



Waitakere City Council
Te Taiao o Waitakere

NOTICE OF MEETING

NEW LYNN COMMUNITY BOARD

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

DATE: Monday, 31 October 2005 **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.

26 October 2005

Audrey Chan
COMMITTEE SECRETARY

Telephone (09) 836 8000 extn 8603

MEMBERSHIP:

Mr	P	van der Voort, JP (Chairperson)
Ms	SL	Taylor, JP (Deputy Chairperson)
Mr	WD	Buchanan
Cr	JM	Clews, QSO, JP
Cr	RI	Clow
Mrs	EG	Francke
Ms	GPJ	Marshall

(Quorum 4 members)

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

**AGENDA FOR A MEETING OF THE NEW LYNN COMMUNITY BOARD TO BE HELD
IN THE NEW LYNN COMMUNITY CENTRE, 45 TOTARA AVENUE, NEW LYNN,
WAITAKERE CITY, ON MONDAY, 31 OCTOBER 2005,
COMMENCING AT 7.30 PM**

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WAITAKERE CITY, ON MONDAY, 31 OCTOBER 2005,
COMMENCING AT 7.30 PM**

1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - Monday, 3 October 2005

RECOMMENDATION

That the minutes of the Meeting of the New Lynn Community Board held on Monday, 3 October 2005, as circulated, be taken as read and now be confirmed.



3 URGENT BUSINESS

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

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

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

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



4 PRESENTATIONS

Waitakere Area Commander, Inspector Mark O'Conner will brief the Board Members on manning of the New Lynn Police Station.



5 PUBLIC FORUM

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

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

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



6 CHAIRPERSON'S REPORT

Time flies. We have been a year in office and many local issues have come before the Board but the most frequent items on the agenda are the parking restrictions, road marking and other minor traffic safety issues. Park projects also ranked high. I would say that the requests come from the community, through Council staff, public forum or Board members who have been approached. The Mayor, in his monthly report feels that the Community Boards are overdoing the requests and believe we should be more proactive. I would have thought that we were being pro-active in many other ways with promoting other projects. This reminds me that we need funding or a budget for our Board just like Auckland City has. There could also be improved delegated authority for the Boards. Any suggestions from Board members would be welcome.

Workshops

It has been an extremely busy month one way or another. I would like to thank those who were able to attend some of the workshops. I find the long-term work programme meetings useful to learn about the issues the City is facing and the costing of these. I feel, however, that no real decisions can or should be made in this way. One needs far more information, costing, and priority listing to make a sound judgement.

Housing for the Elderly

The workshop for this was interesting. Some of the questions raised were should Council be involved with housing at all or is this a government job.

Funding Agencies

Government will be funding various stages of upgrading. Finance for this will be according to set tables.

Level of rent charges

This is set at a percentage of New Zealand-wide general income. What are the criteria to be eligible for a flat or house? Does this need to be reviewed? No final decision has been made.

Representation Review Workshop.

Changes to the present Ward Boundaries, number of elected members and reasons for this were well debated. I am pleased that the 4 Boards have been able to agree and support Council's three Ward proposal but that the number of representatives for each Board be seven. Any person in the community can challenge this. This will be advertised for submissions from the community.

Council Appointments to Committees

Council is at present looking at appointing unelected people to Council committees with full voting rights. Provision for this is in the Local Government Act. This could be seen by some as a backdoor approach. Does Council have a mandate for this and will the public have a say on this matter? Perhaps Council should also include a duly elected Community Board representative from each Ward. I hope that Council will take this on board in their decision making.

New Lynn Town Centre Workshop

For those of you who were able to drop in during the week or attended the final review and design would have found it very challenging. Perhaps Council should now seriously consider as it did in Henderson in buying some strategically located properties so as to ensure we get the best outcome for New Lynn.

Diwali Festival

The Festival of Lights was the first for Waitakere City and was well done. I attended the evening programme, which was extremely well attended by young and old and was a real family occasion. The afternoon programme was equally well supported and well organized. I wish to thank the organizers and sponsors and in particular, the project committee, on behalf of the Board.

New Lynn Police

It has been brought to Liz Francke's attention that changes to the manning of the New Lynn Police Station have been mooted. I have invited the Waitakere Area Commander, Inspector Mark O'Conner to brief us on this matter.

Library Opening

Hooray! The new New Lynn library (learning centre) is a reality. Ten years in the making. Thanks go to the library staff and residents for their patience during this time.

Internet Gambling.

The latest reports are that online gambling is only just around the corner. Should we be alarmed, and as a Board, familiarize ourselves and perhaps make a stand on this. There are already enough other venues available. The social impact could be enormous.

RECOMMENDATION

That the Chairperson's Report be received.

Pim van der Voort, JP

CHAIRPERSON





7 COMMITTEE SECRETARY'S REPORT

Issue	Comments	Reporting Council Officer
Glen Eden Street Signage Project 7 March 2005 (Resolution 305/2005)	All seven signs designed for the Glen Eden Project have been completed and installed in the agreed positions around the town centre and entry roads. Final inspection has been undertaken and the Project is now completed.	Peter Joyce ☎ 836 8000 Ext 8140
Totara Avenue Pedestrian Crossing Outside the New Lynn Bus Transfer Station 30 May 2005 Public Forum (No resolution)	Preliminary investigation of this location shows that kerb projections would provide safety benefits at this crossing, without adversely affecting the operation of the buses. The work is being considered for inclusion in the 2005/2006 Minor Safety Works programme.	Paul Schischka ☎ 836 8000 Ext 8742
Requested Footpath Repairs at Taupo Street, Tauhara Street and Thuja Street 4 July 2005 (Resolution 1242/2005)	The roads have been inspected. Some footpath faults were noted. These will be placed on the programme for repairs for the New Lynn Ward commencing October 2005 during the 2005/2006 construction period.	Brent Piggott ☎ 836 8000 Ext 8716
Barrons Green Proposed Car Park 4 July 2005 (Resolution 1248/2005)	The resource consent application was notified on 5 October 2005 and is open to submissions till 9 November 2005. Transport Assets will advise the Board of the hearing dates once confirmed.	Harish Singh ☎ 836 8000 Ext 8953
Henry Atkinson Statue Chairperson's Report 1 August 2005 (Resolution 1437/2005)	The Henry Atkinson statue will be retained in its current position outside Lopdell House. Works to level and construct an in-ground concrete base on which the statue will sit, to ensure future stability, will be completed by the end of November 2005.	David Barker ☎ 836 8000 Ext 8306

REPORTS PENDING

Subject	Date Requested	Report Due	Reporting Officer
Safety Hazards Caused by Speeding Traffic at Rua Road	4 July 2005 Public Forum 1 August 2005 (Resolutions 1242/2005 and 1439/2005)	5 December 2005	Paul Schischka ☎ 836 8000 Ext 8742
Project Twin Streams Four Monthly Progress Report	1 August 2005 (Resolution 1445/2005)	5 December 2005	Tony Miguel ☎ 836 8000 Ext 8294
South Titirangi Road - Guard Rail	1 August 2005 (Resolution 1452/2005)	5 December 2005 (Pending consultation with the public)	Ara Ovanessoff ☎ 836 8000 Ext 8794

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Placing of the Tai Tutaki Sculpture at the Olympic Park	5 September 2005 Chairperson's Report (Resolution 1604/2005)	5 December 2005 (Pending consultation with stake holders)	Debbie Chapman  836 8000 Ext 8303
Riverbank Road Street Parking	5 September 2005 Public Forum (Resolution 1602/2005)	5 December 2005	Ara Ovanessoff  836 8000 Ext 8794

RECOMMENDATION

That the Committee Secretary's Report for 31 October 2005 be received.

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



8 REPRESENTATION REVIEW - DRAFT INITIAL PROPOSAL ON BASIS OF ELECTION

PURPOSE OF THE REPORT

The purpose of this report is to inform the New Lynn Community Board of the contents of the draft Initial Proposal on the Basis of Election, to enable the New Lynn Community Board to provide advice to the Finance and Operational Performance Committee on the Draft Initial Proposal.

BACKGROUND

One of the reforms introduced by the Local Electoral Act 2001 was to reduce the frequency of reviews of the basis of elections by local authorities from every three years to at least one every six years. Only 23 out of 86 local authorities in New Zealand conducted Reviews in 2003, with all others therefore required to undertake these in 2006. The Local Government Commission has advised that its workload to deal with any appeals and objections when considering Final Proposals from territorial authorities and regional councils is likely to be substantial and that if a local authority is able to make its determination ahead of the statutory deadlines then it is much more likely that local hearings will be possible. Because the Council chose not to undertake a review in 2003 it must do so in the 2006 year.

