

**PURPOSE OF THE REPORT**

The purpose of this report is to recommend to the City Development Committee a policy for the use of asphaltic concrete (Asphalt) for road resealing.

**BACKGROUND**

The purpose of resealing is to prevent damage caused by water entering the sub-structure of Waitakere City's 720 km of sealed roads, and thus avoid high reconstruction costs.

In the order of 60 km of sealed road needs to be resealed annually. Of the total resealed length about 95% is resealed with stone-chip-on-bitumen (Chip-seal), and the remainder is resealed with asphalt concrete (Asphalt). Slurry seals are no longer applied owing to their short life.

During the 2001/2002 resealing season some residents complained about new Chip-seal and wanted its immediate replacement with Asphalt. The reason given was the undesirability of the increased traffic noise; for example, two households in Golf Road complained when Chip-seal replaced slurry seal over a 300 m section of that road.

The New Lynn Community Board subsequently on (1 July 2002), resolved as follows:

*"That the matter of Chip-seal sealing as opposed to Asphalt road surfaces be brought to the Annual Plan Special Committee and that any relevant information covering financial and policy aspects from North Shore City, Auckland City and any other appropriate source be included.*

2201/2002

On 22 July 2002 the Director: City Services convened a workshop in the Council Chamber to go through the issues with affected residents. All Councillors and Community Board Members had the opportunity to attend. As a result of this workshop there is a greater appreciation of the issues. As well, the workshop requested staff to report to the City Development Committee on a policy for the use of Asphalt seals taking into account relevant issues, and the practice of other Auckland Road Controlling Authorities.

**STRATEGIC CONTEXT**

The Council's 'Well Being Support' pathway to a sustainable city has an objective that 'Citizens have a safe and healthy environment'.

The Council's 'Urban Village' pathway to a sustainable city has an objective that 'people can get easily and safely where they need to go by walking, cycling, passenger transport, or private vehicle, and businesses can efficiently move their goods and services'.

Any policy on the use of Asphalt to quieten traffic needs to be balanced in regard to the above objectives and affordability.

**ISSUES**

A51-A54

Attached at pages A51 to A54 is a detailed technical report which addresses the issues raised at the 22 July 2002 workshop and provides information requested by elected members. The issues are summarised below.

**Traffic Noise**

Traffic noise is generated by engine noise and tyre/road noise, but tyre/road noise is less significant at normal urban traffic speeds (below 70 kph).

The basic unit of loudness is the 'dBA' (A weighted decibel). It has the property that a 10 dBA increase represents a perceived doubling of loudness. Traffic loudness varies throughout the day as the traffic volume varies.

Traffic noise from new Chip-seal is about three dBA louder than from an Asphalt seal for higher speeds, but that this difference reduces over a few months to become imperceptible (as the chips bed into the bitumen). The immediate difference after resealing can annoy some more sensitive residents who may persist with complaints. However, the significant perceptible increase in loudness is of a short duration of only two months.

The World Health Organisation (WHO) advises that a lifetime of exposure to an average noise of 70 dBA will not cause hearing impairment and that exposure to noise should not exceed 85 dBA over eight hours. Road traffic noise in Waitakere City is within these standards.

Residents attending the 22 July 2002 workshop challenged this fact. Consequently, staff commissioned expert measurement of the loudness of individual cars passing along 18 month old Chip-seal and Asphalt surfaced segments of Te Atatu Road (on the Peninsula). On average the loudness from the Chip-seal surface was 0.4 dBA greater compared to Asphalt surfaces. At No. 241 Golf Road, 1m from the house façade, the levels recorded were 69.0 dBA and 63.6 dBA, three months and nine months respectively after chip sealing.

In regard to general disturbance any noise reduction measures should be prioritised in accordance with prevailing traffic volumes above a threshold. A traffic volume of about 10,000 veh/day is indicative for Waitakere from UK practice. There is no New Zealand equivalent threshold.

### **Loose Chips**

Over the first few days after resealing with Chip-seal, loose chips can result in additional noise when they drum the under-bodies of passing cars, and can cause annoyance if they are flicked onto footpaths and verges. These adverse effects can be minimised by quality control to ensure good workmanship and management.

### **Road Structure Requirements**

Asphalt could not be used for noise reduction where the road base is flexible, because it is brittle and would be subjected to cracking, consequent water penetration, and failure of the road structure.

On the other hand Asphalt has greater shear strength than Chip-seal and should be used in areas subject to high shear stress, such as industrial roads, intersections, cul-de-sac turning heads, and high volume roads where heavy traffic turns, starts, and stops frequently.

New subdivision roads are Asphalt sealed to sustain the high volumes of heavy vehicle movement associated with building work during the first few years of development. Subsequently, as the asphalt wears out these roads are normally resealed with Chip-seal.

### **Safety**

Chip-seal and Asphalt have different surface friction characteristics and these may determine the choice in particular cases. On the one hand protruding stone chips allow surface water to disperse, mitigating a potential for aquaplaning, while on the other hand they are more easily polished by tyre action with consequent erosion of stopping and cornering safety.

### **Cost**

Resealing is a major budget item. For the 2002/2003 financial year Council has budgeted \$2,700,000 for essential resealing work (less Transfund subsidy of \$1,300,000).

Asphalt is three times more expensive than Chip-seal, taking into unit rates and lifetimes of these materials. Transfund will not subsidise additional Asphalt for traffic noise reduction except perhaps in special cases, for example, where a classroom is very close to higher speed or higher volume traffic.

To reseal in Asphalt only the city's roads having traffic of 10,000 vehicles/day, for example, will cost an extra \$668,000 per year for about six years and about \$620,000 per year thereafter.

This additional cost will not be subsidised by Transfund New Zealand and Council's share and will require a \$13 increase in the annual household rate for all households, but would be spent on about 7% only of residential streets.

### **Resealing Backlog**

To minimise expenditure Council follows a 'just in time' reseal program in which some resealing work is deferred on the basis of assessed risk. Recent reports on the state of the network indicates that the backlog needs to be reduced, and an additional \$300,000 per year is required over the next 10 years, taking into account the spike in oil price and the expectation of a period of sustained oil prices.

If Council decided to reduce traffic noise by means of increased Asphalt reseals, a further budget increase would be required over funding the backlog of reseals for structural maintenance. Elimination of the structural backlog would take priority over Asphalt sealing for noise reduction only.

### **Other Auckland Region Practice**

The resealing practice in Auckland, North Shore and Manukau Cities has been similar to that in Waitakere City. All three Councils apply Asphalt on heavily trafficked roads, intersections, industrial roads and other high stress areas such as cul-de-sac heads; other roads are Chip sealed.

Auckland City allows Asphalt seal for residential roads with traffic 10,000 vehicles/day, but taking into account safety, structural and budgetary restraints.

North Shore City has comprehensively studied the option of using Asphalt seals to quieten traffic. This included a survey of residents' 'willingness to pay'. Those willing to pay were a clear minority and thus the North Shore City Council confirmed a policy of Chip sealing except where the structural and safety characteristics of Asphalt are beneficial.

### **POLICY OPTIONS**

The Council has two distinct options in regard to resealing and traffic noise as follows:

1. current practice, that is replace Chip-seal, or Slurry, with Chip-seal except in special cases; or
2. replace Chip-seal, or Slurry, with Asphalt giving priority to roads with higher traffic volumes.

