1. The Long Term Council Community Plan should provide in the order of \$250,000 for improved traffic management in the village by, at earliest, 2006/2007, the actual timing being determined by traffic monitoring, the existing traffic management proposals being reviewed and consulted upon when appropriate. [Comment: this would be consistent with Council's 'just in time' approach to expenditure, whilst prudently planning for future resources].
2. The speed control humps in the village should be retained with cobbled surfacing for their safety benefits but repaired and re-shaped. [Comment: this can be completed by November 2003, using the current Sealed Road Maintenance contract.]
3. Advance direction signs should be modified and new signs provided to encourage traffic between Scenic Drive/Huia Road and New Lynn to bypass the Village using Atkinson Road. This would cost about \$10,000 and could be included in the draft 2004/2005 Annual Plan. [Comment: apart from visitors to the area (who would normally visit outside peak traffic periods), drivers already know their best routes and would stick to them regardless of the proposed signs. The proposed signs would tend to divert only visitors that the Village wishes to attract, and so the agreed changes are not recommended.]

Parking in General

The Consultant's survey of parking use suggests there is no immediate need for additional parking spaces, since no more than 60% of the existing 284 off-road, and 60% of 154 existing on-road spaces were in use on the typical weekday surveyed. However, the analysis of the 11,000 square metres of floor space in the Village in terms of the Council's Parking and Driveway Guideline finds that:

1. 470 spaces are required to serve that floor space.
2. There is (therefore) a deficiency of at least 32 spaces (taking into account the on-road spaces).

Despite these results and the small size of the Village the stake-holders contend that:

1. Much of the parking space is inconveniently located; there is a steep walk between parking areas in South Titirangi Road and activities in Titirangi Road.
2. The prime short term spaces are often used to practical capacity.
3. Much more use of the existing off-road parking is not practical owing to the operational requirements of businesses.

A43

It was agreed that extra convenient public off-road parking should be provided and that the 2004/2005 Annual Plan presents the first opportunity to secure resources. A number of possible sites were assessed during the workshops. With reference to the plan attached at page A43 the options are tabled below:

Reference Name	Additional Public Spaces
Rangiwai Road	47
War Memorial Deck	27
War Memorial	6
Lopdell House	65
Titirangi Family Health Care	8
WCC/Rotondo	20
ALL	173

Funding of Parking Option 1: Rangiwai and Parking Option 2: Memorial Deck

The Business Association representatives continue to advocate their proposal for some 26 spaces at ground level and some 21 spaces on a deck at 1 Rangiwai Road (the previous Community House site), also some 27 spaces on a deck over the existing block of parking in the War Memorial site and abutting its northern boundary.

The representatives have offered to arrange design and construction of all 74 spaces and associated access for a payment from Council of \$500,000 (\$6,750 per space). This price allows that Council already owns the land and that the Council would not be charged for professional fees for design and construction.

The offer is subject to:

1. Council agreeing to construction of all the parking at both sites.
2. The decks being concrete slabs supported on timber poles.

There is agreement that the value 1 Rangiwai Road, as a residential property, must be considerable and perhaps in the order of \$450,000. In view of Council's resolution 1585/1999, copied below, this value has to be recovered for the cost of the new Titirangi Community House. Thus in the order of \$450,000 has to be added to cost of providing public parking on the site should the Council resolve to keep the site for parking purposes.

Parking Option 1: Rangiwai Road

Legal and Heritage Constraints

The site is subject to the following resolutions.

“Council will proceed with the sale and relocation of the Titirangi Community House. Funding for relocation will come from sale proceeds. “

1585/1999

- “1. That pending the sale of the old Titirangi Community House, the Chief Executive be authorised to negotiate and conclude a short term lease of the property under the Local Government Act 1974.*
- 2. That it be recommended to Council that the sale of the old Titirangi Community House (Lot 4 DP 191856) be approved, and that the Chief Executive be given authority to negotiate and conclude a sale of the property at an appropriate time.”*

2068/2002

The site is in the ‘Open Space’ Human Environment of the Waitakere City Council’s District Plan. To enable the sale of the site the Group Manager: Planning and Community Services is arranging to change the Environment class from ‘Open Space’ to ‘Bush Living’. This is the most appropriate environment class, taking into account the steep topography, the dense native vegetation, and the environment class of adjacent-sites (‘Bush Living’). Furthermore, the old Community House has been subject to heritage assessment for Council by heritage consultant Diana Holman. The house is one of a few remaining designed by Tibor Doner, of the modernist school, and was owned by the Atkinson family. The consultant’s report recommends a Category 2 Heritage Classification, meaning that the house should remain on the site. The Atkinson family has expressed an interest in acquiring the property.

These factors are adverse to the use of the site for a public parking, and the Business Association representatives do not value the house. They prefer retention of the ‘Open Space’ environment class, because they believe this would better support a designation or consent application for public parking on the site. They recommend a strategy of ‘land banking’ the site so that it could be used for public parking in the future, if not immediately.

Traffic Planning

The Corridor Study finds that the additional traffic generated by parking on this site would require traffic signals at the Titirangi Road/Rangiwai Road intersection, with associated road widening, loss of on street parking, and interruption to existing parking movements in Rangiwai Road.

The Business Association representatives suggest the traffic generation could be mitigated, by leasing the parking to ‘all-day’ parkers. They believe some of the short-stay vehicles surveyed are actually long-stay vehicles being moved around to avoid parking fines. They consider there to be demand for at least 21 long-stay spaces at a rental of \$1000 per space per annum. Against this, short-stay parking in long-stay spaces could not be prevented.

Long-stay parking has been identified through the present studies as occurring at the War Memorial Site, in South Titirangi and Park Roads, and behind the ASB Bank.

Other Stake-holders

It is assumed that the residents of Rangiwai Road would oppose any plan to provide public parking on the subject site. They would contend that its 'Open Space' environment and use do not suggest that high traffic generating uses would be permitted. On the other hand the Business Association representatives would contend that residents of a road connected to a commercial centre should expect to have associated impacts, such as visitor traffic at the commercial end of their street.

Original Owner

Council may or may not have to offer the Atkinson family 'first option' if the property is sold. One way or the other this does not appear to have any relevance to the possible use of the site by Council for public parking.

Convenience

Although the parking at 1 Rangiwai Road would be close to Titirangi Road it would be at the top of a significant climb for pedestrians.