It was considered inappropriate to consider those aspects of the review that had to be undertaken during the 2005 year (Maori Wards and Electoral System) in isolation from those aspects for which decisions do not have to be made until 2006 (Boundaries and Representation).

The Council has therefore determined that it will continue the process through 2005 and on to 2006 seamlessly, so that it makes a determination well ahead of the statutory time lines, and as soon as possible after robust consultation with the community.

STRATEGIC CONTEXT

Active Democracy is one of the Council's nine strategic platforms identified in its Long Term Council Community Plan and Annual Plan 2005/2006. This platform supports the involvement of citizens in the Council's decision-making process through education, removing barriers, developing partnerships, improving information flows and supporting the communities' own ways of interacting with the Council.

The Council measures its success in meeting active democracy targets by conducting regular household surveys. Although the public's perception of engagement in the Council's decision-making processes has improved since 2001/2002, (partly due to this Council's extensive community consultation processes), the voter turnout for Council elections remains low. Voter turnout was only 35.68% at the last election. The electoral representation review process will assist the Council in determining why this is so by addressing issues around Communities of Interest and how to structure a system that is more conducive to active voter participation.

ISSUES

The Representation Review is required to determine the method of election of the Council and of its Community Boards, in order to provide for fair and effective representation, as defined in the Local Electoral Act 2001.

The Electoral Officer started this process for Council by preparing a Discussion Document for Elected Members, which was presented to Councillors in a workshop held on 15 June 2005, and was the subject of reports to all four Community Boards in August 2005. Concurrently the Electoral Officer commissioned a consultant to undertake a study identifying Communities of Interest which report was presented to a workshop of Councillors and Community Board Chairs on 17 August 2005. This workshop identified areas for further investigation. A revised report was presented to a workshop for Community Board Members on 27 September 2005 and then to a workshop for Councillors and Community Board Chairs on 4 October 2005.

A1-A8

At the workshop of 4 October 2005, the consensus of Councillors present was in favour of a three Ward model, with 14 Councillors, all elected by ward, plus the Mayor. It was further suggested that there be three Community Boards (one for each proposed Ward), with six elected Community Board Members, elected at large from within the Community, for each. These discussions form the basis of the draft Initial proposal attached to this report at pages A1 to A8. This Proposal represents a significant departure from existing arrangements, which, at least for Council, could no longer be retained due to changed statutory provisions.

A further workshop, on 14 October 2005, which was attended by 16 out of the 22 Community Board Members, together with five Councillors, including the Deputy Mayor, considered the draft Initial Proposal. The consensus this workshop was in favour of supporting the draft Initial Proposal with the increase of the number of elected Community Board Members to seven per Board.

Feedback from the Community Board is now sought by Council. Once Council has made a decision on the proposal, it will be released for public consultation. The issues of the System of Election and of Maori Ward/s have already been reported on separately to the Board.

RESOURCES

Provision has been made in the draft Annual Plan 2005/2006 to resource the Representation Review. No additional resources are required.

CONCLUSION

This report is brought to the New Lynn Community Board to enable the New Lynn Community Board to provide advice to the Finance and Operational Performance Committee on the draft Initial Proposal.

RECOMMENDATIONS

1. That the Triennial Representation Review (Draft Initial Proposal on Basis of Election) report be received.

2. That New Lynn Community Board make recommendations to the Finance and Operational Performance Committee for onward transmission to Council on the subject of the draft Initial Proposal on Basis of Election.

Report prepared by: Charlie Inggs, Deputy Electoral Officer.



9 WAITEMATA HARBOUR FORESHORE RESERVES MANAGEMENT PLAN

PURPOSE OF THE REPORT

The purpose of this report is to bring before the New Lynn Community Board the proposed reserves to be included in the Waitemata Harbour Foreshore Reserves Management Plan, to seek approval to publicly notify the intention to prepare a draft Reserves Management Plan for the Waitemata Harbour Foreshore Reserves that lie within Waitakere City, and to request that the Community Board establish and elect two representatives to a Joint Subcommittee with delegated authority to oversee the passage of the Reserve Management Plan.

BACKGROUND

The management of all reserves is governed by the Reserves Act 1977 (the Act). Under the Act, Council is required to prepare Reserve Management Plans for all reserves vested in its care. The process for preparing a Reserve Management Plan, including the requirement for consultation, is clearly set down in the Act. The purpose of a Reserve Management Plan is to guide the use and development of the reserves included in the Plan and, while Plans may require to be amended due to changing circumstances, they are otherwise expected to have a life expectancy of ten years.

The Parks Planning section of Waitakere City Council are responsible for the preparation of Reserve Management Plans. Funding is allocated every year through the Annual Plan for the preparation of Reserve Management Plans. The Parks Reserve Management Plan Programme allows for two Reserve Management Plans to be undertaken every financial year. The Reserves Management Plan Programme requires that, of these two Plans, one is a collective or comprehensive Plan for a cluster of related Local or Green Network reserves, and one is an individual Plan for a single City-wide reserve. Reserve Management Plans for City-wide reserves are governed by the City Development Committee while collective Plans for Local reserves are overseen by the appropriate Community Board.

STRATEGIC CONTEXT

The Waitemata Harbour Foreshore Reserves Management Plan will promote the Green Network, which is an approach to integrate native ecosystems on private and public land, by recreating a vegetated link between the Waitakere Ranges and the sea. The goals of the Green Network are to provide ecosystem protection, form ecological corridors, enhance the landscape, enhance public access to natural areas, mitigate hazards and protect water quality.

The Waitemata Harbour Foreshore Reserves Management Plan will be prepared in the context of the Parks Strategy which provides guidelines on the management of parks within the City. The objectives and policies outlined in the draft Plan will fall under the objectives of the Parks Strategy which aims to improve the quality of parks and provide parks services in a fair and equitable way for Waitakere people within financial constraints. The Parks Strategy categorises all reserves into City-wide, Neighbourhood and Local reserves according to their values, their function and user group.

The objectives and policies and any concept plans developed as part of the Waitemata Harbour Foreshore Reserves Management Plan will also be in accord with the Waitakere City Council Leisure Strategy, draft Heritage Strategy and the Long Term Council Community Plan.

ISSUES

There are 80 local esplanade reserves along the shoreline of the Waitemata Harbour that are proposed to be included in this comprehensive Reserve Management Plan. Collectively they span the shoreline from Whenuapai in the north to New Lynn in the south east, and cross three Wards; Massey, Henderson and New Lynn.

The delegated authority to oversee and adopt Management Plans for Local reserves lies with Community Boards. The Waitemata Harbour Foreshore Reserves Management Plan includes local reserves and spans three Wards, requiring input from three Community Boards. In addition, the foreshore, taken as a whole entity is a City-wide Green Network corridor, requiring input from the City Development Committee.

All reserves (other than local purpose reserves) are required under the Act, to have a current Reserve Management Plan. The process of developing a Reserve Management Plan is set down in the Act and includes a public consultation process, including two rounds of public submissions. The second round of submissions is to a draft Plan and at this stage, submitters have the opportunity to speak at a hearing where the Community Board or Council committee then deliberates on proposed amendments to the draft Management Plan and pending amendments, adopts the Plan.

Waitemata Harbour Foreshore Reserves Management Plan Joint Subcommittee

The hearing for submissions to the Plan would involve three Community Boards. Under Section 120 (1) (c) of the Act, Council, as the administering body, is authorised to appoint a special committee to hear the submissions.

As the Waitemata Harbour Foreshore Reserves Management Plan spans the Massey, Henderson and New Lynn Wards and is a City-wide Green Network corridor, it is proposed that three Community Boards establish a subcommittee with delegated authority to oversee the passage of the Plan, including the hearing of submissions to the draft Plan and make recommendations on amendments and the subsequent adoption of the Plan.

While input to this Joint Subcommittee will be at the discretion of the Community Boards concerned, it is recommended that due to the consideration of other issues, the City Development Committee and Te Taumata Runanga are both represented by one Member on this Joint Subcommittee.

The majority of these reserves are narrow, linear esplanade strips. They are generally undeveloped but have very high potential recreational and environmental values. Their recreation values are in providing public access to the coastline and waterways, a matter of national importance under the Resource Management Act, and passive recreation opportunities. Their ecological values are in providing opportunities for the restoration of the margins of the coastline and its tributaries.