The information provided in this report shows that there will be an increased cost of at least \$668,000 per year for minor benefits, thus option 1 is recommended.

### **CONCLUSION**

It is concluded that the Council should adhere to Option 1 (current practice) because:

- loose-chip effects are short term only and can be minimised through good management and quality control;
- extra noise from new Chip seal is moderate and of short duration;
- the much higher cost of Asphalt has the potential for a large impact on Council's annual budget;
- it is considered that a majority of ratepayers would not be willing to pay the higher cost for asphalt;
- Transfund New Zealand will not pay the higher cost for Asphalt except in special cases; and
- is consistent with the practice of other Council's in the Auckland Region.

## RECOMMENDATIONS

1. That the information be received.
2. That the Council's road resealing policy be as follows:
  - (a) re-sealing existing Chip-seal, or Slurry seal, with Chip seal, except where safety and/or structural factors are proven to necessitate Asphalt seal, or in special cases where noise control is very desirable, such as where a classroom or hospital-ward is located close to high speed traffic;
  - (b) sealing existing Asphalt with Asphalt seal, except where budgetary constraints, or safety and/or structural factors are proven to necessitate Chip seal, or in special cases such as residential sub-division roads where due to durability considerations Asphalt is still required; and
  - (c) quality control of contract management to minimise the short-term adverse effects of loose chip.
3. That each Community Board be advised in terms of this report and the City Development Committee's resolutions.

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



## APPENDIX

## TECHNICAL REPORT – ROAD RESEALING OPTIONS

## 1 Traffic Noise

## 1.1 Noise Level

The basic unit of loudness is the 'dBA' (A weighted decibel). It has the property that a 10 dBA increase represents a perceived doubling of loudness. Traffic loudness varies throughout the day as the traffic volume varies.

An overall measure for traffic noise is the 'dBA (18 hour L10)'. This is the level exceeded for only 10% of the time during the 18 hours between 6 am and midnight. This measure has the property that a 1 dBA increase is just perceptible. Also, a doubling of traffic volume does not result in a doubling in loudness, the increase is 3 dBA.

The table below provides typical outdoor traffic noise levels for given amounts of traffic, together with the percentage of road in Waitakere City having up to the stated amount of traffic. The noise levels are outside 10m from the edge of the carriageway; a level carriageway and 5% heavy vehicles are assumed.

It can be seen for example that about 95% of Waitakere roads would have noise levels less than about 68 dBA. Inside houses the traffic noise is normally 10 dBA or 20 dBA less depending on whether windows are open or closed.

Traffic Volume (1000 veh/day)	Traffic Noise (18 hour L10 dBA)	% of WCC Sealed Network
40	73	100
30	72	99.5
25	71	99
20	70	98
15	69	96
10	67	93
5	64	86
1	57	65

## 1.2 Noise Source

Traffic noise is generated by engine noise and tyre/road noise but tyre/road noise is subdominant at normal urban traffic speeds (below 70 kph).

The literature is generally consistent in reporting that traffic noise from new Chip-seal is about 3 dBA louder than from an Asphalt seal for higher speeds, but that this difference reduces over a few months to become imperceptible (as the chips bed into the bitumen). The immediate difference after resealing can annoy some more sensitive residents who may persist with complaints. However, the significant perceptible increase in loudness is of short duration, about 2 months or 2.5%, relative to the life of the reseal, 6 to 8 years say.

Residents attending the 22 July 2002 workshop challenged this fact. Consequently, staff commissioned expert measurement of the loudness of individual cars passing along 18 month old Chip-seal and Asphalt surfaced segments of Te Atatu Road (on the Peninsula). On average the

loudness from the Chip-seal surface was 0.4 dBA greater, confirming the well-known result that the loudness difference is negligible for mature Chip-seal and Asphalt surfaces. At No. 241 Golf Road, 1 m from the house façade, the levels recorded were 69.0 dBA and 63.6 dBA, 3 months and 9 months respectively after chip sealing. Further measurements are to be made during the 2003/2004 chip sealing season, to establish the relationship between traffic noise and age of chip seal over the first few months after sealing.

Over the first few days after resealing with Chip-seal, loose chips can result in additional noise when they drum the under-bodies of passing cars, and can cause annoyance if they are flicked onto footpaths and verges. These adverse effects can be minimised by good workmanship and management and are transitory.

### 1.3 Acceptable Traffic Noise Level

In regard to safety, the World Health Organisation (WHO) advises that prolonged exposure to a daily noise level of 85 dBA over 8 hours is potentially hazardous. WHO states further that, for most people, a lifetime of exposure to an average noise of 70 dBA will not cause hearing impairment. These results indicate upper limits for physical well-being. It is apparent that this is not an issue in regard to road traffic noise in Waitakere City.

In regard to general disturbance any noise reduction measures should be prioritised in accordance with prevailing traffic volumes above a threshold. A traffic volume of about 10,000 veh/day is indicative for Waitakere from UK practice. There is no New Zealand equivalent threshold.

## 2 Road Structure Requirements

### 2.1 Durability

Asphalt could not be used for noise reduction where the road base is flexible, because Asphalt is brittle and would be subject to cracking, consequent water penetration, and failure of the road structure.

On the other hand Asphalt has greater shear strength than Chip-seal and should be used in areas subject to high shear stress, such as industrial roads, intersections and cul-de-sac turning heads, and high volume roads where heavy traffic turns, starts, and stops frequently.

New subdivision roads are Asphalt sealed to sustain the high volumes of heavy vehicle movement associated with off road building work during the first few years of development. Residential subdivision roads are normally resealed in Chip-seal.

### 2.2 Safety

Chip-seal and Asphalt have different surface friction characteristics and these may determine choice in particular cases. On the one hand protruding stone chips allow surface water to disperse, mitigating a potential for aquaplaning, while on the other hand they are more easily polished by tyre action with consequent erosion of stopping and cornering safety.

## 3 Cost

### 3.1 Resealing Costs

Resealing is a major budget item. For the 2002/2003 financial year Council is expected to spend about \$M2.7 on essential resealing work. Transfund has approved this for funding assistance and the refund is expected to be \$M1.3.

ASA A6

Transfund is careful in regard to the relative amounts of Chip-seal and Asphalt used by Road Controlling Authorities. Asphalt is 3 times more expensive than Chip-seal, unit rates and lifetimes of these materials accounted for. Transfund will not subsidise additional Asphalt for traffic noise reduction except perhaps in special cases, for example, where a classroom is very close to higher speed, higher volume traffic.

### 3.2 Conversion Cost

A cost analysis covering all Waitakere City's sealed residential streets is tabled below.

Traffic Volume Range ( 1000 veh/day)	Chip Seal Length (km)	ASPHALT Seal Conversion Cost (\$1000/PA)	Additional Maintenance Cost (\$1000/PA)
> 25	6.1	167	143
20 - 25	4.6	101	101
15 - 20	9.0	156	156
10 - 15	16.7	244	220

Note [1]: Data from Waitakere City RAMM Database 2002 [2] Costs affected by seal life and road width

It has been assumed that the conversions are affected when resealing becomes necessary. The conversion would take about 6 years to complete owing to the 6-year life of Chip-seal subject to the tabled traffic volumes. Following the conversion period the indicated increased annual Asphalt maintenance cost would apply in perpetuity.