Amenity

The parking structure and parked cars could detract from the existing visual amenity of the site especially if much vegetation has to be removed. The Business Association representatives claim that the impact of their proposal on vegetation would be small, because the deck would mainly be confined above the footprint of the existing house.

Parking Option 2: War Memorial Deck

As indicated above some 27 spaces could be provided on a deck over the existing block of parking in the War Memorial site and abutting its northern boundary. Access could be via internal ramps or a new vehicle crossing in South Titirangi Road.

Traffic Planning

The additional traffic generated by these 27 spaces would add to the pressure for traffic signals at the South Titirangi Road/Titirangi Road intersection. This will be more pronounced in conjunction with other possible developments in South Titirangi Road.

Convenience

Although the difference in level between Titirangi Road and the War Memorial Car Park would be less for the spaces on the deck, a ramp and or steps would be required for pedestrians going between the deck and Titirangi Road. The additional spaces would be better suited to long-stay rather than short-stay parking.

Amenity

Being situated above existing parking in a parking area the deck would have little adverse impact on visual amenity.

Parking Option 3: War Memorial

6 additional spaces could be provided within the War Memorial Car Park at ground level, and abutting the South Titirangi Road boundary just north of the existing entrance. The larger trees at this location would be kept and the cost is estimated to be \$52,000 (\$8500 per space). As this proposal requires resource consents, it is recommended that authority be given to apply for resource consents now to enable this work to proceed in 2004/2005.

This option would have minor side effects, but on its own would do little to redress the 32 space deficiency identified for the village, and would not be convenient to Titirangi Road visitors.

Parking Option 4: Lopdell House

Some 80 spaces could be provided as part of the Lopdell House development, and have access via Titirangi Road between Lopdell House and the roundabout, and via South Titirangi Road. The extent to which these spaces could be made available the general public is not known at this stage.

Traffic Planning

The additional traffic generated by these 80 spaces would add to the pressure for traffic signals at the South Titirangi Road/Titirangi Road intersection. This will be more pronounced in conjunction with other possible developments in South Titirangi Road but could be mitigated or eliminated by the mooted access in Titirangi Road. There would be a loss of 15 on-road spaces in Titirangi Road to provide a full width flush median in Titirangi Road, leaving a net gain of some 65 spaces.

Convenience and Amenity

These matters could be addressed through the architectural design of the Lopdell House development. For example, pedestrians might be escalated or lifted to the Titirangi Road level, enabling a short level walk to the other village establishments in Titirangi Road.

Parking Option 5: Titirangi Family Health Care

The workshop suggested a possible extension of the Titirangi Family Health Care parking deck southwards parallel to Rangiwai Road. A visual assessment indicates that owing to the topography only some 8 extra spaces could be developed, at high cost, and that consents would be required for removal of significant native vegetation. Furthermore, staff are aware that Titirangi Family Health Care does not now welcome the general public into its private parking space; agreement to this proposal is unlikely.

Parking Option 6: WCC/Rotondo

The Rotondo site abuts the Council's site on the South-eastern corner of the intersection of Titirangi and South Titirangi Roads. The latter site is now used for some 18 public off-road P120 parking spaces. A consent order granted by the Environment Court on 30 March 2000, for a proposed development of the combined sites by Mrs Rotondo, requires that 20 car parking spaces for private use and no less than 18 public parking spaces be provided.

The proposed development plan provides for 20 public spaces, the 38 spaces required to serve the development, and an option for some 20 additional public parking spaces on a deck. The architect's estimate for the additional public spaces is \$310,000 (\$15,500 per space). If Council decided to provide the additional public spaces the cost could be at least partially offset by the sale of its existing corner site to Mrs Rotondo. Access to all spaces and parking behind the ASB Bank would be via the existing entrance in South Titirangi Road, which would be upgraded.

Agreement

Mrs Rotondo and the Council are working towards a formal agreement on the site amalgamation and ownership, site development, and the provision and operation of on-site parking. This entails property and facilities valuations, and the preparation and signing of agreed legal documents. The process is expected to complete by October 2003.

Traffic Planning

The additional traffic generated by these 20 spaces would add to the pressure for traffic signals at the South Titirangi Road/Titirangi Road intersection. This will be more pronounced in conjunction with the other 38 extra spaces required for the development.

Convenience

The existing public P120 spaces on the corner site are well used even though pedestrian access to Titirangi Road is via a flight of steps some 3.5m high. It can be expected that the proposed additional 20 public spaces would also be convenient and well used.

Amenity

Plans for the development indicate that the development is planned to be visually consistent with Lopdell House on the other corner of the intersection and the parking will be mainly hidden from view under the attractive new building.

RESOURCES

Provision has not been made for any of these projects in the 2003/2004 Annual Plan. Applications for resource consents can be funded from the budget for Transport Assets forward planning.

Resources for the provision of additional public parking in Titirangi are indicted above for the options considered and will need to be considered by Council through the 2004/2005 Annual Plan process.

CONCLUSION

It is agreed that there is justification for the Council to now provide in the order of 30 extra convenient public parking spaces in Titirangi Village. Option 3 (6 ground level spaces in the War Memorial Car Park) and Option 6 (20 spaces on deck in the WCC/Rotondo development) stand out as together as offering the only immediate practical solution.

Council would need to provide for this in its 2004/2005 Annual Plan, through \$52,000 for Option 3 and an amount to be determined for Option 6 through the process now underway between Council and Mrs Rotondo. This amount is expected to be considerably less than the \$310,000 estimated, owing to the value of the Council's part of the combined development site.

The following is a summary with regard to the other options:

- Many adverse factors appertain to the options in Rangiwai Road and these do not offer short-term practical solutions.
- Council could consider 'land-banking' 1 Rangiwai Road as a possible site for a future public parking facility. This might be acceptable to all stakeholders, particularly if it were part of a strategic scheme for 'park-and-ride' commuting. The matters of the 'land-banking' and 'zoning' of this site require further consideration by the City Services, Strategy and Development, and Finance Units of Council before firm recommendations can be made.

- The elimination of 1 Rangiwai Road from immediate consideration means that Option 2 (Memorial Deck) would not be developed 'at-cost' by the Business Association representatives. Nevertheless, this uncontroversial option would remain as an option for long-term parking needs, including 'park-and-ride';
- Option 4 (Lopdell) is subject to completion of the studies of the future development of Lopdell House and could provide additional parking for the general public on a full-time or on a part-time basis.