The preparation of a collective Reserve Management Plan for these reserves allows the shoreline to be seen as a whole and the management and development of the reserves to be undertaken in an integrated fashion. In particular, weed control and ecological restoration, along with the development of walkways, seating and signage, will benefit from a collective approach and ensure that similar management approaches are put forward for the reserves. By outlining a range of policies that cover all the reserves, as well including specific details for particular reserves, a management approach can be adopted to ensure consistency throughout the foreshore reserves.

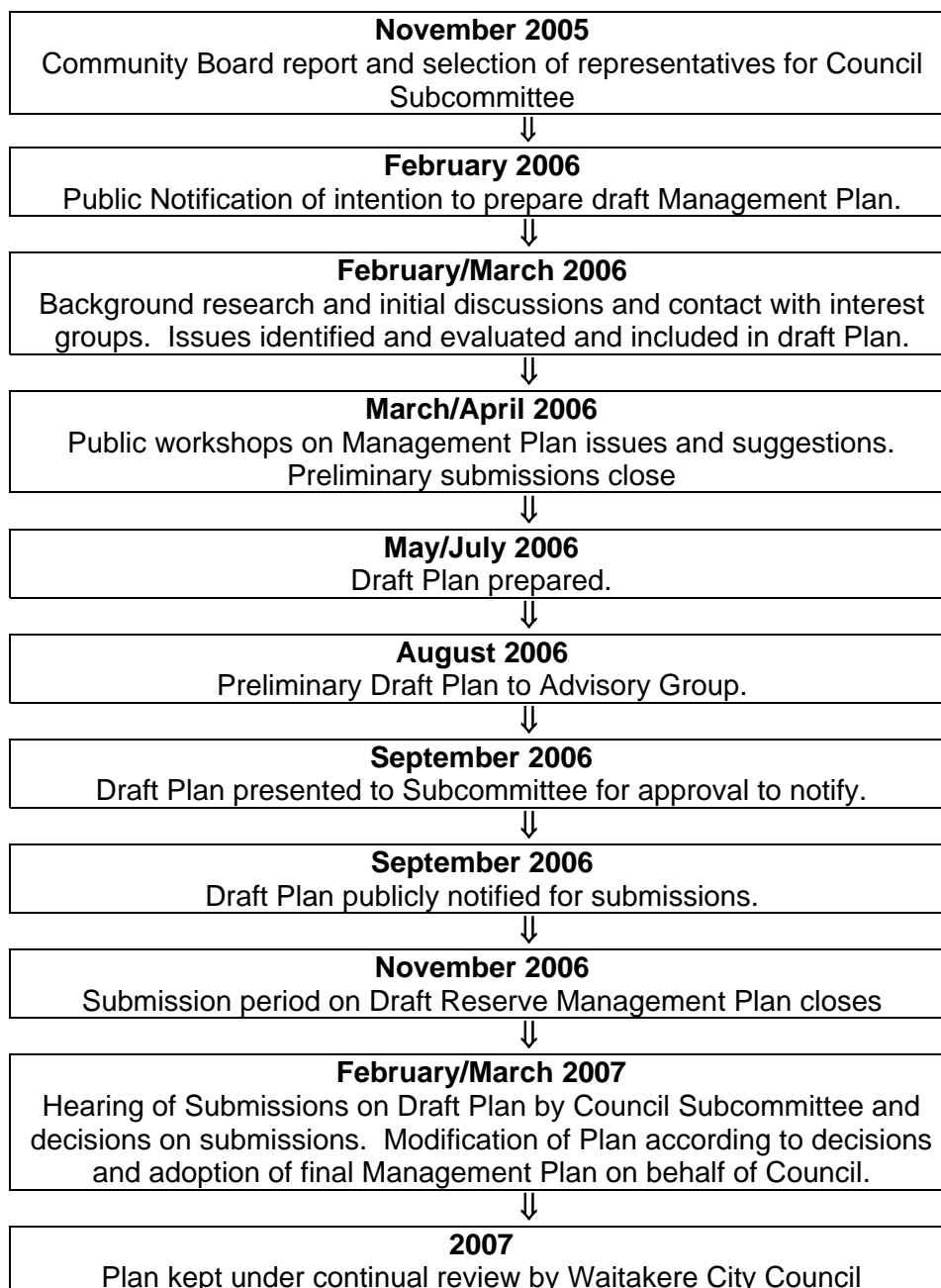
The Waitemata Harbour Foreshore Reserves Management Plan does not include the Local 'inland' reserves of the three Wards. These reserves are different from the reserves along the foreshore in both their values and functions and will be the subject of separate Management Plans, Massey Ward Local Reserves Management Plan currently being underway. Some of the New Lynn foreshore reserves were included in the New Lynn Reserves Management Plan adopted by the New Lynn Community Board in 2004. These are not proposed to be included in this new Plan.

There are no operative Reserve Management Plans for any of the Waitemata Harbour Foreshore Reserves included in this Reserve Management Plan.

A9-A10

Attachment at pages A9 to A10 is a list of all the reserves to be included in the Management Plan.

The preliminary programme for the development of this Management Plan is outlined in the following chart:



RESOURCES

Work on the Waitemata Harbour Foreshore Reserves Management Plan will be undertaken by the Parks Planning Section of Waitakere City Council.

Funding has been allocated from the 2005/2006 Annual Plan to undertake this and other Management Plans. A budget of \$70,000 has been allocated from that funding to produce this Reserve Management Plan.

The process for preparing Reserve Management Plans allows for the creation of an Advisory Group to oversee the processing of a Plan. An Advisory Group will consist of members from the Community Board, relevant Council officers and representatives of the community and other interested parties. It is recommended that such an Advisory Group be established by the Subcommittee in order to consider the ideas and suggestions which have been raised for the development of the parks and the wide range of issues around these reserves and to guide development of the Waitemata Harbour Foreshore Reserves Management Plan.

CONCLUSION

The Waitemata Harbour Foreshore Reserves Management Plan is made up of the reserves that lie along the foreshore of the Waitemata Harbour between Hobsonville and New Lynn and spans three Wards. Combined, the reserves are a City-wide Green Network asset.

Community Boards have delegated authority to approve Reserve Management Plans and exercise the powers of the Council under the Act relating to local parks and reserves. The City Development Committee has delegated authority over all other matters pertaining to reserves, as well as walkways, recreation and leisure. Under the Act, the administering body are authorised to establish a Joint Subcommittee with authority to hear submissions on the draft Reserves Management Plan and make recommendations as appropriate. In view of the range of responsibilities of the various delegations involved in the preparation of this Plan, it is suggested that a Joint Subcommittee be established including two representatives from each of the Massey, Waitakere and Henderson Community Boards and one from the City Development Committee and one from Te Taumata Runanga. A Chairperson should be appointed by the Joint Subcommittee from its membership in order to oversee the entire passage of this Plan.

The development of an integrated Reserve Management Plan for all the Local esplanade reserves along the foreshore of the Waitemata Harbour within Waitakere City will ensure community involvement in the development and management of these reserves. The Reserve Management Plan will also enable a prioritisation of capital works projects for the Waitemata Harbour Foreshore Reserves to be considered through the Long Term Council Community Plan 2007/2008 development process.

RECOMMENDATIONS

1. That the Waitemata Harbour Foreshore Reserves Management Plan report be received.
2. That the New Lynn Community Board, in conjunction with the Henderson and Massey Community Boards, establish the Waitemata Harbour Foreshore Reserves Management Plan Joint Subcommittee, and appoint two representatives to the Waitemata Harbour Foreshore Reserves Management Plan Joint Subcommittee to oversee the preparation of the Waitemata Harbour Foreshore Reserves Management Plan with the scope of delegation as follows:

The Waitemata Harbour Foreshore Reserves Management Plan Joint Subcommittee shall report to the Massey, Henderson and New Lynn Community Boards. Where the Subcommittee is not empowered to act it shall report to the Community Boards and make recommendations as necessary.

FIELD OF ACTIVITY

To prepare and recommend the preparation of the Waitemata Harbour Foreshore Reserves Management Plan, including preparing the consultation plan and programme and the hearing of submissions to the draft Plan and to make recommendations to the Massey, Henderson and New Lynn Community Boards regarding the adoption of the Waitemata Harbour Foreshore Reserves Management Plan.