It follows that to convert all roads having traffic down to about 10,000 veh/day, for example, about \$668,000 per year would be required for about 6 years, and about a \$620,000 per year thereafter.

Since this increase would not be subsidised by Transfund New Zealand Council's share (\$M1.3) of the annual reseal budget (M2.7) would increase by 43%. This would require a \$13 increase in the annual household rate for all households, but would be spent on about 7% only of residential streets.

### 3.3 Resealing Backlog

To minimise expenditure Council follows a 'just in time' reseal program in which some resealing work is deferred on the basis of assessed risk. Recent reports on the state of the network indicates that the backlog needs to be reduced, and that for this an additional \$300,000 per year is required over the next 10 years, compounded by the spike in oil price and the expectation of a period of sustained oil prices.

Clearly, if Council decided to quieten traffic by means of increasing the proportion of Asphalt reseals, the budget for this would have to be in addition to the additional budget required to manage the backlog of reseals for structural maintenance. More likely implementation would be deferred pending the elimination of the structural backlog.

## 4. Other Auckland Region Practice

The resealing practice in Auckland, North Shore and Manukau Cities has been similar to that in Waitakere City. All three Councils apply Asphalt on heavily trafficked roads, intersections, industrial roads and other high stress areas such as cul-de-sac heads; other roads are Chip sealed.

AS3 A7

Auckland City allows Asphalt seal for residential roads with traffic down to 10,000 veh/day, but taking into account safety, structural and budgetary restraints.

North Shore City has comprehensively studied the option of using Asphalt seals to quieten traffic. This included a survey of residents' 'willingness to pay'. Those willing to pass were a clear minority and this influenced the Council's decision to adhere to its previous policy, based on the use of Chip seals except where the structural and safety characteristics of Asphalt dictate.

~~AS4~~ A8

15 WEST AUCKLAND DISTRICT COUNCIL OF SOCIAL SERVICES - HALF-YEARLY REPORT TO 31 DECEMBER 2002

12.05 pm Cr Presland returned to the meeting.

358/2003

MOVED by Cr Fenton, seconded Cr Yates:

That the information be received.

CARRIED

PRECEDENCE OF BUSINESS

359/2003

MOVED by Cr Neeson, seconded Cr Lawley:

That Item 11: Policy for Resealing Roads with Asphalt Concrete be accorded precedence at this time.

CARRIED

11 POLICY FOR RESEALING ROADS WITH ASPHALT CONCRETE

12.13 pm Cr Dallow returned to the meeting.

360/2003

MOVED by Cr Clews, seconded Cr Fenton:

That the information be received.

CARRIED

361/2003

MOVED by Cr Brady, seconded Cr Clews:

1. That the Council's road resealing policy be as follows:
  - (a) re-sealing existing Chip-seal, or Slurry seal, with Chip seal, except where safety and/or structural factors are proven to necessitate Asphalt seal, or in special cases where noise control is very desirable, such as where a classroom or hospital-ward is located close to high speed traffic;
  - (b) sealing existing Asphalt with Asphalt seal, except where budgetary constraints, or safety and/or structural factors are proven to necessitate Chip seal, or in special cases such as residential sub-division roads where due to durability considerations Asphalt is still required; and
  - (c) quality control of contract management to minimise the short-term adverse effects of loose chip.
2. That each Community Board be advised in terms of this report and the City Development Committee's resolutions.
3. That Council forward a copy of this report and minutes of the meeting, with a letter to the individual ratepayers and ratepayer groups, who participated in the workshops.

CARRIED

362/2003

MOVED by Cr Hulse, seconded Cr Yates:

That a report be brought back to the Long Term Council Community Plan and Annual Plan Committee clarifying the roading asset management plans and the reseal programme to allow Councillors to debate the full strategic implication of this programme and the possibilities that may exist to apply this budget more appropriately.

**CARRIED**

**ADJOURNMENT**

363/2003

MOVED by Cr Fenton, seconded Cr Brady:

That the meeting stand adjourned until 1.10 pm.

**CARRIED**

12.40 pm The meeting adjourned.

1.15 pm The meeting reconvened. Crs Battersby, Dallow, Fenton, Lawley, Presland, Russell and Yates were not present.

The Order of Business resumed at Item 7: Lopdell House Gallery and Corban Estate Arts Centre - Half Yearly Reports.

**7 LOPDELL HOUSE GALLERY AND CORBAN ESTATE ARTS CENTRE - HALF-YEARLY REPORTS**

1.16 pm Crs Fenton, Lawley, Russell and Yates returned to the meeting.

364/2003

MOVED by Cr Neeson, seconded Cr Lawley:

That the information be received.

**CARRIED**

**8 GLEN EDEN LIBRARY**

This item was considered following Item 5: Presentation - New Zealand Police.

**9 HOBSONVILLE CORRIDOR AND MASSEY NORTH PLANNING**

365/2003

MOVED by Cr Nash, seconded Cr Fenton:

That the information be received.

**CARRIED**

## CRUM PARK LIGHTING UPGRADE

### **PURPOSE OF THE REPORT**

The purpose of this report is to seek approval from the Board (subject to issue of the necessary resource consent) for the upgrade of floodlighting at Crum Park by the Bay Olympic Sports and Soccer Association.

### **BACKGROUND**

Crum Park is a local multi-use park located in Titirangi. There are three sports fields and a designated training area on the park, which are predominantly used by the Bay Olympic Sports and Soccer Association. Fields 1 and 2 are currently floodlit and used on weekday evenings for training. Field 3 is not floodlit and is therefore not currently available for training on weekday evenings.

Bay Olympic Sports and Soccer Association propose to upgrade the existing floodlighting on fields 1 and 2 and install new floodlighting on Field 3 to enhance the training activities on the park.

### **STRATEGIC CONTEXT**

The Crum Park Management Plan was adopted by the New Lynn Community Board in September 1998. Section 6.9 of the Plan reads as follows:

#### **6.9 Floodlighting**

The designated training area and the tennis courts have floodlighting. Any further floodlighting proposals are subject to a resource consent. The Management Plan does not allow specifically for further floodlighting unless resource consent approval is obtained.

As outlined in the above policy, there is allowance within the management plan for further floodlighting on the park subject to the necessary resource consent being approved, which will require consultation and landowner approval.

### **ISSUES**

The proposed lighting upgrade works are designed to enhance the training activities on Crum Park. It is proposed to continue the use of the park for weekday evening practices but apart from increased practices, no new activities are proposed.

The upgrading of the lighting on Fields 1 and 2 will not increase the usage of those fields, however, lighting Field 3 will mean that 10 extra teams will be able to train during the week.

*A1 - A3*

The new lights will be mounted on 12 metre poles. The poles will have either 2 or 4 luminaires mounted on them, depending on the area they are intended to light. The location of the poles for each field is shown on the plans attached as A1 - A3.

A resource consent application for the lighting proposal has been lodged with Waitakere City Council. This application has been publicly notified and the submission period for the consent closed on 20 January 2003. A verbal update on the submissions received can be provided to the Board at the February meeting.

Assuming that the resource consent is issued for the lighting, the conditions imposed on the resource consent will avoid or mitigate any adverse environmental effects that may be generated by the lighting.