RECOMMENDATIONS

1. That the information be received and referred to the City Development Committee for its consideration.
2. That approval be given to apply for resource consents required to establish 6 additional car parks in the Titirangi War Memorial carpark subject to the City Development Committee's approval of this proposal.
3. That the recommendations a) to e) below be endorsed for consideration and resolution by the City Development Committee.
 - a) That the Chief Executive be authorised to negotiate and execute agreement with Mrs Rotondo for the provision of and operation of parking within her proposed development of the sites on the South-eastern corner of the Titirangi Road/South Titirangi Road intersection, with the objective of achieving at least 20 extra public parking spaces, these being in addition to the 18 public and the other private parking spaces required for planning consent (and 20 spaces provided by the existing development).
 - b) That consideration be given in the 2004/2005 Annual Plan to providing for the net cost to Council of the 20 spaces referred to in recommendation 4 above.
 - c) That consideration be given in the 2004/2005 Annual Plan to providing \$55,000 for the development of 6 additional spaces within the War Memorial Car Park at ground level, and abutting the South Titirangi Road boundary just north of the existing entrance.
 - d) That consideration be given in the next Long Term Council Community Plan review to provide \$250,000 for traffic management improvements in Titirangi Village.
 - e) That before the implementation of Council Resolution 1585/1999, the Chief Executive report back to the City Development Committee on whether 1 Rangiwai Road should be land-banked for future resale or for future development of public car parking including park-and-ride commuter parking and, if 1 Rangiwai Road is to be land-banked, whether the zoning of the site should be now changed from 'Open Space' to 'Bush Living'.
4. That the repairs and improvements to the speed control humps in Titirangi Village be completed by 30 November 2003.
5. That the members of the Titirangi Village Traffic and Parking Working Group be thanked for their time and contributions leading to the outcomes above.

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



11 **ARAPITO ROAD – NO STOPPING AT ALL TIMES CONTROL**

PURPOSE OF THE REPORT

The purpose of this report is to seek approval to impose “No Stopping At All Times” control around the cul de sac of Arapito Road, South Titirangi.

BACKGROUND

Some residents of Arapito Road raised the issue of obstruction and safety problems caused by vehicles parked in the cul de sac.

STRATEGIC CONTEXT

Road safety is an Urban Village objective and contributes to Council’s overall goal of a sustainable city. “No Stopping At All Times” controls can contribute to traffic safety by keeping turning areas clear.

ISSUES

Arapito Road provides access to around 40 houses. Owing to the landscape in the area the road is very narrow and winding. Some driveways are situated at such an angle that the drivers find it too difficult to turn in to their properties approaching from the start of the road. They are compelled to use the cul de sac to turn around and enter into the properties. Due to the steepness and orientation of most of the driveways, vehicles parked along the kerb side have to come down to the cul de sac to turn around.

The cul de sac is only 12 metres in diameter thus the manoeuvring of vehicles is impossible when vehicles are parked on it. The minimum favourable diameter for a cul de sac is 22 metres and allows for trucks to perform a U-turn.

The four houses around the cul de sac have adequate off street parking facilities.

A44

Hence it is desirable from a safety perspective to impose a “No Stopping At All Times” control around the cul de sac as shown in the sketch attached at page A44 to allow safe turning of vehicles.

RESOURCES

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

CONCLUSION

The proposal for the subject “No Stopping At All Times” control in Arapito Road is desirable from a safety perspective and will have only a minor effect on the parking in the vicinity. The work can be accommodated in the 2003/2004 budget.

RECOMMENDATIONS

1. That the information be received.
2. That in relation to **ARAPITO ROAD – SOUTH TITIRANGI:**
 - (a) That, all existing parking restrictions or limitations (affected, or superseded, or replaced by this resolution) applicable to Arapito Road imposed by any prior resolution (including resolution of any former authority) cease to have any force and effect as from the date of this 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.

- (b) That, in accordance with the powers conferred by virtue of the Local Government Act 2002, The Transport Act 1962 and the Waitakere City Council Bylaw No. 7, 1991 – Traffic, the following parking limitations and restrictions be now resolved to be specified and imposed namely:

Starting from the eastern side of the driveway of property 32 and ending at the western side of the driveway of property 55, a **NO STOPPING AT ALL TIMES** control be put in place around the cul de sac in Arapito Road.

3. That, the appropriate signage and/or markings, in accordance with the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the parking limitations and restrictions imposed in recommendation 2 above.

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



12 SPEED AND PARKING IN CLARIDGE STREET AND ROICK PARADE

PURPOSE OF THE REPORT

The purpose of this report is to advise the New Lynn Community Board the outcome of the investigation on reported parking problems in Claridge Street and Roick Parade in Glen Eden.

BACKGROUND

At the public forum of the New Lynn Community Board Meeting held on 5 May 2003, Ms Dianne Godley and Mr Warren Knauf raised the issue of parking congestion in Claridge Street and Roick Parade caused by vehicles parked along both sides of the roads. They also expressed their concerns over the street racing in Woodington Avenue, Claridge Street and Roick Parade.

The New Lynn Community Board considered this matter and resolved as follows:

“That the information be received and referred to the appropriate council officers, and in particular the congestion in Roick Parade and Clardige Street be referred to Council’s planners in order to avoid such problems in future.”

849/2003

STRATEGIC CONTEXT

Road safety is an Urban Village objective and contributes to Council’s overall goal of a sustainable city.

ISSUES

The letter tabled by Mr Warren Knauf at the Community Board Meeting only refers to the parking issues in Roick Parade.

The following are the main issues raised made by Mr Warren Knauf:

- the lack of visitor parking facilities in the block of eight houses (Nos 1/8, 2/8, 1/10, 2/10, 3/10, 1/12 and 2/12) and the block of seven houses (Nos 16A to 16G);
- residents of the above houses often have small to medium size gatherings. Visitors attending these gatherings park their vehicles on both sides of Roick Parade restricting the two-way movement of vehicles;
- it will be difficult for a fire truck to pass through in a case of emergency when cars are parked on both sides of the road; and
- Roick Parade Reserve could be converted to a public parking area to solve this problem.

Roick Parade is a 265 metre long no-exit road and the width of the carriageway is 7.5 metre. All the 53 houses along this road have off-street parking facilities. Most houses have more than one parking space within their premises. It is considered that current planning requirements provide adequate car parking.