MEMBERSHIP

The Joint Subcommittee shall comprise:

- 2 Members appointed by the Henderson Community Board
- 2 Members appointed by the Massey Community Board
- 2 Members appointed by the New Lynn Community Board
- 1 Member of the City Development Committee
- 1 Member appointed by Te Taumata Runanga
- The Mayor (ex officio)

Quorum: 3 Members

DELEGATED POWERS

1. Authority to prepare and recommend the preparation of the Waitemata Harbour Foreshore Reserves Management Plan, including the adoption of the draft Plan.
 2. Authority to hear the submissions to the draft Reserves Management Plan and make recommendations to the Henderson, Massey and New Lynn Community Boards regarding the adoption of the Waitemata Harbour Reserves Management Plan.
 3. Authority to classify or reclassify local parks included in the Management Plan as recommended by the draft Plan and required by the Reserves Act 1977.
- 3 That public notification of the intent to prepare a draft Waitemata Harbour Foreshore Reserves Management Plan be undertaken in February 2006.
 4. That a report be brought to the first meeting of the Waitemata Harbour Foreshore Reserves Management Plan Joint Subcommittee outlining a detailed programme for the management plan process and requesting nomination of representatives to be on an internal Advisory Group for the Management Plan.

Report prepared by: Mandy McMullin, Reserves Management Planner: Parks Planning.



10 INSTALLATION OF GATES AT FRENCH BAY ESPLANADE RESERVE

PURPOSE OF THE REPORT

The purpose of the report is to seek approval to install gates at the entrance to the French Bay Esplanade Reserve.

BACKGROUND

Representatives of the French Bay Yacht Club, formerly known as the French Bay Boating Club Inc., tabled a submission at the New Lynn Community Board meeting on 1 August 2005, seeking the installation of a gate to the entrance of the Esplanade Reserve. They were concerned with the ongoing vandalism and delinquent behaviour by the public after dark, in the French Bay esplanade reserve. These concerns have been on going for over two years and resulted in the formation, in 2003, of a community watch group known as the French Bay Interceptors. The community group provides local organised and informal surveillance of the immediate environs. This neighbourhood initiative is supported by the New Zealand Police and Safe Waitakere.

At the New Lynn Community Board meeting held on 1 August 2005, the following resolution was carried.

“That a report investigating the issues on vandalism at French Bay beach and the suggested solution of installing gates as detailed in the tabled submission, be brought back to the New Lynn Community Board.”

(1435/2005)

STRATEGIC CONTEXT

The proposal to stop the road is aligned with the Council's priority for a safe city by ensuring that public open space is safe.

ISSUES

The installation of a gate would restrict access to the boat ramps on the reserve.

On Monday, 29 August 2005, Members of the New Lynn Community Board, Council officers, representatives from the French Bay Yacht Club and representatives from the community met to discuss the request to install a gate at the entrance of the French Bay esplanade reserve. Debate centred on access to the boat ramp and the need to keep that access open at high tide for fishers and boat launching. The meeting concluded that should a gate be installed at the entrance to the esplanade reserve, it should be locked in accordance with the park locking schedule, but unlocked at 5 am. The reason for the earlier unlocking of the gate is the demand for use of the ramp in the early mornings when the tide is suitable. The parks locking schedule involves locking gates at 7 pm in winter, and 9 pm in summer.

To assess the effect of restricting access to the boat ramp at French Bay esplanade at night, and other options for boat owners, the Manukau Coastguard has provided the following information on boat ramps on the northern side of the Manukau Harbour (from east to west):

- **Mangere Bridge** – good all tide ramp, but far away from the fishing spots near the Manukau Heads.
- **Waikowhai**- difficult tidal ramp, only suitable for small vessels. Restricted parking.
- **Blockhouse Bay** – usable at high tide only. Restricted parking.
- **Wood Bay** - usable at high tide only. Restricted access.

- **French Bay** – unrestricted access; main ramp usable to half tide; other ramp usable at high tide only. Reasonable parking. Used heavily in summer, moderately in winter.
- **Jenkins Bay** – unrestricted access; good launching on most tides. Limited parking. Used heavily in summer and during games fishing season.
- **Cornwallis**- restricted access; sand launching; good most tides; reasonable parking.
- **Little Huia** – unrestricted access; difficult ramp; usable most tides most vehicles get very wet. Limited parking.

It is the opinion of the Manukau Coast Guard that the French Bay boat ramp is used most often between the hours of 6am-8pm. Other than commercial vessels, there would be little use outside these hours.

If a restriction was placed on the French Bay boat ramp after dark, the alternative would be Jenkins Bay, South Titirangi.

A Waitakere City Council sign would also be installed adjacent to the gates, advising the public of the gate locking times, and the Council's 24 hour call centre number.

A11 A plan of the reserve showing the proposed gate location is attached at page A11.

RESOURCES

The cost of the manufacture and installation of gates, the relevant locking schedule, signage, together with the cost of unlocking and locking the barrier, has been included in the 2005/2006 Annual Plan Parks and Open Space operational budget. A sum of \$4,400 will be budgeted in the Parks minor works programme for the manufacture and installation of gates, with relevant signage. The cost of locking and unlocking the gates on a daily basis is \$2,070 per annum.

CONCLUSION

The incidents of vandalism and delinquent behaviour at French Bay esplanade reserve after dark, has been on going for a significant time. Community and Council representatives have discussed a variety of strategies on how to minimise this behaviour and it is recommended that a gate be installed at the entrance to the esplanade reserve, to restrict access after dark to accommodate fishers and boat owners it is proposed to have the gate unlocked at 5 am each day.

RECOMMENDATIONS

1. That the Installation of Park Gates at French Bay Esplanade Reserve be received.
2. That the New Lynn Community Board approves the installation of gates to the entrance of the French Bay Esplanade Reserve.
3. That the New Lynn Community Board approves the locking schedule of the gate to the entrance of the French Bay Esplanade Reserve as 5 am - 7 pm in winter (1 April-30 September) , and 5 am - 9 pm in summer (1 October-31 March).

Report prepared by: Warren Ogilvie, Operations Manager - Special Projects: Parks and Open Spaces.



11 **CLASSIFICATION OF AMBRICO RESERVE AND AMBRICO KILN RESERVE – NEW LYNN**

PURPOSE OF THE REPORT

The purpose of this report is to bring before the New Lynn Community Board an amendment to the proposed new classifications for Ambrico Reserve and Ambrico Kiln Reserve in New Lynn and to request that the Community Board amend an earlier resolution to ensure that the classification of Ambrico Reserve and the Ambrico Kiln Reserve is carried out as intended in the New Lynn Reserves Management Plan under the Reserves Act 1977.

BACKGROUND

The administration and management of reserves is governed by the Reserves Act 1977, (the Reserves Act). The Reserves Act requires that an administering body prepare a Management Plan for all reserves (other than esplanade reserves) under its authority. Classification must be completed in order for a Reserves Management Plan to become operative.

The process of classifying the New Lynn reserves ran concurrent to the preparation of the New Lynn Reserves Management Plan, which was adopted by the New Lynn Community Board in 2004. During the preparation of the New Lynn Reserves Management Plan, the legal titles were searched and the classifications under the Reserves Act reviewed. The New Lynn Reserves Management Plan included a table of the reserves showing both their existing and proposed classifications. This table included the proposal to classify the Ambrico Kiln Reserve as an Historic Reserve and Ambrico Reserve (across the road) as a Local Purpose (*Community Purpose*) Reserve.

A12-A15

At its meeting on 4 July 2005, the New Lynn Community Board received the report "Classification of New Lynn Reserves". The recommendations in the report were based on the proposals for classification made in the New Lynn Reserves Management Plan. At the meeting the Board passed resolution 1258/2005 recommending to Council that the declarations and classifications of reserves set out in that report be adopted by Council resolution. A copy of these resolutions is attached at pages A12 to A15.

Resolution 1258/2005 dealt with 59 parcels of land, including two parcels for the Ambrico reserves. One parcel was attributed to each of the Ambrico reserves; Lot 3 DP124443 for Ambrico Kiln and Lot 4 DPI24443 for Ambrico Reserve. The process of classifying the New Lynn reserves is currently underway. However, during this work it has become apparent that Lot 4 DPI24443 in fact belongs to Ambrico Kiln, as does a subsequent addition to the Historic Reserve, Lot 2 DP206413, which did not show as reserve during the title search and was not included in the report. Ambrico Reserve is in fact made up of one parcel, Lot 3 DP 152489. Consequently, the two Lots attributed to the Ambrico reserves do not accurately correspond with the four Lots that actually make up these two separate reserves.