Parks will impose conditions on the resource consent to ensure that Council's interests are protected. These conditions will ensure that Bay Olympic Sports and Soccer Association are responsible for the ongoing cost and safety of the lighting and also provide for hire of the facilities by other clubs when Bay Olympic Sports and Soccer Association are not using them.

## **RESOURCES**

Bay Olympic Sports and Soccer Association will meet the cost of the lighting upgrade project so no Council resources are required for the project.

## **CONCLUSION**

The proposed lighting upgrade works will enhance the training activities on Crum Park. There is allowance in the management plan for further floodlighting subject to issue of the necessary resource consent. The conditions imposed on the resource consent will avoid or mitigate any adverse environmental effects that may be generated by the lighting and ensure that Council's interest are protected.

## **RECOMMENDATIONS**

1. That the information be received.
2. That, subject to the necessary resource consents being issued, the New Lynn Community Board provide approval for the upgrade of floodlighting at Crum Park by Bay Olympic Soccer Club.

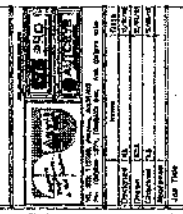
Report prepared by: Peter Sewell, Parks Asset and Contracts Engineer.



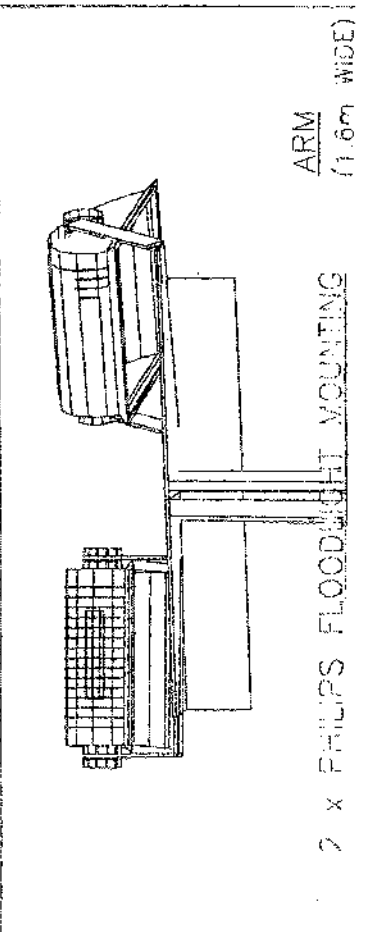
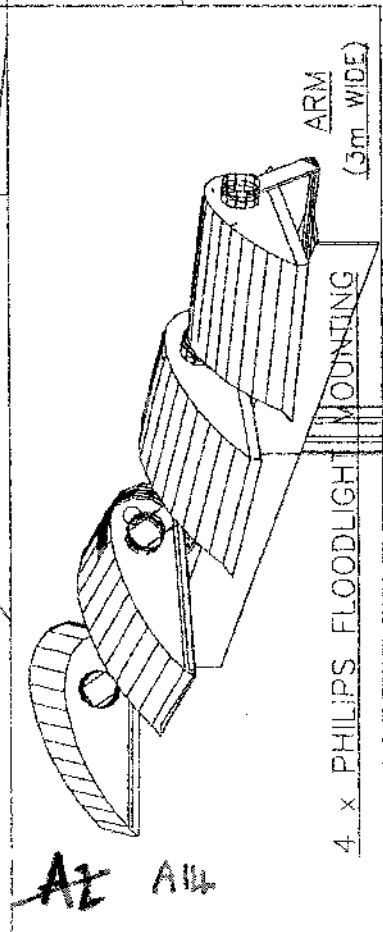
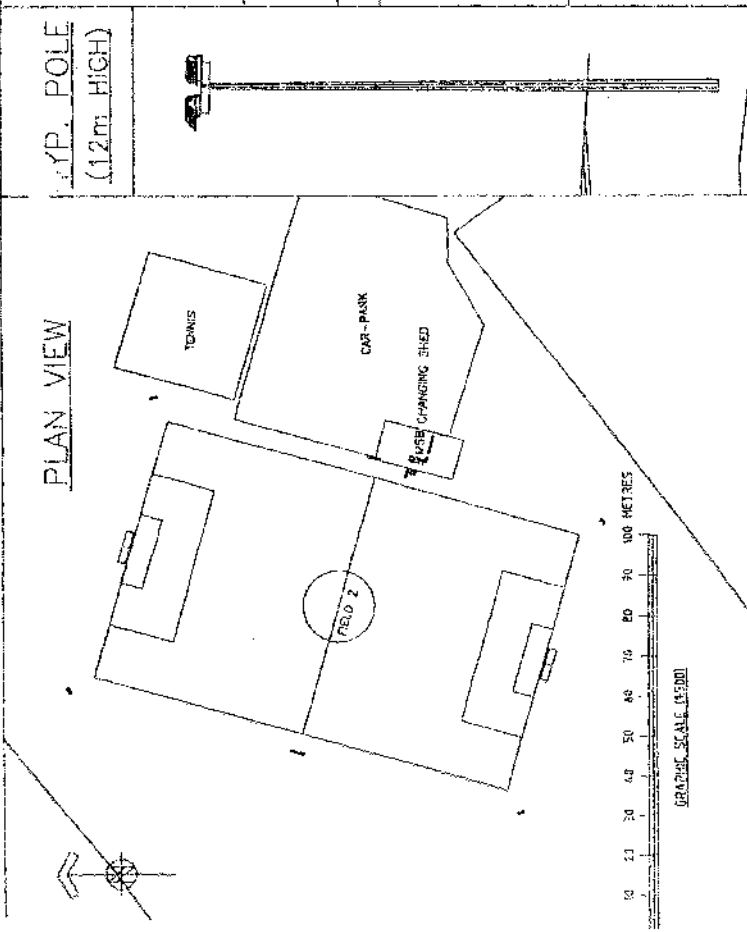
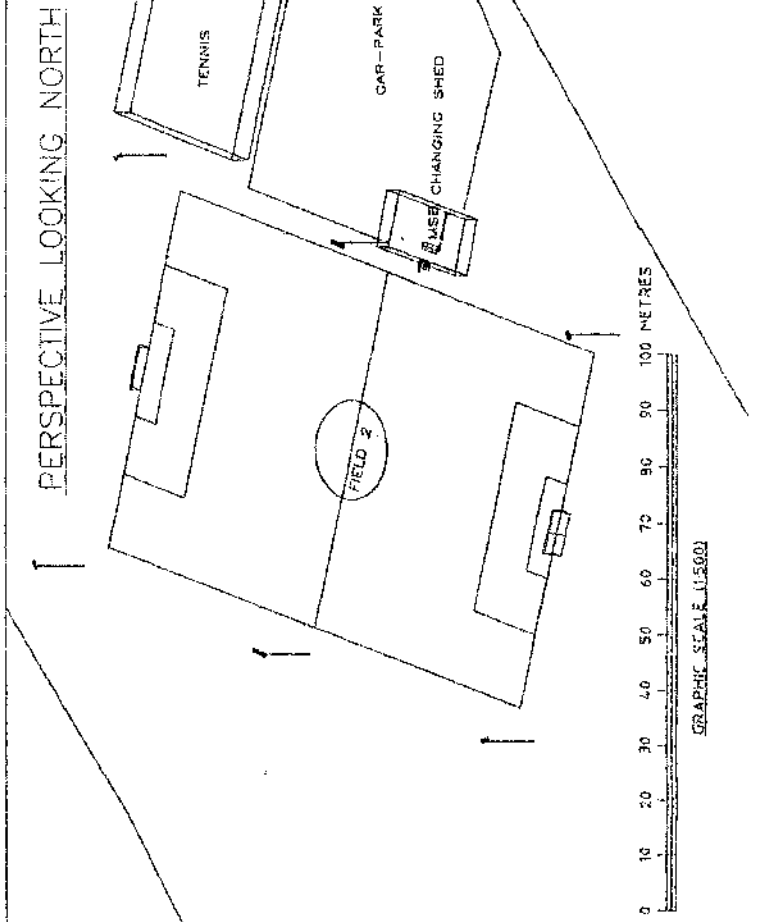
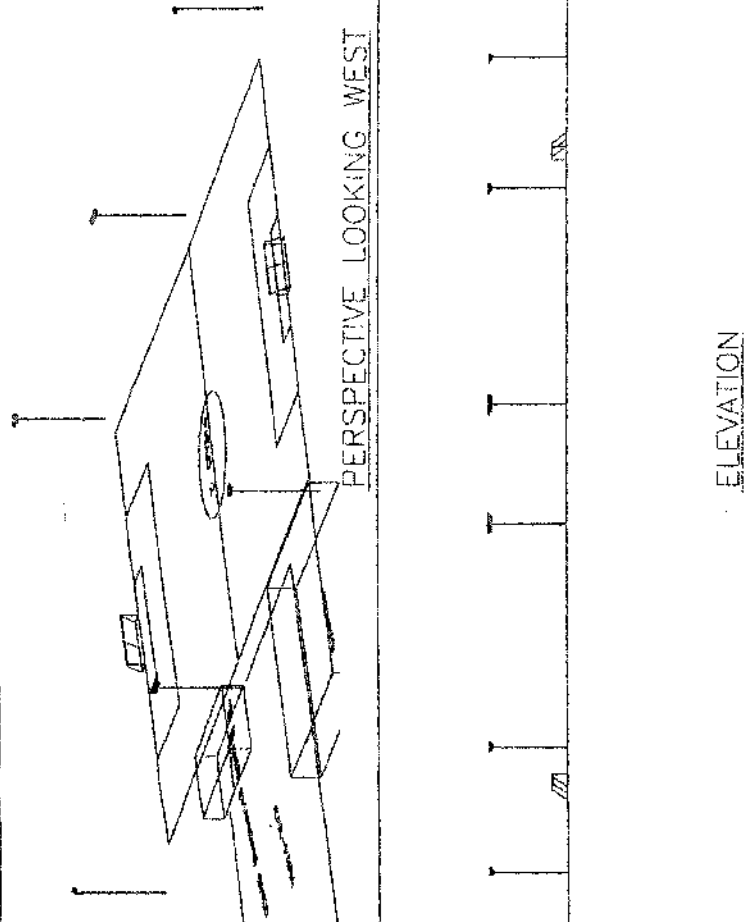
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General Notes