Council staff visited Roick Parade on two days and a Saturday night over a four week period to monitor the status of parking. On all three occasions the number of cars parked did not exceed 5 and the road was not congested at all. The situation in Claridge Street was the same. Vehicles were not seen parked on the grass.

The situation in general is no different to any other local road in the city. With a car parked on each side of the street there would be at least 3 metre clearance, this would require approaching traffic to give way, but a fire engine would be able to get through between parked cars.

Concerns over street racing have been referred to the Senior Sergeant of Police Traffic Service for North Shore/Waitakere District, who has agreed to investigate this issue.

RESOURCES

As it is not proposed to take any action, there is no impact on resources.

CONCLUSION

Current conditions do not warrant imposing parking restrictions in Roick Parade. Council's Parking Services will monitor Claridge Street and Roick Parade and will take enforcement action on any illegal parking.

RECOMMENDATION

That the information be received.

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



13 WAITAKERE CENTRAL LIBRARY PRELIMINARY DESIGN

PURPOSE OF THE REPORT

The purpose of this report is to update the New Lynn Community Board on progress of the design for the Waitakere Central Library, and surrounds including the associated UNITEC campus expansion.

BACKGROUND

Following Council's resolution at the 18 December 2002 Council meeting

"That the Henderson Library/UNITEC development based on the Ratanui Street and Trading Place site continue on the current timeline with projected completion date of December 2005."

3656/2002

Preliminary design work for this project has commenced with the awarding of the Architectural Services contract to the design team led by Architectus and Athfield Architects on 3 April 2003.

The design team have completed the first stage of the three-stage design process for the Waitakere Library and UNITEC campus, with the preliminary design being presented today.

The preliminary design was presented to Waitakere City Council and UNITEC for their approval at the end of July 2003 and beginning of August 2003 respectively.

Throughout the process input into the design has been received from internal stakeholders and appointed advisors (Iwi representatives, lead artists, quantity surveyor) with coordination from a joint Project Control Group assisted by an independent project manager.

Councillors from Waitakere City Council and UNITEC have formed an elected members working party to advise staff on this project and other matters relating to Waitakere City's and UNITEC's partnership.

LIBRARY STRATEGIC CONTEXT

The Waitakere Library/UNITEC campus development is one of a number of projects that support Waitakere City's Long Term Council Community Plan, the Henderson 20 Year Strategic Plan (1995) and the Henderson Town Centre Concept Plan (2002). It is also a key project in delivering on Council's Library Development Strategy.

This project supports the platforms and principles of the of the Long Term Council Community Plan, including:

- Te Tiriti o Waitangi: The Waitakere Central Library will house Pukapuka collections and Kaiwhakahere Maori Ruemi.
- Sustainable Development: The Waitakere Central Library and landscaped spaces will incorporate a number of sustainable features.
- First Call for Children: The Waitakere Central Library will cater for all aged users but will have a children's' librarian, and special children and teen collections.
- Lifelong Learning: The project allows for the ongoing expansion of the first major tertiary institute in Waitakere City.

The project is a key part of the Library Development Strategy. The Library will spearhead Council's delivery of community access to new technologies and is aimed at being a 21st century information facility. It will also provide expanded space for delivery of traditional library services, and enhanced support services to the other branch libraries in the City. Research and Heritage collection services will be greatly improved.

The principles of the Henderson 20 Year Strategic Plan are to:

- Encourage mixed use development and improve the quality of the built environment.
- Develop the streams and the green networks and improve the leisure facilities.
- Improve public transport, road and walking linkages.

- Encourage a range of economic activities to sustain a robust economy in an adaptable innovative and dynamic way.

The Henderson Town Centre Concept Plan was produced to guide the future development of Henderson in a planned and co-ordinated way to ensure that Henderson consolidates its critical position as a key working environment and local employer, furthering Council's key objectives in creating a sustainable city.

This plan identified specific economic strategies for Henderson's revitalisation and identified three key redevelopment clusters including a Business/Community/Education cluster in the Trading Place/Ratanui Street area. The requirements to make the Business/Community/Education cluster successful were identified as:

- combining community facilities, business development and tertiary education in the most integrated way possible;
- offering high quality, safe, vibrant public spaces and amenities facilitating a mixture of uses that encourages the development of a 24hr life area that extends the commercial trading viability of the town centre;
- being easily accessible by car to assist trade;
- having a new road and bridge link from Edmonton Road;
- offering sufficient parking to replace the existing provision and providing more for new uses;
- maintaining good access from the mall;
- having an integrated civic library and tertiary education development.

The preliminary design meets the strategic goals of these two plans.

UNITEC has long been aware that a large proportion of its students come from Waitakere, and many more Waitakere citizens were not accessing tertiary education. Planning for the establishment a UNITEC presence in Waitakere City has been progressing for many years with significant recent progress with the opening of their Henderson campus in 2001 and signing a Memorandum of Understanding with Waitakere City Council in 2002 that identifies ways in which both organisations can work together in the future.

ISSUES

Architectus & Athfield Architects and the design team have now developed the preliminary design concept for the Waitakere Library, UNITEC campus and associated facilities including carparking, public open space and road links.

A45 – A46

Copies of the preliminary design plans are attached at pages A45 to A46.

Budget

An independent project manager has been appointed to co-ordinate Waitakere City Council's and UNITEC's requirements to ensure that the project meets the needs of both parties. To ensure that the project will be delivered within budget, an independent quantity surveyor has been contracted by Council to oversee budget and value management processes. This collaboration will continue throughout the design and construction process to ensure that the project is delivered within budget and without any compromise on quality.

Environmentally Sustainable Design

To achieve a high standard of sustainability for the building and site development, the Architects and design team have worked closely with acknowledged experts in the field of environmentally sustainable design to include a number of sustainable elements and services.

Art

The Architects and design team have also collaborated closely with the nominated lead artists for the project; Matthew von Sturmer and Kate Wells.

Car Parking

Construction of a parking building in Henderson is a required element of the developments at Trading Place, both to meet resource consent requirements and to replace existing parking. This parking will also support the growth of UNITEC and the Library.

Oratia Stream Vehicle Crossing and Great North Road Punch-Through

The preliminary design links with the proposed bridge crossing the Oratia Stream from Edmonton Road and allows for, but is not dependent upon, the future punch through to Great North Road. The preliminary design also allows for future private development of surrounding sites and the expansion of UNITEC's campus in the future.

