

NOTICE OF MEETING

WAITAKERE COMMUNITY BOARD

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

DATE: Tuesday, 1 August 2006 **TIME:** 7.00 pm

VENUE: Waitakere Central, Civic Building, 6 Henderson Valley Road,
Henderson, Waitakere

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

26 July 2006

Owena Schuster
COMMITTEE SECRETARY

Telephone (09) 836 8000 extn 8864

MEMBERSHIP:

Mrs	CA	Shepherd, JP (Chairman)
Ms	DJ	Goodley (Deputy Chairman)
Ms	SF	Davies
Ms	MC	Davis
Cr	C	Harding, JP
Cr	PA	Hulse
Cr	CA	Stone
Mr	RE	Taylor
Mr	KJP	Witten-Hannah, JP

(Quorum 5 members)

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

**AGENDA FOR A MEETING OF THE WAITAKERE COMMUNITY BOARD TO BE
HELD AT WAITAKERE CENTRAL, CIVIC BUILDING, 6 HENDERSON VALLEY
ROAD, HENDERSON, WAITAKERE, ON TUESDAY, 1 AUGUST 2006,
COMMENCING AT 7.00 PM.**

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AGENDA FOR A MEETING OF THE WAITAKERE COMMUNITY BOARD TO BE HELD AT WAITAKERE CENTRAL, CIVIC BUILDING, 6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE, ON TUESDAY, 1 AUGUST 2006, COMMENCING AT 7.00 PM.

1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - 4 July 2006

RECOMMENDATION

That the minutes of the Meeting of the Waitakere Community Board held on Tuesday, 4 July 2006, 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 Chairman has explained at the beginning of the meeting (when open to the public) that the item will be raised for discussion and decision, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting.

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

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



4 PRESENTATIONS

AUCKLAND REGIONAL COUNCIL UPDATES

Councillors Sandra Coney from the Auckland Regional Council may be in attendance to update the Board on Auckland Regional Council activities.



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

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



6 CHAIRMAN'S REPORT

Orientation and Site Visit to the New Council Building

The orientation and site visit to the new Civic Building took place on Monday, 10 July 2006. I must say this is a beautiful building and to accommodate everyone under one roof is wonderful. Some areas at the time of the visit were not quite finished but what was, is very impressive. I am looking forward to our first Meeting in the Civic Building.

Ward Tour

It has been a very busy but a very productive month, and for me hard to fit into the shoes of our Chairman Christine Shepherd. I hope I have done her justice. Our ward tour took place on Saturday, 22 July 2006 and I am sure that some Board Members would like to give feed back on the ward tour.

Meetings

I attended the following meetings on behalf of the Community Board:

- Huia Residents & Ratepayers Association;
- Weed Free;
- Eco Matters;
- WaiCAB Board Meeting;
- Annual General Meeting Huia & Cornwallis Residents & Ratepayers Association;
- Eco Trust.

On a Sad Note

The passing of our former Board Member Betty Hanson's husband. On behalf of the Community Board flowers and our condolences were sent.

Well that's all from me have a good month.






RECOMMENDATION







That the Deputy Chairman's Report be received.