ISSUES

A16

Ambrico Kiln Reserve is made up of three parcels; Lot 2 DP206413, Lot 3 DP 124443 and Lot 4 DP 124443, while Ambrico Reserve contains one parcel; Lot 3 DP 152489. The map attached at page A16 shows the location of the 4 parcels.

Council officers now seek the recommendation of this Board in regard to the additional two parcels of land and also seek an amendment to the previous resolution in regard to one parcel. The parcel of land on which Ambrico Kiln is situated was dealt with in the previous report (see b)(i) below). The parcel that requires amendment is identified in b)(iii) below, which was subject to a Board resolution to have it declared a Local Purpose (Community Purposes) Reserve in the previous resolution 1258/2005. However, it needs to be amended to Historic Reserve to reflect the historic nature of Ambrico Kiln site. The reserves affected are as follows:

- a) Ambrico Reserve: one parcel to be classified as Local Purpose (Community Purpose) reserve;
- b) Ambrico Kiln:
 - (i) one parcel to be classified as Historic Reserve pursuant to Minute 1258/2005;
 - (ii) one parcel to be classified as Historic Reserve pursuant to this report; and
 - (iii) one parcel to be classified as Historic Reserve pursuant to this report and also by amending Minute 1258/2005 so as to delete resolution 2(a) therein.

The result of these recommendations will be to see the Ambrico Kiln reserve (made up of 3 parcels), classified as Historic reserve and the Ambrico Reserve (across the road from the Ambrico Kiln), classified as Local Purpose (Community Purpose) reserve. This was always the intention of the recommendations in the New Lynn Reserves Management Plan and the July 2005 report brought to the Community Board.

	Previous recommendations	Recommended amendments
Ambrico Kiln Reserve		
Lot 2 DP206413,	Not included	Historic Reserve
Lot 3 DP 124443	Historic Reserve	Historic Reserve
Lot 4 DP 124443,	Local Purpose (Community Purpose) reserve	Historic Reserve
Ambrico Reserve		
Lot 3 DP 152489	Not included	Local Purpose (Community Purpose) reserve

CONCLUSION

The New Lynn Reserves Management Plan was adopted by the New Lynn Community Board in 2004. During the process of preparing the New Lynn Reserves Management Plan legal titles were searched and the Reserves Act status assessed, as required under the Reserves Act. Accordingly, the Management Plan recommended (re)classifications for some of the reserves, including that Ambrico Kiln Reserve be classified as Historic Reserve, and that Ambrico Reserve be classified as Local Purpose (*Community Purpose*) reserve. A report subsequently submitted to the New Lynn Community Board recommended that two parcels of land pertaining to these reserves be classified accordingly. However, it has been discovered that there should have been four parcels of land altogether and that Lot 4 DP124443 was incorrectly attributed to Ambrico Reserve when it belonged to the Ambrico Kiln Reserve, while two parcels at the kiln were missed out altogether.

It is proposed that the classification process required under the Reserves Act be carried out in order that the above-mentioned parcels are included in the current contract for the classification of the New Lynn reserves and properly classified according to their purpose under the Reserves Act as was intended.

RECOMMENDATIONS

1. That the Classification of Ambrico Reserve and Ambrico Kiln Reserve – New Lynn report be received.
2. That resolution 2(a) of Minute No: 1258/2005 of the New Lynn Community Board be rescinded.

3. That, subject in each instance to the completion of the required statutory processes, including public notification and consultation with local iwi, it be recommended to Council that the following parcels be declared to be reserve or classified as follows, pursuant to the Reserves Act 1977:
- (a) The following parcel to be Declared Local Purpose (Community Purposes) Reserve pursuant to a delegation from the Minister of Conservation and Section 14 of the Reserves Act 1977:
- 2101m more or less being Lot 3 DP 152489 contained in Computer Freehold Register NA137D/176 (Ambrico Reserve);*
- (b) The following parcel to be Declared Historic Reserve pursuant to a delegation from the Minister of Conservation and Section 14 of the Reserves Act 1977:
- 323m more or less being Lot 4 DP 124443 contained in Computer Freehold Register NA72C/727 (Ambrico Kiln);*
- (c) The following parcel to be Classified as Historic Reserve pursuant to Section 16(2A) of the Reserves Act 1977:
- 204m more or less being Lot 2 DP 206413 contained in Computer Freehold Register NA134C/406 (Ambrico Kiln).*

Report prepared by: Mandy McMullin, Reserves Management Planner: Parks Planning.



12 LEASE OF PART OF BRAINS PARK TO EVAGELIA EDUCATIONAL TRUST BOARD

PURPOSE OF THE REPORT

The purpose of this report is for the New Lynn Community Board to consider granting a lease of part of Brains Park to the Evagelia Educational Trust Board (EETB).

BACKGROUND

Brains Park is a 5.65 hectare reserve located in New Lynn. The Waikumete-Kelston scouts have constructed a small hall at the end of Albert Road on the fringe of the park (Lot 11 on Deposited Plan 43250). This hall has been leased to them by Council since 1966.

A17

The area the building occupies 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 A17 shows the location of the hall on Brains Park.

This scout group has now merged with another group and wishes to sell their building. They have been in discussion with Evagelia Educational Trust Board who already use it as a base for their pre-school activities.

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

STRATEGIC CONTEXT

Council's First Call for Children priority of the Council provides that the City will work with and support others to advance the wellbeing of children and promote their rights, needs and best interests and in particular the policy makes a commitment to support early childhood initiatives.

The Strong Communities platform in the Long Term Council Community Plan provides that Council will promote lifelong learning and afford the community access to information and learning opportunities.

ISSUES

The Evagelia Educational Trust Board has now applied to lease the land which the scout hall occupies on Brains Park.

The Evagelia Educational Trust Board is a non profit group providing quality care to preschool children with a specific focus on Pacific Island culture. It is the only group of this type operating in this area and caters for the growing number of Pacific Island children living in Kelston and nearby. Currently the group has over 30 children attending their preschool sessions. The Evagelia Educational Trust Board is a registered charitable trust and is also known as Fetu Pupular Aoga Amata. The land will be leased to the Evagelia Educational Trust Board to operate a day care centre available to all children but with a specific focus on catering for Pacific Island children in the area.

The group is currently negotiating with the scout group to purchase the building from them. If this proposal to lease the land is successful, the Evagelia Educational Trust Board will apply to the Ministry of Education for funding to purchase the building and to renovate it.

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, playcentre, kindergarten or other like purposes.

The Community Leases Policy sets a five-year term as the standard term for a lease with a five year right of renewal as a norm. The rent the group will pay has been assessed at the same level as that charged to other kindergarten and playcentre groups.

RESOURCES

Apart from the lease of the land to the Evagelia Educational Trust Board, no other resources are required from Council to support this application at this time.

CONCLUSION

The desire by the Waikumete-Kelston Scout group to sell their building to one of the groups that currently uses it, Evagelia Educational Trust Board, affords Council an opportunity to support the continuation and the expansion of quality childcare to preschool children in the Kelston area with a specific focus on Pacific Island culture.

RECOMMENDATIONS

1. That the Lease of Part of Brains Park to Evagelia Educational Trust Board report be received.
2. That the Chief Executive Officer be given authority to negotiate and conclude a lease under section 61(2A) of the Reserves Act 1977 with the Evagelia Educational Trust Board for Lot 11, DP 43250 on Brains Park and the lease be executed as negotiated.

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



13 **PORTAGE ROAD, NEW LYNN – NEW P120 CONTROL**

PURPOSE OF THE REPORT

The purpose of this report is to seek the New Lynn Community Board's approval for the installation of a new P120 parking control outside number 87 Portage Road, New Lynn.

BACKGROUND

The operators of the business located at 87 Portage Road, Advanced Natural Medicine, have requested that Council consider installing a two-hour parking restriction in Portage Road outside their business to ensure that this area is kept clear of long term parking and to improve the availability of parking for their customers.

STRATEGIC CONTEXT

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

Appropriate time restrictions for parking allow for the most effective utilisation of parking, best allowing for the essential needs of parking users.

ISSUES

Council officers and the Chairperson of the New Lynn Community Board met with a representative of Advanced Natural Medicine to discuss the possibility of a P120 parking restriction outside 87 Portage Road that would help ensure that on street parking is available for the customers of Advanced Natural Medicine.

87 Portage Road is located within a mainly industrial area on the periphery of the New Lynn town centre. Time limit parking restrictions would not normally be recommended in locations of this nature unless there are exceptional circumstances.