Library Services

Alongside the design work, planning to make this Library a 21st century information facility is occurring. The Library will help Council deliver on its Waitakere On-line programme. Work is being undertaken with UNITEC to capitalise on the benefits of a shared community/tertiary institute library.

Following approval of the preliminary design, it will be publicly displayed as part of the communications process, and the Design team will move into the next stage of the design process; the developed design, due for completion by October 2003.

RESOURCES

Resources for Council's proportion of this project have been approved through the Long Term Council Community Plan/Annual Plan 2003/2004. A total budget of \$11.8 million dollars over 3 years has been allocated to this project.

CONCLUSION

The design team has completed the first stage of the design process with the completion of the preliminary design that meets all the requirements of the project brief. Following Council and UNITEC approval, the next stage of the process, developed design, will commence and is due to be completed by October 2003 when the developed design will be presented to Council.

RECOMMENDATION

That the information be received.

Report prepared by: Lois Easton, Group Manager: City Development Projects.



14 **NEW LYNN PROJECTS UPDATE**

PURPOSE OF THE REPORT

This report serves as an update to the New Lynn Community Board on the range of projects being progressed in the New Lynn Town Centre, in order to provide context to decision-making on New Lynn issues in the future.

BACKGROUND

The New Lynn charrette in 1996 addressed the question: What would a sustainable town centre look like on the ground? A detailed concept plan was developed for implementation in the New Lynn Town Centre, with substantial enthusiasm from local business, the local community and other major stakeholders, such as Lynnmall owners AMP and the RSA.

To facilitate the New Lynn Development Programme objectives, Council has enabled many important achievements which have been outlined in earlier reports

STRATEGIC CONTEXT

New Lynn is one of Waitakere's three major "defined town centres", along with Henderson and Massey North. Sitting astride the rail line, with a significant employment and retail base, a surrounding residential community and keen developer interest, New Lynn's continuing success is vital to attaining a sustainable future for the whole city.

ISSUES

Heart of New Lynn redevelopment, encompassing a new New Lynn Library, Service Centre, CAB and Memorial Square

The redevelopment of the New Lynn Library and Memorial Square is about to commence. The location has been confirmed by Council and the contract for architectural services is due out to tender on 21 July 2003. Design is expected to commence September 2003 with construction commencing mid 2004. The new library should be open in autumn of 2005 and will have a significantly extended service when compared to the current library. This will include a reference section and learning centre.

McCafé/McDonalds

Planning is underway for the salvage of selected items, such as the mural and bricks from the old community centre on Memorial Drive, in preparation for demolition, which commences in October 2003. Monthly site meetings have commenced between the McDonald's project management team, and the Waitakere City Council's Project Control Group PCG.

Signage will be erected on the McDonalds and Memorial Square sites prior to demolition of the old community centre, in order to communicate the progress of developments to the general public.

The new development will provide a McCafé facility with outdoor landscaped seating area, incorporating art elements. Discussions are underway between Waitakere City Council and McDonalds in order to provide a high quality seamless urban environment in the 'heart' of New Lynn.

Development of New Lynn Town Centre Action Plan

Work with local New Lynn businesses is progressing well. A valuable resource that has been developed is a comprehensive database of over 300 businesses in the town centre. Over 150 of these have been visited and surveyed to establish the range of issues that

are of importance. This information and that gathered from workshops is being collated to help draft an Action Plan for the development of New Lynn Town Centre.

A successful meeting with an emphasis on providing interpreters for the Asian business people in New Lynn, was held towards the end of June 2003. Attended by forty people, half of whom were local Asian business people, the meeting achieved some important goals in making contacts, addressing key issues and identifying important opportunities to make New Lynn a good place to do business. Another valuable achievement was the commitment made by several Asian business people to being on the action plan working group, and to being on the working group for the Moon Festival.

Another group being targeted in the work, is building owners. A newsletter explaining the business development work and the approach, produced in Mandarin as well as English, has been well received.

The aim of the Action Plan is to capture the collective 'vision' for the development of New Lynn Town Centre and to outline a staged programme for its development, identifying the resources required, assigning tasks and responsibilities to those people who are committed to achieving the vision and monitoring progress.

Further meetings with the business community will be held as part of developing the Action Plan.

Retail Investigations

Increasing interest in bulk retail development potential in the New Lynn Working Environment, necessitates a response by Council within the context of an integrated development plan focused on movement towards sustainable urban form. A study commissioned by Market Place NZ to identify potential impacts of further retail development on the New Lynn Town Centre has been undertaken and this indicates that New Lynn has capacity to provide additional retail in the form of bulk retail. The study gives recommendations as to appropriate locations, with an emphasis on ensuring any additional retail contributes to, rather than detracts from, the existing retail core. The findings of this report and recommendations on any zoning changes will be presented to the September Environmental Management Committee.

Transport interchange/public transport development

Since the 1996 charrette options for Rail Station development to improve conditions for rail users pedestrians and vehicles were considered a priority. A report reviewing the options for the development of the New Lynn Rail Station was put to the City Development Committee's June 2003 meeting, with further investigations to be undertaken prior to a decision being made.

'Moon' Festival

The programme being developed for the 'Moon Festival' is well underway. The festival will open on the evening of Friday, 5 September 2003 with a procession through the New Lynn town centre, entertainment and festivities throughout the centre and performances. A Moon Festival market will be held Saturday, 6 September in the Community Centre grounds and halls. The festival promises to be a vibrant, colourful and fun event.

Todd Triangle

The approved Todd Triangle concept was to progress with detailed design scheduled to begin in June 2003 in preparation for implementation this financial year. Due to the investigations underway into the wider roading options for New Lynn, this programme has been delayed as there are possible implications for the future of Todd Triangle. The roading investigations will be complete in early August 2003, and following this it is intended to proceed with detailed design of Todd Triangle.

At this stage the roading investigations have indicated a need to reconsider portions of the design of the Todd Triangle development, however the creation of Todd Avenue as a pedestrian mall is unlikely to be affected. It is anticipated therefore that this aspect of the Todd Triangle redevelopment will be able to proceed following the completion of the roading investigations with construction commencing in the New Year following the Christmas period. This will ensure that the development impacts on the surrounding retailers is minimised. A detailed report and consultation plan will be brought back to the Board on this issue should the roading investigations indicate that modification to the approved Todd Triangle design be needed to allow for any future changes.