Diane Goodley
DEPUTY CHAIRMAN








7 **COMMITTEE SECRETARY'S REPORT**

Issue	Comments	Reporting Council Officer
Ranui Station Toilet and Landscaping Officer's Report	The project has gone through the resource and building consent application process. Resource consent has been granted. A public tender process has commenced and the tender evaluation process is underway.	Roscoe Webb  836 8000 Ext 8768
Parrs Park Skate Ramp Officer's Report	The new skate ramp is now installed at Parrs Park.	David Barker  836 8000 Ext 8306
Kay Road and Sunnyvale Road Community Board Member's Request	The issues of trees and sight lines on the corner of Kay Road and Sunnyvale Road have been lodged and will be investigated by Council. Any work required to improve visibility for vehicles will be undertaken and Council Officers will update the Board with regard to the nature of the works carried out.	David Barker  836 8000 Ext 8306
Piha Playground Renewal Officer's Report	The renewal of the Play Facility at Piha Domain is planned for the 2006/2007 financial year. Designs for the three options for the siting of the playground are currently underway and will be presented in the second survey, which will be undertaken in August 2006. The intention is to carry out the physical works in February/March 2007.	David Barker  836 8000 Ext 8306
Community Board Minor Parks Projects 4 October 2005 Resolution No. 1847/2005	Les Waygood Preschool Playground A new safer surface was installed in June 2006. The playground area has been surveyed and part of the playground is situated within the road reserve. An application for a resource consent is to be lodged to obtain approval to work within the road reserve, along with a building consent for the shade cloth poles and installation of the shade cloth. If approved, the works will be undertaken between September and October 2006.	David Barker  836 8000 Ext 8306

<p>Gorse Management For Piha Road, Piha</p> <p>31 August 2004</p> <p>Resolution No. 1619/2004</p>	<p>Gorse has successfully been removed from a number of sections of Piha Road. Planting of natives has occurred to reduce the gorse re-establishment. Phase two is planned for 2006/2007.</p>	<p>Debbie Chapman</p> <p> 836 8000</p> <p>Ext 8303</p>
<p>Waitakere River Realignment</p> <p>6 May 2003</p> <p>Resolution No. 864/2003</p>	<p>A working party has been established to assist in the development of a viable and sustainable option to limit the erosion of the Waitakere river stream bank adjoining the vehicle accessway next to the Bethell's Surf Club. The first meeting is planned to be held in late August 2006.</p> <p>The temporary soft option of moving sand from one side of the river to the eroded stream bank will continue in the interim to limit the ongoing erosion.</p>	<p>Grant Jennings</p> <p> 836 8000</p> <p>Ext 8537</p>
<p>Piha Footbridge Officer's Report</p>	<p>Contracts have been let to three artists to produce concept plans for a new footbridge. The concept plans should be complete and ready for review in September 2006 by the evaluation team and community.</p>	<p>Grant Jennings</p> <p> 836 8000</p> <p>Ext 8537</p>
<p>Kitewaho, Reserve Walkway</p> <p>Officer's Report</p>	<p>A walkover meeting was held on site on 30 May 2006 with the planning consultant handling the resource consent application, and the arborist and surveyor assisting the project. An application for resource consent for vegetation clearance was lodged in mid July 2006. An arborist's assessment was completed to accompany the consent application. Following consent approval the route of the walkway will be surveyed and cleared for construction. A mailout was undertaken to residents in Kitewaho Road in early July 2006 advising them of progress on the project and inviting feedback to accompany the resource consent application. It is anticipated that design of the walkway will commence from September 2006, with the project going to tender in October 2006. Construction is anticipated to commence from November 2006.</p>	<p>Andreas Lilley</p> <p> 836 8000</p> <p>Ext 8553</p>
<p>Parrs Park Driveway Upgrade</p> <p>Officer's Report</p>	<p>This project was completed in mid July 2006 with the access way through the park between West Coast Road and Seymour Road resealed.</p>	<p>Andreas Lilley</p> <p> 836 8000</p> <p>Ext 8553</p>
<p>Karekare Toilets and Wastewater System Upgrade</p> <p>4 April 2006</p> <p>Resolution No. 511/2006</p>	<p>A final determination from the Environment Court for the discharge of wastewater has been received upholding the consent granted by the Auckland Regional Council. A report outlining the various options for the replacement of the toilet structure is elsewhere on the August 2006 agenda.</p>	<p>Andreas Lilley</p> <p> 836 8000</p> <p>Ext 8553</p>