It is proposed that a new 18 metre long P120 parking restriction be installed on the west side of Portage Road outside number 87 Portage Road. This parking restriction will permit up to three cars to park at any given point in time. The operator of Advanced Natural Medicine has indicated that a Monday to Friday only parking restriction would be acceptable to them. The proposed restriction would extend over the frontage of number 89 Portage Road by 3 metres.

The occupants of the residential properties adjacent to 87 Portage Road were consulted by letter regarding the proposed change. No replies were received.

A18

The location of the proposed new parking control is shown on the aerial photograph in attachment at page A18.

RESOURCES

The proposed markings and signage changes can be implemented under the 2005/2006 Annual Plan road maintenance budgets.

CONCLUSION

The proposed installation of a P120 control outside number 87 Portage Road would help ensure that this area is available for customers of Advanced Natural Medicine.

RECOMMENDATIONS

1. That the Portage Road, New Lynn - New P120 Control report be received.
2. That in relation to **PORTAGE ROAD, NEW LYNN**:
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) on the west kerb line of **PORTAGE ROAD** starting from a point 4 metres north along the kerb line from a point adjacent to the property boundaries between numbers 87 and 89 **PORTAGE ROAD** and extending to a point a further 18 metres north along the kerb line a new **P120, MONDAY TO FRIDAY ONLY** control be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 – Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Paul Schischka, Transport Engineer: Transport Assets.



14 SOUTH TITIRANGI ROAD, TITIRANGI – NEW BUS STOP MARKING

PURPOSE OF THE REPORT

The purpose of this report is to seek the New Lynn Community Board's approval for a new 'bus stop' road marking at an existing bus stop outside 533 South Titirangi Road.

BACKGROUND

A resident of South Titirangi Road has observed cars parked in the existing bus stop immediately to the north of the vehicle crossing of number 533 South Titirangi Road. The resident has requested that Council install a 'bus stop' road marking at this stop.

STRATEGIC CONTEXT

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

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

ISSUES

The existing bus stop immediately to the north of the vehicle crossing of number 533 South Titirangi Road is currently marked only with a regulatory bus stop sign. It is illegal to park within six metres either side of a regulatory bus stop sign. Council normally only installs new bus stop markings in locations of high parking demand, particularly in locations close to town centres to help remind drivers that it is illegal to park in a bus stop.

533 South Titirangi Road is close to Titirangi Village and workers and visitors to the town centre occasionally park in the northern end of South Titirangi Road, especially on market days.

The occupants of properties adjacent to the proposed parking restriction were consulted regarding the proposed changes by letter. No replies were received.

A19

The location of the proposed new parking control is shown on the aerial photograph in attachment at page A19.

RESOURCES

The proposed markings changes can be implemented under the 2005/2006 Annual Plan road maintenance budgets.

CONCLUSION

The proposed new 'bus stop' marking at the existing bus stop outside number 533 South Titirangi Road is recommended to better remind drivers that it is illegal to park in a bus stop.

RECOMMENDATIONS

1. That the South Titirangi Road, Titirangi - New Bus Stop Marking report be received.
2. That in relation to **SOUTH TITIRANGI ROAD, TITIRANGI:**
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) on the west kerb line of **SOUTH TITIRANGI ROAD** starting from a point 17 metres north along the kerb line of a point adjacent to the property boundary between numbers 533 and 535 **SOUTH TITIRANGI ROAD** and extending to a point a further 15 metres north along the kerb line a new **BUS STOP** control be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 – Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Paul Schischka, Transport Engineer: Transport Assets.



15 INTERSECTION OF OATES ROAD AND GLENDALE ROAD

PURPOSE OF THE REPORT

The purpose of this report is to provide the New Lynn Community Board with information regarding traffic issues at Oates Road and Glendale Road and to seek approval, in principle, for a new intersection design.

BACKGROUND

At its meeting held on 7 February 2005 the New Lynn Community Board, during the public forum portion of the meeting, received a verbal presentation on a number of issues with regard to the Oats Road/Glendale Road intersection and resolved as follows:

“4. That the Chief Executive be requested to prepare a report on traffic issues at Oates Road/Glendale Road intersection.”

(84/2005)

STRATEGIC CONTEXT

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

Under the Local Government Act, Council has a responsibility to provide for the well being of its community in terms of social, cultural, economic and environmental outcomes. In this context, ensuring public safety is of paramount importance.

ISSUES

A20

Attachment at page at A20 shows an aerial photograph of the intersection of Oates Road and Glendale Road.

The intersection of Oates Road and Glendale Road is a 'T' junction on the periphery of the Glen Eden Town Centre. The intersection is unusual in that there is a 'Give Way' control on the northern branch of the T junction (Glendale Road) rather than on the stem of the T as is normal practice. This gives traffic turning right from Glendale Road into Oates Road priority over traffic approaching the intersection from the north.

The intersection layout was originally adopted to encourage drivers travelling to or from New Lynn or Auckland City via Glendale Road to bypass the portion of West Coast Road inside the Glen Eden Town Centre by travelling via Oates Road, Wilson Road and Bowers Road. An aerial photograph showing this bypass route is attached.

Accident Record

Since 1 January 1999 nineteen recorded accidents have occurred at or in close proximity to the intersection of Glendale Road and Oates Road. One of these nineteen accidents resulted in an injury to a motorist. A summary of the accident history is as follows:

- Nine accidents occurred when vehicles travelling south on Glendale Road failed to give way at the give way control and struck vehicles turning right from Glendale Road into Oates Road. One of these was a minor injury accident.
- Four accidents involved vehicles entering or leaving properties close to the intersection.
- Three accidents involved vehicles travelling north along Glendale Road colliding with vehicles turning right from Oates Road into Glendale Road.
- Three accidents involved nose to tail collisions where a vehicle slowing on the approach to the intersection was struck from behind.

There is a disproportionately high number of reported accidents where a south bound vehicle on Glendale Road struck a vehicle turning right from Glendale Road into Oates Road. Many drivers are confused over whether they should signal their turn when turning right from Glendale Road into Oates Road, and some drivers signal this turn while others do not. Some drivers waiting at the 'Give Way' control on the northern approach to the intersection interpret the failure to signal by some turning drivers as an indication that they are heading north through the intersection rather than turning and this can result in accidents.

Land Transport New Zealand's Project Evaluation manual includes an accident prediction model by which a typical accident rate for various types of intersections can be determined based on traffic flow. Where the reported accident rate at an intersection exceeds the rate calculated by the model safety improvements should be considered.

The calculated accident rate for a controlled T-junction with the traffic volumes found at the Glendale Road / Oates Road intersection is 0.54 reported injury accidents per year. The actual recorded injury accident rate at the intersection is 1 injury accident in 6 years or 0.25 injury accidents per year. On this basis the intersection has a lower than expected number of injury accidents. It should be noted however that the actual rate of injury accidents at the intersection is highly sensitive to additional individual reported accidents and this comparison does not constitute conclusive evidence that the intersection is safe. One additional reported injury accident would bring the accident rate at the intersection to 0.5 per year, a rate just below the 0.54 predicted by the accident prediction model. Not all injury accidents are attended by the police or recorded in Land Transport New Zealand's accident database.

Potential Safety Improvements

The high number of accidents involving vehicles turning right from Glendale Road to Oates Road colliding with vehicles approaching the intersection from the north along Glendale Road is of particular concern and preventing this type of accident should be the focus of any safety improvements at the intersection. A roundabout is not feasible in this location due to the slope of the road and limited road reserve width at the intersection. Traffic signals could be considered but would be costly and are not needed for traffic flow reasons. It would be difficult to implement traffic signals within the existing carriageway widths.

A21

It is recommended that the existing 'Give Way' control on the northern Glendale Road approach to the intersection be eliminated and replaced with a 'Stop' control on the eastern Oates Road approach to the intersection. This reconfiguration of the intersection would create a layout that is more familiar to drivers and eliminate the current confusion in regard to signalling requirements and turning priorities. A sketch indicating the proposed new intersection layout is included in attachment at page A21.