Project Name	CRUIM PARK SPORTS FIELDS FLOOD LIGHTING
Client	
Site	
Scale	
Date	



Project No.	2007-003
Scale	AS PER
Date	03/05
Drawn By	
Checked By	
Project Name	CRUIM PARK SPORTS FIELDS FLOOD LIGHTING
Client	
Site	
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# WAITAKERE CITY COUNCIL



## MINUTES OF AN ORDINARY MEETING OF THE HEARINGS COMMITTEE HELD IN THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN, WAITAKERE CITY, ON THURSDAY, 20 FEBRUARY 2003, COMMENCING AT 9.34 AM.

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### PRESENT:

Councillors    GE    Nash, JP (Chairperson)  
                  DA    Yates, JP (Deputy Chairperson)  
                  DQ    Battersby, JP  
                  BA    Brady, JP  
                  PA    Hulse (until 3.57 pm)  
                  VS    Neeson, JP (until 1.08 pm)

### Ward Representative

9.30 am        Mrs EG Francke                (New Lynn Community Board)  
1.00 pm        Mrs EG Francke                (New Lynn Community Board)  
3.00 pm        Ms C Nakhid                    (Henderson Community Board)

### IN ATTENDANCE:

Group Manager: Planning & Community Services  
Manager: Resource Consents  
Service Manager Parks  
Team Leader Resource Consents  
Solicitor: S Grounds  
Resource Planner, Cato Bolam Consultants: M Jesson  
Resource Planner: G Griffin  
Drainage Engineer: P Kovacevich  
Committee Secretary: O Schuster  
  
Mike Grunsell, Premier Consultants

### 1    APOLOGIES

There were no Apologies.

### 2    URGENT BUSINESS

There was no Urgent Business.

### 3    CONFIRMATION OF MINUTES

169/2003

MOVED by Cr Yates, seconded Cr Neeson:

That the minutes of the Ordinary Meeting of the Hearings Committee held on Thursday, 5 December 2002 and reconvened on Friday, 20 December 2002, and an Ordinary Meeting of the Hearings Committee held on Thursday, 19 December 2002 and a Special Meeting of the Hearings Committee held on Friday, 20 December 2002, as circulated, be taken as read and now be confirmed.

**CARRIED**

4 **NOTIFIED APPLICATION FOR RESOURCE CONSENT UNDER SECTION 88 OF THE RESOURCE MANAGEMENT ACT 1991 BY BAY OLYMPIC SPORTS & SOCCER ASSOCIATION TO ERECT FOURTEEN 12 METRE HIGH FLOODLIGHTS AT CRUM PARK, HILLING & RAGLEY STREETS, GREEN BAY**

- 9.36 am Annette Ockleston (Club Representative) presented evidence and responded to questions from Crs Nash and Neeson.
- 9.45 am Ewan Cafe (Engineer for the Applicant) presented evidence.
- 9.47 am Philip Brown (Group Manager: Planning & Community Services) responded to questions from Cr Neeson.
- 9.48 am Ewan Cafe (Engineer for the Applicant) responded to questions from Crs Neeson, Brady, Yates, Hulse, Battersby and EG Francke.
- 10.10 am Annette Ockleston and Ross Clow (Club Representatives) responded to questions from Crs Battersby and Nash.
- 10.14 am Steven Dietsch (Planning Consultant for the Applicant) presented evidence and responded to questions from Crs Neeson and Battersby.

**ADJOURNMENT**

170/2003

MOVED by Cr Battersby, seconded Cr Yates:

That the meeting stand adjourned until 10.45 am.

**CARRIED**

- 10.40 am The meeting adjourned.
- 10.45 am The meeting reconvened.
- 10.47 am Norm Wallace (Submitter) presented evidence and responded to questions from Crs Battersby, Hulse and Neeson.
- 11.00 am Philip Brown (Group Manager: Planning & Community Services) responded to questions from Crs Brady, Hulse and EG Francke.
- 11.15 am Leanne Mayo (Submitter) presented evidence.
- 11.29 am Colin Maine (Submitter) presented evidence.
- 11.35 am Tony Goodliffe (Submitter) presented evidence.
- 11.37 am Allan James (Submitter) presented evidence and responded to questions from Cr Yates.