Organic Market

Significant support has been offered to the New Lynn Village Association people who initiated the idea of an organic market in Todd Triangle. An approach was received from the Aotea Market managers expressing interest in running a market in the west. A meeting was held to discuss the options of working together to make the market happen in New Lynn.

The New Lynn Village Association are considering an approach to the Aotea Market team to run the market for them, and details are currently being negotiated between the two groups.

Review of the 1996 Charette Concept

Work is currently underway to review the 1996 Charette Concept and develop a new concept plan for New Lynn Town Centre. As a first stage, an internal staff workshop has been held to review the achievements of the charette, what has and has not been implemented, and to assess the current situation. Following this a workshop is being organised with elected members, of which the New Lynn Community Board is a key component, to discuss the issues and chart a way forward. A date has not been set as yet for the workshop, but a verbal update should be available at the meeting.

Following this process, a draft concept for consultation and communication with the community will be developed, before the final concept plan is approved by the City Development Committee at the end of the year.

RESOURCES

The New Lynn Project is funded in the 2003/2004 financial year and future financial years. The Project Manager: Revitalisation will continue to ensure strategic coordination of the above range of projects.

CONCLUSION

The New Lynn redevelopment is progressing, with key actions in the next six months relating to the development of an overall concept plan for New Lynn, the New Lynn Library, Citizens Advice Bureau and Memorial Square, the business development work and production of an action plan for the development of the town centre. Additional work being undertaken is the development of part of Todd Triangle and streetscape work along Great North Road.

RECOMMENDATION

That the information be received.

Report prepared by: Chris Fourie, Project Manager: Revitalisation.



15 **THE BIG CLEAN UP TRANSPORTATION CAMPAIGN - PARTNERSHIP PROJECT WITH THE AUCKLAND REGIONAL COUNCIL AND THE ENERGY EFFICIENCY AND CONSERVATION AUTHORITY**

PURPOSE OF THE REPORT

The purpose of this report is to inform the New Lynn Community Board about the Destination Marketing partnership project about to commence in New Lynn.

BACKGROUND

As part of its Big Clean Up campaign the Auckland Regional Council is developing a personalised transportation campaign to be implemented in a targeted location within the Auckland Region. At the same time Waitakere City Council is planning a similar destination marketing campaign for the New Lynn area. After negotiations between the Auckland Regional Council and the Waitakere City Council it was agreed to combine the two projects and to run the campaign in the New Lynn and Kelston areas. The combined campaign will start in September and run for six months. It is predominantly funded by the Auckland Regional Council.

STRATEGIC CONTEXT

The New Lynn destination marketing project forms part of Waitakere City Council's climate change action plan approved by Council in November 2002 and funded through the 2003/2004 Annual Plan. From a climate change perspective the objective is to reduce car travel in order to reduce greenhouse gas emissions. In the wider strategic context of Waitakere City Council there are a number of specific objectives:

- to market New Lynn as an attractive local centre, easily accessible by walking, cycling and public transport;
- to reduce trip length through encouraging people within the catchment to access services in New Lynn;
- to encourage walking, cycling and public transport use to and from New Lynn;
- to complete a walking and cycling map for the New Lynn ward, which will later be integrated with a citywide map;
- to engage the community in discussions about transport choices and identify barriers to sustainable transport choices with the aim of removing those barriers where possible;
- to evaluate whether destination marketing programmes can successfully be applied to a town centre.

These destination marketing objectives coincide with the Auckland Regional Council's Big Clean Up Transport Campaign objectives for New Lynn and Kelston which include:

- measurably change transport behaviour amongst a targeted population in a defined geographical area;
- show actual reductions in congestion and environmental impact;
- improve perceptions of alternative transport options;
- increase awareness of transport and transport related issues including air quality, health and safety;
- develop a blueprint for replication for Travel Demand Management and other initiatives;
- test community response to a single issue focus;
- identify perception of transport's place in a sustainable Auckland region.

Waitakere City Council and Auckland Regional Council have agreed to work together where possible to achieve these outcomes.

PROJECT ELEMENTS

Before And After Evaluation Survey (Led By The Auckland Regional Council)

A detailed survey to 330 households measuring changes in travel patterns resulting from the overall campaign.

Personalised Marketing Campaign (Led By The Auckland Regional Council)

The personalised marketing strategy forms a core component of the campaign. It aims to provide the community with appropriate information and incentives to help people make informed travel choices. This is achieved by:

- identifying a target audience from among 3500 households in the community who are interested in, and are able to, change their travel behaviour;
- developing 'quality' information that assists people to make informed travel decisions;
- providing the target audience with selected information based on their specific requirements through information request forms;
- providing behaviour change incentives to the target audience (i.e. trial bus tickets to non-regular users of the bus service, incentive/merchandise for potential walkers & cyclists).

Community Engagement And Participation (Led By The Auckland Regional Council)

Households

A series of advanced public participation activities will be carried out to facilitate community ownership of transport solutions. This includes collecting information on barriers and motivations to choosing alternatives modes of transport. These tend to be specific to the local area (e.g. safety, public transport service provision, infrastructure, maintenance, development and access).

Schools

Parallel with the household participation processes, schools will be approached to participate in interactive sessions to capture motivational and barrier data specific to "travel to education". As part of the campaign Auckland Regional Council and Waitakere City Council staff will work with New Lynn Primary School to identify appropriate travel options.

Businesses

Given the relatively short timeframe, the business component of the scheme concentrates on selling the 'travel-plan' concept to targeted organisations in the area and supplying them with a travel 'kit' and advice on implementation.

Public Events

Information and material gained from the above community participation processes will form the basis for wider public consultation to take place through publicised events. These events will review the findings of the consultation and advance wider community ownership of identified solutions.

Rideline Stall At Lynnmall (Led By Waitakere City Council)

Rideline is a service provided by the Auckland Regional Council and offers public transport, walking and cycling information tailored to the individual's needs. A Rideline stall will be set up in Lynnmall over two days in October. The availability of this service will be promoted to the local community and businesses.

New Lynn Map (Led By Waitakere City Council)

The map is a key vehicle to promote New Lynn as an attractive destination easily accessible by public transport and alternative modes such as cycling and walking. Sponsorship of the map at a reasonable cost will be available to local businesses. The map will show shops, restaurants, services, playgrounds, toilets, historic sites, walkways, pedestrian crossings, parks, bus stops, railway stations and any other useful details that are identified.