Implementing this change would require significant reconstruction of the traffic islands at the intersection. The existing traffic island on the west kerb line of Glendale Road at the intersection currently acts as a chicane slowing traffic heading straight though the intersection along Glendale Road from the south toward the Glen Eden Town Centre. It would be necessary to remove this island. Removal of this island would allow drivers to travel through this intersection at higher speeds and may result in a higher proportion of injury accidents. Also of particular concern is the pedestrian crossing outside the Glen Eden Library which is partially obscured from sight from north bound traffic on Glendale Road by a crest in the road outside the Playhouse Theatre. Permitting higher traffic speeds in vehicles leaving the intersection could result in accidents on the crossing. There are currently no recorded accidents involving the pedestrian crossing in the last five years. The sight distance between the pedestrian crossing and the point at which a driver would be able to see a child on the crossing over the crest in the hill has been measured as 65 metres. This distance would be sufficient for a driver travelling at 60km/h to observe a pedestrian on the crossing and stop before an accident occurred.

To alleviate these potential safety issues it is proposed that the existing traffic island in Glendale Road on the north approach to the intersection be reshaped to narrow the north bound traffic lane outside the Playhouse Theatre. This lane narrowing will slow vehicles travelling through the intersection and on the approach to the pedestrian crossing outside the library. To enhance awareness of the pedestrian crossing it is also intended to install pedestrian crossing ahead warning signs each side of the narrowed uphill traffic lane.

RESOURCES

This report seeks the Board's endorsement of the proposed intersection reconfiguration before detailed design work is undertaken. This design work can be funded from the 2005/2006 Annual Plan.

Once the detailed design has been completed, cost estimates will be prepared. Depending on the cost of improvements, the works may be able to be funded from the 2005/2006 Annual Plan.

CONCLUSION

Although the recorded number of injury accidents at the intersection of Oates Road and Glendale Road is low, based on Land Transport New Zealand standards, there is a high number of non-injury accidents involving vehicles approaching the intersection on Glendale Road from the north colliding with vehicles turning right from Glendale Road to Oates Road. It is believed that these accidents are occurring due to driver confusion about signalling requirements and turning priorities at the intersection.

To prevent this type of accident it is proposed to reconfigure the intersection by removing the existing 'Give Way' control on the northern Glendale Road approach and replacing it with a 'Stop' control on the Oates Road approach. This would involve a significant reconfiguration of the traffic islands at the intersection. The Board's endorsement of the proposed changes to layout of the intersection is requested before detailed design work is started.

RECOMMENDATIONS

1. That the Intersection of Oates Road and Glendale Road report be received.
2. That the New Lynn Community Board endorse in principle the proposed reconfiguration of the intersection of Glendale Road and Oates Road by removing the existing 'Give Way' control on the northern Glendale Road approach and replacing it with a 'Stop' control on the Oates Road approach, with reporting back to the New Lynn Community Board for approval of the detailed design.

Report prepared by: Paul Schischka, Transport Engineer: Transport Assets.



16 UPDATE ON NEW LYNN COMMUNITY CENTRE

PURPOSE OF THE REPORT

The purpose of this report is to address issues raised through the Annual Plan submission process and also recommends that the New Lynn Community Board agree to further investigate into the air ventilation system and acoustic issues in the main hall for the New Lynn Community Centre.

BACKGROUND

The New Lynn Community Centre was designed with Eco-City environmentally sustainability principles. This primarily impacted upon the decision to install a mechanical ventilation system instead of a traditional air conditioning system. This system has been reported as not coping, particularly with hot summer temperatures.

Other items raised included the lift access to the top floor gantry and general access for disabled persons between the top floor and the toilet facilities.

Furthermore, the service entrance shelter and acoustic dampening have been identified as issues affecting the performance of the building. Other items that have been identified as needing attention are storage, and facility signage.

Submissions were received for the 2005/2006 Annual Plan identifying some matters that require investigation and a sum of \$110,000 was allocated to address and investigate the matters raised.

STRATEGIC CONTEXT

Community and Leisure Facilities and activities contribute to Council's Strong Communities and Urban and Rural Villages strategic platforms by helping provide networks of appropriate and accessible public buildings as key community focal points through a wide range of low cost, low impact community activities.

Council's strategic objective for leisure is that a comprehensive range of leisure, recreation and sports services and facilities are provided.

The Local Government Act 2002 defines that one of Council's responsibilities is to promote the social, economic, environmental and cultural well being of communities, in the present and for the future.

ISSUES

In response to the Annual Plan submissions and discussions with stakeholders it was clear that a number of items needed to be pulled together to view the issues in a holistic manner.

Due to the technical nature of some of the issues and resource constraints a Consultant was engaged to identify the issues and liaise with the original architects where appropriate. The scope was to investigate issues raised and report on price cost options in regard to the following:

- The lift doors and access around the upper floor gantry and disabled access to the toilets;
- The stage and possibility to extend;
- Storage issues general;
- A covered service area for couriers and persons supplying the kitchen or main hall;
- Preliminary investigation of acoustic issues and a perception of hot stuffy air in the main hall;
- Leisure Services also added to the scope at a later date specifically with:
 - The absence of facility signage to the main road;
 - Lack of storage to the Leisure hall (investigate viability of downsizing the mens and woman's changing rooms to accommodate additional storage.

Lift Doors and Reliability

Issue

The lift has proved somewhat unreliable as it is intended only for disabled access use yet is used frequently by children and as a goods lift particularly on weekends. The lift doors also swing outwards creating an issue primarily on the upper floor landing as it restricts access when the doors are open.

In discussion with New Zealand Engineering Services, it appears that they do not recommend the conversion of the lift doors to sliding type. Any conversion would be difficult as the existing lift does not come with standard sliding doors and would be cost prohibitive; notwithstanding that re-certification of the lift could be an issue.

Proposed Solution

New Zealand Engineering Services has suggested some form of keypad to restrict access (through time and/or a number code keypad) and a Piezo sounder to warn of the lift doors opening.

The Consultants are in favour of the sounder but suggest that utilising the existing proximity cards could restrict access to lift use. As the proximity cards would be difficult to issue and control without increasing management costs, a coded keypad is now recommended as it is the best compromise between access and restriction of use. Legitimate hirers would be given access whereas children in school holiday programmes would not be provided the code.

The cost to remedy is estimated at \$7,000.

Access to Toilets - Ground Floor

Issue

Theft and vandalism have been a problem at this facility. Some of the measures taken to address these have caused problems for users by restricting access to proximity card holders only to the ground floor toilets including the disabled access toilets. This has caused heavy use of the upper floor toilet and often wheel chair restricted or disabled persons will also attempt to use this upper floor toilet. As it was never designed for such use, the situation is unsatisfactory.

Proposed Solution

It is proposed to install a security door adjacent to the male changing rooms on the northern end of the access corridor at the rear, using the same keypad type as that proposed for the lift to restrict access. The same keypad type will restrict access to the stairwell thus authorised facility users will be able to access a more direct route to the lower floor toilet facilities.

Restricted access can then be withdrawn from the double doors off reception, providing ready access for all patrons to the female, male and disabled persons toilets. The Consultants recommend the door be solid core and be painted to match the security scheme already instigated in the premises. (all security doors are painted).

There is already a security camera installed to monitor the corridor and access will still be restricted to the kitchen and shower area to those persons entrusted with the existing proximity cards reader access.

Signage of the camera security monitoring and the ability to add additional cameras at a later date if required should ensure graffiti and damage are minimised.

The cost to remedy is estimated at \$3,000.

Upper Floor Gangway

Issue

The existing gangway is a relatively busy space with three meeting rooms, the lift (which is being used more than was originally envisaged), stairwell and small kitchen all located off this 'U' shaped landing. In addition, the lift doors open outwards onto the gangway, further restricting access. As such, this gangway is too narrow for the amount of usage and to allow reasonable access to the disabled persons lift.

Proposed Solution

The Consultants have contacted the original architect and the understanding of the structural design indicates extending the steel structure could be a simple task. The floor would be in-filled with timber and the ceiling under beams would be lined with gib board to complement the existing ceiling. Floor decking would be particle board with vinyl to match existing coverings.

By installing new steel beams, flooring and revising the baluster arrangement, it is possible to provide more than sufficient width to facilitate both accesses. Due to the nature of work involved, access to the rooms and the lift would be closed for a short period to facilitate the work.

Engineers would need to be engaged to calculate beam sizes and associated work and a building consent would be required. The existing balustrade would be relocated on completion and repainted.

The cost to remedy is estimated at \$13,500.

The Main Stage Extension

Issue

The existing stage is considered too small and the centre management has requested an extension of 1 metre. A secondary problem is the low height makes storing and recovering items below the stage difficult.