	<p>The planning consultant managing the wastewater system upgrade is drafting a physical works contract for the installation of the wastewater system. The consultant will lodge the required land use consents with Waitakere City Council for the new toilet structure and treatment plant once the location of the new toilet block is determined by the Waitakere Community Board in August 2006</p> <p>An on-site meeting with the Auckland Regional Council representatives was held on Monday, 29 May 2006 to discuss their preferred options. Their feedback will be incorporated into the report being presented to the Community Board. A survey was undertaken in July 2006 of the site to identify all relevant boundaries.</p>	
<p>Swanson Station Park Development Officer's Report</p>	<p>Overall completion was scheduled for early July 2006, however, due to significant rain delays, completion of the skate park and pergola, and final planting and reinstatement has been affected. The contractor has submitted a revised programme for completion which anticipates the park to be opened from early August 2006. The pergola is being separated out as a separable portion to the rest of the works to allow for a revised detail to be submitted for a building consent variation. The pergola will be completed separately and is dependant on the timing of the revised building consent approval.</p> <p>A blessing of the site is being organised and the time and date will be communicated to the Community Board and the Swanson Community Consultation Group working on this project. An official opening for the wider community will be scheduled for September/October 2006.</p>	<p>Andreas Lilley ☎ 836 8000 Ext 8553</p>
<p>Claude Abel Pond Reserve, Piha Officer's Report</p>	<p>Funding has been allocated in the 2006/2007 Annual Plan for obtaining of consent only. Physical works are planned for 2007/2008 but is subject to Annual Plan approval of funding.</p>	<p>Tracey Hamilton ☎ 836 8000 Ext 8969</p>
<p>Bethell's Beach Public Toilet Officer's Report</p>	<p>Funding of \$70,000 has been provided in the 2006/2007 Annual Plan process for the upgrade of the Bethell's Beach Public Toilet. Preliminary design work will be undertaken in September 2006.</p>	<p>Tracey Hamilton ☎ 836 8000 Ext 8969</p>
<p>Bethell's Beach Wastewater System Replacement/Surf Club Connection Officer's Report</p>	<p>At the July 2006 meeting of the Waitakere Community Board a report was presented outlining the implementation issues of a combined wastewater system with the Bethells Beach Surf Club. This report along with the recommendations from the Waitakere Community Board will be presented to the City Development Committee at its August 2006 meeting.</p>	<p>Tracey Hamilton ☎ 836 8000 Ext 8969</p>

	Bethell's Beach/Te Henga Park is a City-wide park and therefore jurisdiction for development on this park resides with the City Development Committee.	
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REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Community Hall Review	12 September 2005 Resolution No. 1737/2005	Further updates will be provided to the Board on the basis of requirement	Kimberly Rees  836 8000 Ext 8559
Kiwi Trikers Move from Corban Green Reserve	Community Board Member's Request	Further updates will be provided to the Board on the basis of requirement	Kimberly Rees  836 8000 Ext 8559
The Laingholm Riders	2 May 2006 Resolution No. 738/2006	Further updates will be provided to the Board on the basis of requirement	Kimberly Rees  836 8000 Ext 8559
Piha / Karekare and Huia / Cornwallis Local Water Plans	September 2004 Environmental Management Committee	Further updates will be provided to the Board on the basis of requirement	Tony Miguel  836 8000 Ext 8294
Project Twin Streams Four Monthly Progress Report	2 August 2005 Resolution No. 1468/2005 Last updated 4 April 2006	3 October 2006	Tony Miguel  836 8000 Ext 8294

RECOMMENDATION

That the Committee Secretary's Report for Tuesday, 1 August 2006 be received.

Report prepared by: Owena Schuster, Committee Secretary.



8 **ROAD SIGN UPGRADES - WAITAKERE RANGES**

PURPOSE OF THE REPORT

The purpose of this report is to provide information to the Waitakere Community Board regarding the reasons why road signs have been upgraded on arterial routes in the Waitakere Ranges and why these types of signs have been selected.

BACKGROUND

Community Board Members and the community have raised issues with regard to the location and number of traffic signs that have been erected in Huia Road, Piha Road and other roads in the Waitakere Ranges.

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.

The importance of road safety is also recognised nationally in the New Zealand Transport Strategy and regionally in the Regional Land Transport Strategy.

Crash reduction studies are a key part of delivering the safety component of Council's strategic vision and contribute to Council exercising its duty of care as a road controlling authority.