Advertising (Led By The Auckland Regional Council)

A social marketing campaign will be carried out using localised media and other channels such as on-bus advertising, billboards etc.

Evaluation (Led by the Auckland Regional Council)

Evaluation will be both quantitative and qualitative including the 'before' and 'after' travel diary evaluation as described above. Additional planned evaluations will include vehicle, walking and cycling counts and changes in public transport patronage. Qualitative data from the focus groups, workshops, and a follow-up questionnaire will assist in describing the results of the quantitative monitoring.

INTEGRATION WITH THE WIDER NEW LYNN TOWN CENTRE PROJECT:

Waitakere City Council and the Auckland Regional Council are working in close partnership on all aspects of the project to ensure that it is integrated and complimentary to the New Lynn Town Centre project. It is expected that the public engagement component of the project will provide valuable information for the town centre concept work.

RESOURCES

Waitakere City Council is contributing up to \$15,000 to this project, budgeted in the current financial year. The Auckland Regional Council is contributing \$300,000 from its Big Clean Up campaign.

RECOMMENDATION

That the information be received.

Report prepared by: Katja Lietz, Project Manager Sustainability Projects.



16 LEASE TO SCOUTS ON BRAINS PARK

PURPOSE OF THE REPORT

To consider granting a lease of part of Brains Park to the Waikumete/Kelston branch of the Scout Association of New Zealand.

BACKGROUND

Brains Park is a 5.65 hectare reserve located in New Lynn. The Waikumete/Kelston Scout hall is located on the fringe of the park at the end of Albert Road on Lot 11 on Deposited Plan 43250. It is shown as open space in the District Plan and the lot on which the Scout hall stands is classified under the Reserves Act 1977 as a local purpose

(community buildings) reserve. The map attached at page A47 shows the location of the hall on Brains Park.

Previously known as the Kelston West Scout group, the Waikumete/Kelston Scout group built their hall on this site in the 1960's. The group was first granted a lease in 1966 and in 1997 the group was granted a further five year lease. At that time the group was in the process of regenerating itself from a small membership base. Today, the group has seventy members and also shares the hall with two preschools and other youth groups.

STRATEGIC CONTEXT

Council's Community Leases Policy was adopted in 1998 and provides that priority for leases will be given to groups that increase participation in community activities and improve access to education and learning activities. Also priority is to be given to groups able to demonstrate a proven need and strong community support for the services they offer.

ISSUES

The Waikumete/Kelston Scout group has applied for a renewal of their lease on Brains Park.

Section 61 of the Reserves Act 1977 provides that Council may lease to any voluntary organisation or society part of a reserve for buildings for the purpose of a community building such as a scout hall. In this case, the building is owned by the club and there is a continuing demand for the activities they provide and the hall also provides a venue for two preschools, army cadets and numerous casual users.

The Community Leases Policy sets a five-year term as the standard term for a lease. The rent the group will pay has been assessed at the same level as that charged to other scout and guide groups.

CONCLUSION

The Waikumete/Kelston scout group is well established on Brains Park and is providing a valuable service and venue on this site. It is recommended that a lease be granted to the Scout Association of New Zealand – Waikumete/Kelston branch for the footprint of the building they occupy on Brains Park.

RECOMMENDATIONS

1. That the information be received.
2. That the Chief Executive be given authority to negotiate and execute a lease under section 61(2A) of the Reserves Act 1977 with the Scout Association of New Zealand for the footprint of the building they occupy on Brains Park.

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



17 NOW HOME DEMONSTRATION PROJECT

PURPOSE OF THE REPORT

The purpose of this report is to advise the New Lynn Community Board of a proposal to develop a demonstration house called a "Now" Home at Olympic Park, New Lynn and to seek the Board's approval to lease part of Olympic Park for the project.

BACKGROUND

Waitakere City Council, Forest Research Institute, Winstone Wallboards Limited, the Energy Efficiency Conservation Authority and the Building Research Association of New Zealand are collaborating on developing a demonstration house called a "Now" Home at Olympic Park, New Lynn. Forest Research Institute is the project leader and is currently bearing the risk for the project.

The purpose of the Now Home is to show how far we can go towards achieving Kyoto and Climate Change goals using existing and affordable technologies. The end goal is to develop a sustainable house "brand" that consumers and industry can relate to and duplicate. The Now Home is the first stage of a wider post Kyoto protocol building and research programme initiated by Forest Research Institute.

A Consortium comprising Waitakere City Council, Winstone Wallboards, Building Research Association of New Zealand, Forest Research Institute and possibly Housing New Zealand Corporation, will undertake the wider building and research programme over a period of approximately six years, subject to funding from the Foundation for Research Science and Technology. The Energy Efficiency Conservation Authority and Climate Change Office are key stakeholders in the programme, which proposes to deliver a nationally recognised sustainability code of practice for the building industry and consumers, as well as demonstration housing projects. It is envisaged that most of the demonstration building projects will be located in Waitakere City.

On 5 June 2003 the Council's City Development Committee approved the Now Home project on the condition that EcoMatters Environment Trust leases the land from the Council, with a view to purchasing the House from Forest Research Institute in two years' time. If EcoMatters Environment Trust is unable to purchase the building in two years' time, it will sub-lease or assign the lease of the land to Forest Research Institute, which will have the right to either remove the building or sell it to another organisation, subject to the Council's approval that its use is consistent with the Park's Management Plan.

STRATEGIC CONTEXT

The Now Home project is consistent with the social, economic, environmental and energy-related policies and strategies arising from the Kyoto Conference, National Energy Efficiency and Conservation Strategy, Climate Change Project and Sustainable Development for New Zealand Programme of Action.

The project is also consistent with the Auckland Regional Growth Strategy and the Auckland Regional Affordable Housing Strategy, both of which emphasise housing choice and affordability, urban amenity and safe, healthy communities.

The Council's Urban & Rural Villages platform in the draft Long Term Council Community Plan indicates planning for actions such as:

- Advocate for and demonstrate innovative and best practice urban development;
- Work with private sector to identify and encourage innovative investments;
- Ensure planning processes support innovative, affordable housing provision;
- Work with key housing providers to support housing options in the City;
- The Council's Green Network, Three Waters, Sustainable Energy and Zero Waste strategies are also consistent with this project.

ISSUES

Location

Forest Research Institute proposes to build the house at Olympic Park, New Lynn next to the EcoMatters Environment Trust offices by December 2003.