Proposed Solution

The stage is simply but well constructed with a framework of 100x100 timber posts, supporting joists and particle board floor. A timber parquet inlay has then been laid over the particle board decking. Any new construction would be required to match the existing as near as possible. A new set of access steps would be installed to the left hand side of the stage. The existing disabled person hoist would remain.

The cost to remedy the storage under the stage could only be achieved through raising the stage floor height which is not considered a realistic option.

The cost to remedy the 1 metre extension to the front of the stage is estimated at \$3,000.

Service Entry Weather Protection

Issue

There is no weather protection for users dropping off food supplies or equipment to the main service entrance. Couriers, staff and facility users bear the brunt of the weather when unloading supplies to the kitchen and main hall areas making this aspect of the facility very unpleasant for the volunteer labour supporting community events.

Proposed Solution

Installation of a lightweight framed steel structure supporting exposed purlins and colour steel corrugated roofing to match adjacent roof is the proposed solution. Frameworks would be supported off the existing steel structure and pre-cast concrete wall panels, and water run off discharged into existing storm water stacks adjacent to the rear entrance.

The cost to remedy is estimated at \$12,500.

Acoustic Issues

Issue

When the hall is empty the acoustics make listening difficult as the main hall has many hard flat surfaces that reflect a high level of sound. The issue lessens as the hall fills up with people, and the new sound system has reportedly provided an improvement.

Proposed Solution

Acoustic problems in entertainment halls fall into a very specialist area of expertise. Solutions and costs associated can only be estimated with low levels of confidence by staff. Therefore the issue can only be resolved through the following:

Stage 1 - Appoint an acoustic specialist to specify key options and price accurately - cost estimate \$10,000.

Stage 2 - Agree on which recommended option and implement - cost estimate will vary from option to option say \$40,000 to \$140,000.

It is recommended Stage 1 be approved, and Stage 2 would be presented back to the Community Board and the Finance and Performance Committee (if requiring additional funding) for approval when accurate costing options are received.

Air Handling System

Issue

The existing system has been developed on an eco-friendly basis. Comments from operators and Annual Plan submissions indicated discomfort from warm stuffy air. This may be resolved through increased volume of air flow, the cost of which needs to be compared with an air conditioning system. Before either system is investigated it is essential to undertake climatic measurements to fully understand the extent of the issue.

Proposed Solution

The issue occurs primarily in summer where the air is reported to be warm and stuffy. There is a lack of technical specific information on performance over the summer months, only anecdotal evidence. It is proposed that the Project Manager Cleaner Production engage a specialist to record temperature, humidity, and air quality over the peak summer months and make recommendations on a course of action together with costs to rectify.

This will yield an understanding of whether the desired comfort levels can be achieved through simply installing bigger more efficient fans or possibly increasing the number or actual duct sizes. Alternatively air conditioning or simply accepting the facility as is will also need to be considered when the information is received.

It is difficult to estimate what is required but staff consider for funding purposes a minimum of \$20,000 should be set aside for this work post the report thus it is recommended only the report be commissioned at this stage.

Stage 1 - Appoint a heating and ventilation specialist to specify key options and price accurately - cost estimate \$5,000.

Stage 2 - Agree on which recommended option and implement - cost estimate will vary from option to option say \$20,000 to \$80,000.

Provision of New Storage Rooms

Issue

There is a lack of storage for the Leisure Hall.

Proposed Solutions

Option 1

Reduce the existing ladies and men's changing rooms in order to form additional storage rooms. Cut new openings into the changing rooms and install timber framed gib walls on a concrete threshold (for waterproofing). Install new fire doors to new changing facilities with locks and door closers. Leave existing doors in place and relocate washbasins and mirrors.

Option 1 presented above is quite significant but will result in a reduced changing room size.

The cost to remedy is estimated at \$7,500.

Option 2 (Recommended)

The recommended option and a simpler solution is to reverse the hinges on the storage doors to open into the hallway. This will yield an estimated 30% increase in usable storage area in the existing cupboards.

The cost to remedy is estimated at \$500.

Main Facility Signage

Issue

The facility is set back from the road and patrons have indicated that it is difficult to find in the first instance.

Proposed Solution

Designs provided by Architectus call for a pre-cast concrete panel to be erected either with neon lighting signage, or with steel columns indented with letter notating the New Lynn Community Centre. The steel column option offers an opportunity for vandals to swing on the exposed beams and the neon sign is susceptible to smashing.

The pricing provided below is for the following:

- a pre-cast concrete panel 3 metres high with LED lighting and indented letters.
- power supply from new switch position within the main eastern hall.
- structural concrete base.
- engineering design and installation.

The cost to remedy is estimated at \$18,500.

RESOURCES

The source of funds is contained within the approved Property Capital Budget 2005/2006.

\$110,000 was approved to address specific issues at the New Lynn Community Centre as outlined in this report. Expenditure for stage 1 (as outlined below) is \$83,500. The balance should remain available for physical works after the acoustic and air handling system reports are complete.

CONCLUSION

Option Costs Summary

The following tables summarise the financial implications of the above discussion. Some consultant assistance has already been expensed to assist in the preparation of this report.

It is proposed to proceed to Stage 1 which will leave funding of \$26,500 for rectification of the acoustic and or air handling system issues to be addressed in Stage 2.

Priority	Test	Outcome
1	Does it affect Health and Safety	Must be included in renewals programme
2	Is the integrity of the building or its function/income stream likely to be affected	Likely to be included in renewals programme exceptions made where the asset is earmarked for demolition or possibly disposal
3	Is the item due for replacement and non replacement would the work now lead to higher costs later	Likely to be included in renewals programme exceptions made where the asset is earmarked for demolition or possibly disposal
4	Service improvement or aesthetic item replacement or replacement of items that are obsolete rather than at the end of their life	May be included in the programme, Where the decision is significant community or a consultation process to confirm is considered a priority

Recommended Options Stage 1		Priority
Lift Doors and Reliability	\$7,000	1
Access to Toilets Ground Floor	\$3,000	1
Upper Floor Gangway	\$13,500	1
The Main Stage Extension	\$3,000	4
Service Entry Weather Protection	\$12,500	4
Acoustic Issues (Investigation)	\$10,000	2
Air Handling System (Investigation)	\$5,000	2
Provision of New Storage Rooms (Recommended Option)	\$500	4
Main Facility Signage (Leisure recommendation)	\$18,500	2
Consultants	\$5,000	
Contingency	\$5,500	
Total 2005/2006	\$83,500	

Indicative Options Stage 2	Low Side	High Side	Priority
Acoustic Issues	\$40,000	\$140,000	4
Air Handling System	\$20,000	\$80,000	4
Totals	\$60,000	\$220,000	

Note: Air handling system and acoustic issues may raise to a priority 2 level if after research the problems raised are measurably affecting the building function. The main stage extension has been recommended as an option as its relatively inexpensive to rectify this shortfall.

RECOMMENDATIONS:

1. That the Update on New Lynn Community Centre report be received.
2. That the New Lynn Community Board supports the Stage 1 works for the New Lynn Community Centre.
3. That the New Lynn Community Board be updated on progress and options for Stage 2 for the New Lynn Community Centre, specifically in regards to the acoustic issues and the air handling system.

Report prepared by: Rex Harland, Property Assets Manager: City Services, and Robert Matamu, Community Activities Facilitator: Leisure Services.



17 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 and Far North Community Board Association Executive Committee	Gayle Marshall (Alternate: Pim van der Voort)
Keep Waitakere Beautiful Committee	Elizabeth Francke
Glen Eden Citizens Advice Bureau	Gayle Marshall
Glen Eden Community House Management Committee	Gayle Marshall
Green Bay Community House Management Committee	Pim van der Voort (Alternate: SL Taylor)
Council/Police Liaison Group	Elizabeth Francke SL Taylor
New Lynn Citizens Advice Bureau	Elizabeth Francke

OUTSIDE ORGANISATIONS	APPOINTMENT
Youth Advocacy Advisory Group	Gayle Marshall (Alternate: WD Buchanan)
Waitakere Road Safety Steering Group	WD Buchanan (Alternate: EG Francke)
COUNCIL COMMITTEES	
Hearings Committee	Elizabeth Francke (Alternate: SL Taylor)
Community Sports Fund Allocation Subcommittee	WD Buchanan (Alternate: Gayle Marshall)
Long Term Council Community Plan and Annual Plan Special Committee	Pim van der Voort (Alternate: Gayle Marshall)
COMMUNITY BOARD SUBCOMMITTEE	
New Lynn Community Board Street Events Subcommittee	WD Buchanan