**ADJOURNMENT**

171/2003

MOVED by Cr Brady, seconded Cr Hulse:

That the meeting stand adjourned until 12.06 pm.

**CARRIED**

12.03 pm The meeting adjourned.

12.07 pm The meeting reconvened.

12.07 pm Steven Dietsch (Planning Consultant for the Applicant) responded to questions from Crs Brady, Hulse and EG Francke.

12.45 pm Committee went into deliberation.

MOVED by Cr Yates, seconded Cr Nash:

1. That pursuant to Sections 104, 105, and 113 of the Resource Management Act 1991, and subject to additional or contrary information being presented at the hearing, **consent be declined** to the application by Bay Olympic Sports & Soccer Association **to erect fourteen standards with forty floodlights on Fields 1, 2 and 3 at Crum Park, Green Bay for use for night time training until 9.30 pm,** being Pt Lot 27 DP 16661, Lot 4 DP 30902, Lot 4 DP 39732, Lot 1 DP 52745, Lot 5 DP 44455, Lot 2 DP 54291, Lot 91 DP 55683, Lot 7 DP 57080, Lot 3 DP 44455, Lot 53 DP 57516, Lot 56 DP 57516, Lot 1 DP 59406, Lot 1 DP 69613 for the following reasons:
  - (i) The cumulative effects of lighting fields 1, 2 and 3 until 9.30pm would result in more than minor effects on the night time character of Crum Park, and the residents reasonable expectations for uninterrupted sleep;
  - (ii) The cumulative effects of training over three fields would adversely affect the visual amenity and aural privacy of the surrounding residents;
  - (iii) The proposal does not meet the relevant policies and objectives of the District Plan, and would create more than minor adverse effects on the environment;
  - (iv) The proposal does not meet the requirements of Section 105(2a) of the Resource Management Act 1991, in that the adverse effects on the environment will be more than minor.

2. That pursuant to Sections 104, 105, 108 and 113 of the Resource Management Act 1991, and subject to additional or contrary information being presented at the hearing, consent be granted to a reduced proposal by Bay Olympic Sports & Soccer Association to erect 14 standards with 40 floodlights on Fields 1, 2 and 3 at Crum Park, Green Bay for use for night time training until 8.45 pm, being Pt Lot 27 DP 16661, Lot 4 DP 30902, Lot 4 DP 39732, Lot 1 DP 52745, Lot 5 DP 44455, Lot 2 DP 54291, Lot 91 DP 55683, Lot 7 DP 57080, Lot 3 DP 44455, Lot 53 DP 57516, Lot 56 DP 57516, Lot 1 DP 59406, Lot 1 DP 69613 for the following reasons:
- (i) The proposal would improve the usability of limited sporting resources within Waikare City;
  - (ii) Is consistent with Council's Parks Strategy and Leisure Strategy in that it will promote greater participation in leisure and recreational activities;
  - (iii) The proposal will increase the available leisure and recreational services and benefits to residents;
  - (iv) The proposal would maintain the amenity values and character of Crum Park and the surrounding neighbourhood through limiting the intensity of use to that consistent with current activities undertaken on the park during winter months.
  - (v) Is consistent with the relevant policies and objectives of the District Plan, and would create no more than minor adverse effects on the environment;
  - (vi) The proposal meets the requirements of Section 105(2a) of the Resource Management Act 1991, in that the adverse effects on the environment will be no more than minor.

**Consent shall be subject to the following conditions:**

- (1) The development shall proceed in accordance with the plans and information submitted with the application by Anvil Design Group and Steven Dietsch, and all referenced by Council as RMA 20020784, and all further information submitted with the application, as amended by the exclusions of any lighting on Field 3.
- (2) All reticulated services, including power, shall be provided underground.

**Lighting Conditions**

- (3) Placement and aiming of the lights shall be as indicated on the amended drawings and documents by Anvil Design Group dated 18.9.2002.
- (4) Should the Siemens lanterns proposed for Field 3, be utilised on either Field 1 or 2, shields shall be fitted to all of the Siemens lanterns as shown on Anvil Design Drawing E23 Revision A. Amended glare and light spill calculations shall be provided to confirm that the proposal remains within the design parameters of Fields 1 and 2.
- (5) Further to condition (4), the glare shields shall be adjusted onsite to ensure a 100% cut off is achieved to comply with the maximum luminous intensity stated in AS 4282 Table 2.1 when viewed from any of the surrounding residential properties.
- (6) Prior to the commencement of operation of the lights, an independent party shall monitor the floodlighting to ensure that all design parameters are complied with. The cost of such monitoring shall be borne by the applicant. The applicant shall advise Council when the lighting has been installed, and monitoring shall be undertaken at the instruction of Council.

- (7) Following any replacement of lamps within the lights, the applicant shall provide evidence from a suitably qualified lighting engineer that the lights, aiming and glare shields still comply with the approved design. Evidence of this compliance shall be provided to Council within 1 week of any replacement or maintenance work.
- (8) An automatic switching device (time clock or similar) shall be installed to switch the lights off no later than 8.45 pm. Details of this system shall be provided at the time of building consent application, to the satisfaction of the Manager Resource Consents.
- (9) The applicant shall nominate a 24 hour contact person in the event that the floodlights are not switched off at the required time, and advise of such to the Service Manager - Parks and Green Assets. The applicant shall submit evidence of a contract with an appropriate service provider to ensure that a 2 hour rectification response time is achieved for any malfunctions in the light system.
- (10) The floodlights shall be able to be individually controlled - ie. if only one field is required, then not both fields 1 and 2 shall be lit.

**Parks Conditions**

- (11) The applicant shall be responsible for all maintenance of the lights, power supply and other necessary infrastructure.
- (12) The floodlights shall be made available for other users to hire when not being used by the applicant, at the users cost. Any other users of the floodlighting shall be subject to the same conditions as that set out in this consent.
- (13) The applicant shall pay all operating costs and install a separate power meter.
- (14) The applicant shall liaise with Waitakere City Council Parks and provide at least 14 days notice prior to the commencement of construction date.
- (15) The final location of cable trenches shall be agreed to by Waitakere City Council Parks Department and marked on site.
- (16) The reinstatement of the parks surface shall be inspected and signed off by Waitakere City Council Parks Department.
- (17) Any damage to existing services will be charged to the applicant.
- (18) As built drawings shall be provided to the Service Manager - Parks and Green Assets prior to final sign off of the project.
- (19) All costs of maintenance shall be borne by the owner.
- (20) A Certificate of Compliance & Safety shall be provided to the Service Manager - Parks and Green Assets, on an annual basis.
- (21) The park shall be vacated by 9.00pm following training.
- (22) Should the applicant decide to relocate in future, the floodlights must be removed. Council however requests first right of refusal for taking over the floodlights.

### Landscape Impact Conditions

- (23) The octagonal galvanised steel light standards and light fittings and fixtures (where possible) shall be finished in a dark recessive colour appropriate to the surrounding environment (i.e. dark brown or green), with a colour proposal to be submitted at the time of building consent application, to the satisfaction of Manager Resource Consents. The standards shall be finished in this colour prior to erection onsite.

### General Conditions

- (24) The provision of the proposed lighting does not guarantee preferential use of the sports field to the applicant. Use of the fields shall be subject to the standard Sports Field/Parks Use Agreement with the Parks and Green Assets Section of Council.
- (25) No competitive night games shall be permitted on Crum Park. The lighting shall be used only for the purpose of night time training.
- (26) At all times the activity shall comply with the noise controls of the relevant Human Environment of the Proposed District Plan.