A design team of architects that includes Robin Allison, Earthsong Eco-Neighbourhood coordinator and architect, is designing the house within a sustainability framework. The Council's Chief Executive has approved the design brief for the House. The design concept and preliminary drawings will be presented at the Community Board meeting.

Use of the Home as a research and education tool

The collaborating parties propose that a family will live in the house for two years and will be appointed as park rangers in line with parks guidelines and the requirements of the Reserves Act 1977. During those two years the house will be monitored for its liveability, durability, effectiveness, savings associated with design etc. The house will be open to the public on certain days and times and will provide a link to the Sustainable Living Centre – creating a cluster of buildings at Olympic Park that are focused on the built environment.

Location on the Park

A47

The pending Olympic Park Management Plan (currently out for consultation) allows for buildings on the park that are associated with the natural environment and its care. The house will be located on part Allotment 5 of Section 1, Whau Town North, situated in Block III, Titirangi Survey District, S.O. Plan 20070. A map is attached at page A47 showing the proposed location of the home. This area is classified as a local purpose (community buildings) reserve under the Reserves Act 1977. It is anticipated that the building will become a community facility once its use for the Now Home project concludes. The House is being designed with that in mind.

Proposed Lease and Ownership Arrangements

- (a) A Memorandum of Understanding is being developed between EcoMatters Environment Trust, the Council and Forest Research Institute. The Memorandum will act as an umbrella document to reflect the collaboration between the three organisations.
- (b) EcoMatters Environment Trust will lease the land from the Council. EcoMatters Environment Trust is an incorporated charitable trust.
- (c) Forest Research Institute will take ownership of the building for two years after which EcoMatters Environment Trust is given first option to purchase. If EcoMatters Environment Trust is unable to purchase the building, it will sub-lease or assign the lease of the land to Forest Research Institute, which will then have the option to either remove the building or sell it to another organisation, subject to Council's approval that its use is consistent with the Park's Management Plan.
- (d) If the Consortium is established it is probable that Forest Research Institute will wish to pass its interest in the Now Home to the Consortium. This possibility will be reflected in the Memorandum of Understanding between EcoMatters Environment Trust, the Council and Forest Research Institute.

RESOURCES

Staff time and input to the design of the Now Home is allocated in the current budget. The Now Home is a separate project, but will provide a link to the EcoMatters Environment Trust Sustainable Living Centre, which will be developed in the year 2003/2004. The Council has allocated \$30,000 towards the development of the Sustainable Living Centre via the EcoMatters Environment Trust in the 2003/2004 Annual Plan Budget.

The tenancy arrangement will be between the tenant and the owner of the Now Home and subject to requirements stipulated under standard tenancy agreements. The tenant will be made a park ranger whose activities will be managed according to current park ranger provisions.

If EcoMatters Environment Trust or some other entity agrees to purchase the home in two years time, the Council might be approached in two years time to assist with purchase and ongoing maintenance costs.

Some costs might be offset by other sources of revenue, including Foundation for Research, Science and Technology funding, rental income, media coverage (television documentary etc).

CONCLUSION

Forest Research Institute, Winstone Wallboards Limited, the Energy Efficiency Conservation Authority and the Building Research Association of New Zealand are collaborating on developing a demonstration house called a "Now" Home on Olympic Park in New Lynn. Forest Research Institute is leading the project.

The House will be lived in for two years and monitored for its liveability, durability, effectiveness and savings associated with design etc. The House will be open to the public on certain days and times and will provide a link to the EcoMatters Trust Sustainable Living Centre – creating a cluster of buildings at Olympic Park that are focused on the built environment.

The City Development Committee has approved the project and the Council's Chief Executive has approved the design brief for the House. A concept design and preliminary drawings will be presented at the Community Board meeting.

RECOMMENDATIONS

1. That the information be received.
2. That the Chief Executive be delegated authority to negotiate and execute under seal a lease under section 61 (2A) of the Reserves Act 1977 to EcoMatters Environment Trust Incorporated for a part of Olympic Park (part Allotment 5 of Section 1, Whau Town North, situated in Block III, Titirangi Survey District, S.O. Plan 20070).

Report prepared by: Annika Lane: Senior Analyst: Social Policy.



18 **NOTICES OF MOTION**

Notices of motion shall be in writing by the mover, stating the meeting at which it is proposed that the notice of motion be considered, and shall be delivered to the Chief Executive at least five clear days before such meeting.

Pursuant to Standing Order 28.1 the following Notice of Motion has been received from P van der Voort on Monday, 28 July 2003.

NOTICE OF MOTION

Auckland Regional Council Rates

At the New Lynn Community Board meeting held on 4 August 2003. I propose to move:


"That this Board write to the Auckland Regional Council expressing its concern on the matter of collecting of the Auckland Regional Council rates and its penalty date of 18 August."

This Board requests that the:

1. Penalty date be changed.
2. That payments be spread into 4 payments quarterly.
3. That all manner of payments be accepted.



Pim van der Voort
Deputy Chairperson
New Lynn Community Board
28 July 2003

Reviewed 28/July 2003




19 **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.

NEW LYNN COMMUNITY BOARD APPOINTMENTS

OUTSIDE ORGANISATIONS	APPOINTMENT
Auckland Region Community Boards' Association Executive Committee	Gayle Marshall
Green Bay Community House Management Committee	Brent Peters (Alternate: Pim van der Voort)
Glen Eden Citizens Advice Bureau	Ray Kernaghan
Glen Eden Community House Management Committee	Gayle Marshall
Keep Waitakere Beautiful Committee	Elizabeth Francke
COUNCIL COMMITTEES	
Community Sports Fund Allocation Subcommittee	Brent Peters
Hearings Committee	Elizabeth Francke (Alternate: Ray Kernaghan)
WORKING GROUPS	
Harbourview "People's Park" Working Party Voluntary Membership	Pim van der Voort
Herbicide Reduction Working Party	Elizabeth Francke
New Footpath Construction: Budget Allocation	Pim van der Voort
Olympic Park Reserves Management Plan Advisory Group	Brent Peters
Project Twin Streams Steering Group	Ray Kernaghan
Project Whau Steering Group	Ray Kernaghan
Shopping Trolleys in Streams	Ray Kernaghan
Wai Care Programme	Gayle Marshall Ray Kernaghan Elizabeth Francke