### ADVICE NOTES

The New Lynn Community Board, as the property owner of Crum Park, has yet to provide their approval to the proposed development. No work shall take place until such time that this approval is obtained. It should be noted that the granting of this consent does not in any way guarantee consent of the landowner.

Obtain building consent to the proposed works and comply with all other Council bylaws.

**LOST**

172/2003

MOVED by Cr Neeson, seconded Cr Hulse:

1. That pursuant to Sections 104, 105, and 113 of the Resource Management Act 1991, and subject to additional or contrary information being presented at the hearing, **consent be declined** to the application by Bay Olympic Sports & Soccer Association **to erect fourteen standards with forty floodlights on Fields 1, 2 and 3 at Crum Park, Green Bay for use for night time training until 9.30 pm,** being Pt Lot 27 DP 16661, Lot 4 DP 30902, Lot 4 DP 39732, Lot 1 DP 52745, Lot 5 DP 44455, Lot 2 DP 54291, Lot 91 DP 55683, Lot 7 DP 57080, Lot 3 DP 44455, Lot 53 DP 57516, Lot 56 DP 57516, Lot 1 DP 59406, Lot 1 DP 69613 for the following reasons:
  - (i) The cumulative effects of lighting fields 1, 2 and 3 until 9.30pm would result in more than minor effects on the night time character of Crum Park, and the residents reasonable expectations for uninterrupted sleep;
  - (ii) The cumulative effects of training over three fields would adversely affect the visual amenity and aural privacy of the surrounding residents;
  - (iii) The proposal does not meet the relevant policies and objectives of the District Plan, and would create more than minor adverse effects on the environment;
  - (iv) The proposal does not meet the requirements of Section 105(2a) of the Resource Management Act 1991, in that the adverse effects on the environment will be more than minor.

2. That pursuant to Sections 104, 105, 108 and 113 of the Resource Management Act 1991, and subject to additional or contrary information being presented at the hearing, consent be granted to a reduced proposal by Bay Olympic Sports & Soccer Association to erect eight standards with 24 floodlights on Fields 1 and 2 at Crum Park, Green Bay for use for night time training until 8.45 pm, being Pt Lot 27 DP 16661, Lot 4 DP 30902, Lot 4 DP 39732, Lot 1 DP 52745, Lot 5 DP 44455, Lot 2 DP 54291, Lot 91 DP 55683, Lot 7 DP 57080, Lot 3 DP 44455, Lot 53 DP 57516, Lot 56 DP 57516, Lot 1 DP 59406, Lot 1 DP 69613 for the following reasons:
- (i) The proposal would improve the usability of limited sporting resources within Waitakere City;
  - (ii) Is consistent with Council's Parks Strategy and Leisure Strategy in that it will promote greater participation in leisure and recreational activities;
  - (iii) The proposal will increase the available leisure and recreational services and benefits to residents;
  - (iv) The proposal would maintain the amenity values and character of Crum Park and the surrounding neighbourhood through limiting the intensity of use to that consistent with current activities undertaken on the park during winter months.
  - (v) Is consistent with the relevant policies and objectives of the District Plan, and would create no more than minor adverse effects on the environment;
  - (vi) The proposal meets the requirements of Section 105(2a) of the Resource Management Act 1991, in that the adverse effects on the environment will be no more than minor.

**Consent shall be subject to the following conditions:**

- (1) The development shall proceed in accordance with the plans and information submitted with the application by Anvil Design Group and Steven Dietsch, and all referenced by Council as RMA 20020784, and all further information submitted with the application, as amended by the exclusions of any lighting on Field 3.
- (2) All reticulated services, including power, shall be provided underground.

**Lighting Conditions**

- (3) Placement and aiming of the lights shall be as indicated on the amended drawings and documents by Anvil Design Group dated 18.9.2002.
- (4) Should the Siemens lanterns proposed for Field 3, be utilised on either Field 1 or 2, shields shall be fitted to all of the Siemens lanterns as shown on Anvil Design Drawing E23 Revision A. Amended glare and light spill calculations shall be provided to confirm that the proposal remains within the design parameters of Fields 1 and 2.
- (5) Further to condition (4), the glare shields shall be adjusted onsite to ensure a 100% cut off is achieved to comply with the maximum luminous intensity stated in AS 4282 Table 2.1 when viewed from any of the surrounding residential properties.

- (6) Prior to the commencement of operation of the lights, an independent party shall monitor the floodlighting to ensure that all design parameters are complied with. The cost of such monitoring shall be borne by the applicant. The applicant shall advise Council when the lighting has been installed, and monitoring shall be undertaken at the instruction of Council. If any significant alteration to the park (such as new buildings or structures) occurs, the consent holder shall be required, at the discretion of the Manager: Resource Consents, to provide a further monitoring report to demonstrate that glare or reflection from the new structure does not significantly alter the glare and light spill that occurs at the park boundary as a result of the floodlighting.
- (7) Following any replacement of lamps within the lights, the applicant shall provide evidence from a suitably qualified lighting engineer that the lights, aiming and glare shields still comply with the approved design. Evidence of this compliance shall be provided to Council within 1 week of any replacement or maintenance work.
- (8) An automatic switching device (time clock or similar) shall be installed to switch the lights off no later than 8.45 pm. Details of this system shall be provided at the time of building consent application, to the satisfaction of the Manager Resource Consents.
- (9) The applicant shall nominate a 24 hour contact person in the event that the floodlights are not switched off at the required time, and advise of such to the Service Manager - Parks and Green Assets. The applicant shall submit evidence of a contract with an appropriate service provider to ensure that a 2 hour rectification response time is achieved for any malfunctions in the light system.
- (10) The floodlights shall be able to be individually controlled – i.e. if only one field is required, then not both fields 1 and 2 shall be lit.

#### **Parks Conditions**

- (11) The applicant shall be responsible for all maintenance of the lights, power supply and other necessary infrastructure.
- (12) The floodlights shall be made available for other users to hire when not being used by the applicant, at the users cost. Any other users of the floodlighting shall be subject to the same conditions as that set out in this consent.
- (13) The applicant shall pay all operating costs and install a separate power meter.
- (14) The applicant shall liaise with Waitakere City Council Parks and provide at least 14 days notice prior to the commencement of construction date.
- (15) The final location of cable trenches shall be agreed to by Waitakere City Council Parks Department and marked on site.
- (16) The reinstatement of the parks surface shall be inspected and signed off by Waitakere City Council Parks Department.
- (17) Any damage to existing services will be charged to the applicant.
- (18) As built drawings shall be provided to the Service Manager – Parks and Green Assets prior to final sign off of the project.
- (19) All costs of maintenance shall be borne by the owner.
- (20) A Certificate of Compliance & Safety shall be provided to the Service Manager - Parks and Green Assets, on an annual basis.

- (21) The park shall be vacated by 9.00pm following training.
- (22) Should the applicant decide to relocate in future, the floodlights must be removed. Council however requests first right of refusal for taking over the floodlights.

**Landscape Impact Conditions**

- (23) The octagonal galvanised steel light standards and light fittings and fixtures (where possible) shall be finished in a dark recessive colour appropriate to the surrounding environment (i.e. dark brown or green), with a colour proposal to be submitted at the time of building consent application, to the satisfaction of Manager Resource Consents. The standards shall be finished in this colour prior to erection onsite.
- (23a) The applicant shall prepare a landscape treatment and planting plan designed to mitigate the visual impact of the floodlight structures to the greatest extent possible without significantly compromising the operational efficiency of the floodlighting. The plan shall be prepared by a qualified and experienced landscape architect, and shall be to the satisfaction of the Manager: Resource Consents and the Parks Assets Manager. The approved plan shall be implemented within the first winter planting season subsequent to the erection of the floodlights.

**General Conditions**

- (24) The provision of the proposed lighting does not guarantee preferential use of the sports field to the applicant. Use of the fields shall be subject to the standard Sports Field/Parks Use Agreement with the Parks and Green Assets Section of Council.
- (25) No competitive night games shall be permitted on Crum Park. The lighting shall be used only for the purpose of night time training.
- (26) At all times the activity shall comply with the noise controls of the relevant Human Environment of the Proposed District Plan.

**ADVICE NOTES**

The New Lynn Community Board, as the delegated decision maker in relation to landowner and management issues for Crum Park, has yet to provide their approval to the proposed development. No work shall take place until such time that this approval is obtained. It should be noted that the granting of this consent does not in any way guarantee consent of the landowner.

Obtain building consent to the proposed works and comply with all other Council bylaws.

**CARRIED**

**NOTE:** Pursuant to Standing Order 32.11 EG Francke requested that her vote against the motion be recorded.

1.08 pm      Hearing Closed

**7 CRUM PARK LIGHTING UPGRADE**

**PURPOSE OF THE REPORT**

The purpose of this report is to seek approval from the Board (subject to issue of the necessary resource consent) for the upgrade of floodlighting at Crum Park by the Bay Olympic Sports and Soccer Association.

**BACKGROUND**

Crum Park is a local multi-use park located in Titirangi. There are three sports fields and a designated training area on the park, which are predominantly used by the Bay Olympic Sports and Soccer Association. Fields 1 and 2 are currently floodlit and used on weekday evenings for training. Field 3 is not floodlit and is therefore not currently available for training on weekday evenings.

Bay Olympic Sports and Soccer Association propose to upgrade the existing floodlighting on fields 1 and 2 and install new floodlighting on Field 3 to enhance the training activities on the park.

**STRATEGIC CONTEXT**

The Crum Park Management Plan was adopted by the New Lynn Community Board in September 1998. Section 6.9 of the Plan reads as follows:

**6.9 Floodlighting**

The designated training area and the tennis courts have floodlighting. Any further floodlighting proposals are subject to a resource consent. The Management Plan does not allow specifically for further floodlighting unless resource consent approval is obtained.

As outlined in the above policy, there is allowance within the management plan for further floodlighting on the park subject to the necessary resource consent being approved, which will require consultation and landowner approval.

**ISSUES**

The proposed lighting upgrade works are designed to enhance the training activities on Crum Park. It is proposed to continue the use of the park for weekday evening practices but apart from increased practices, no new activities are proposed.

The upgrading of the lighting on Fields 1 and 2 will not increase the usage of those fields, however, lighting Field 3 will mean that 10 extra teams will be able to train during the week.

*A1 - A3*

The new lights will be mounted on 12 metre poles. The poles will have either 2 or 4 luminaries mounted on them, depending on the area they are intended to light. The location of the poles for each field is shown on the plans attached as A1 - A3.

A resource consent application for the lighting proposal has been lodged with Waitakere City Council. This application has been publicly notified and the submission period for the consent closed on 20 January 2003. A verbal update on the submissions received can be provided to the Board at the February meeting.

Assuming that the resource consent is issued for the lighting, the conditions imposed on the resource consent will avoid or mitigate any adverse environmental effects that may be generated by the lighting.

Parks will impose conditions on the resource consent to ensure that Council's interests are protected. These conditions will ensure that Bay Olympic Sports and Soccer Association are responsible for the ongoing cost and safety of the lighting and also provide for hire of the facilities by other clubs when Bay Olympic Sports and Soccer Association are not using them.

### RESOURCES

Bay Olympic Sports and Soccer Association will meet the cost of the lighting upgrade project so no Council resources are required for the project.

### CONCLUSION

The proposed lighting upgrade works will enhance the training activities on Crum Park. There is allowance in the management plan for further floodlighting subject to issue of the necessary resource consent. The conditions imposed on the resource consent will avoid or mitigate any adverse environmental effects that may be generated by the lighting and ensure that Council's interest are protected.

### RECOMMENDATIONS

1. That the information be received.
2. That, subject to the necessary resource consents being issued, the New Lynn Community Board provide approval for the upgrade of floodlighting at Crum Park by Bay Olympic Soccer Club.

Report prepared by: Peter Sewell, Parks Asset and Contracts Engineer.



## 8 GOLF ROAD - NO STOPPING AT ALL TIMES CONTROL

(NOTE: This issue was deferred at the Board's meeting held on 4 November 2002 to allow Mr Brent Peters to discuss options with local residents and the Transport Assets Section. Following the advice of the Transport Assets Section, the matter is now presented to the Board for a decision. Mr Peters' consultation with the local residents has been completed.)

### PURPOSE OF THE REPORT

A4

To seek approval to extend "NO STOPPING AT ALL TIMES" markings in front of 220 Golf Road to a length of 57m towards Hilling Street, along the south kerb line (Refer to the diagram attached at page A4).

### BACKGROUND

Residents of house no 218 to 226 Goff Road have raised the issue of obstruction and safety problems caused by vehicles parked in the vicinity of their access way.

4 **PUBLIC FORUM**

**DECLARATION OF INTEREST**

7.31 pm E Francke, R Kernaghan and Cr Battersby left the meeting, declaring an interest on the matters concerning the proposed subdivision at 229 Golf Road, Titirangi, and the proposed Crum Park Lighting Upgrade to be raised at the Public Forum.

P van der Voort assumed the Chair.

7.32 pm **Penny Brown**  
Proposed sub-division at 229 Golf Road

- Spoke against the proposed sub-division;
- Tabled and spoke against the documents.

7.38 pm **Gary Guo**  
Proposed sub-division at 229 Golf Road

- Spoke against the proposed subdivision;
- Concerned about the apparent ease subdivision rules are changed and the resultant unfairness for residents who are not aware of the changes.

7.40 pm **Alan James**  
Crum Park Lighting Upgrade

- Made a video presentation outlining the proposal's adverse environmental effects to the Crum Park and on residents nearby;
- Suggested alternative training grounds to Crum Park.

7.52 pm **Colin Maine**  
Crum Park Lighting Upgrade

- Spoke against the Crum Park Lighting Upgrade;
- Crum Park was donated to the people;
- Believed the upgrade proposal had gone overboard;
- Environmentally producing ill effects.

7.54 pm **Robyn Hodge**  
Crum Park Lighting Upgrade

- Opposed lighting upgrade;
- Quality of life for residents nearby will be affected;
- Concerned about comments made in the agenda report on Crum Park Lighting Upgrade and resultant monopoly use of the Park by the Bay Olympic Soccer Club;
- The Management Plan of Crum Park was not being referred to in the agenda report.