ISSUES

Crash Reduction Studies

Crash reduction studies are commissioned by Council triennially, as part of developing and implementing Council's road safety programme. Crash reduction studies involve the analysis of crash patterns based on information collated by Land Transport New Zealand from Police crash reports. The scope of the studies includes identifying routes and locations with significant crash patterns, detailed investigation of the crashes occurring at those locations or on those routes, and recommending the safety measures that are desirable to reduce the frequency and/or severity of those types of crashes.

Sites Identified

Through the crash reduction study a number of rural routes in the Waitakere Ranges were identified where crash rates were high enough to warrant detailed investigation. Council officers had also received expressions of concern from the emergency services and the public in general because of frequent crashes on these routes.

Crash Records

The following table records the reported crashes on four arterial routes in the Waitakere Ranges where treatments have been carried out as an outcome of the crash reduction study. The data is for the period January 2001 to December 2005 and is sorted by injury severity.

Road	Serious	Minor	Non-Injury
Piha Road	8	24	67
Huia Road	3	25	52
Scenic Drive	7	22	69
West Coast Road	1	11	24
Total	19	82	212

The crashes recorded on these routes account for one third of all rural crashes recorded in Waitakere City during that time.

Crash Patterns

The predominant types of crashes occurring on these routes involve loss of control on bends. Although night time traffic makes up only a small proportion of the traffic volumes on these roads, a disproportionately high number of the loss of control crashes occur at night.

Another crash issue identified by the study involved side road and access related crashes with collisions involving both vehicles pulling out of side roads and park entrances, and vehicles being hit from behind when slowing to turn into side roads and park entrances.

On some of the routes driver impatience due to inability to pass slow vehicles was identified as contributing to crashes related to careless over-taking.

Treatment Selection

A number of options are available for addressing loss of control crashes on bends:

- Improved delineation (Signs and Markings to make the road alignment more legible to unfamiliar drivers);
- Sight benching (clearing vegetation or terrain on the inside of bends so that the shape and extent of the bend is more visible to approaching drivers);
- Easing the road alignment (widening the radii of tight bends, improving the shape of the bends);
- Providing run off areas (providing clear zones on the outside of bends to reduce the severity of crashes where vehicles leave the roadway).

The option of improving delineation, while not without some visual impact, has less impact and lower cost when compared to the alternatives.

Design of Delineation Treatments

White painted edge lines have been extended throughout these routes, and on most of them this has been reinforced by the provision of white reflectorised edge marker posts. This achieves a base level of delineation throughout these rural routes that makes the road alignment clear at night where sight lines are good and the markings and edge markers are visible for 100 metres or more.

Chevron boards are used to reinforce this base level of marking where a combination of the following factors makes greater guidance for drivers desirable:

- The geometry of the next bend is such that motorists are required to substantially reduce speed from the approach speed of the preceding section of road;

- The geometry of the bend or bends ahead is difficult for an unfamiliar driver to discern due to restricted sight lines or a combination of vertical and horizontal curves;
- The bend has a known loss of control crash problem suggesting that drivers presently enter the bend at excessive speeds.

A consequence of this approach is that a moderate bend after an area of long straights and gentle bends will require a high level of signs where as a similar bend that followed on from a number of tight bend would require a lesser standard of signs. In targeting "known crash site" bends some judgment does have to be exercised by the designer as to the likelihood of the problem transferring to other adjacent bends, as experience has shown there is a tendency for crashes to migrate to another nearby bend where crash sites are treated in isolation.

Setting of Speed Recommendations on Bends

Speed recommendation signs are provided in accordance with Manual of Traffic Signs and Markings, jointly published by Transit New Zealand and the Land Transport Safety Authority. The recommended speed for a corner is calculated by driving a vehicle around the bend at a fixed speed and using a special gauge that measures the lateral acceleration exerted on the vehicle by the tires contact with the roadway at that speed. The results from this method of speed calculation are largely determined by the radius of the bend, however variations in the camber and curvature will also be picked up by the measurement. This can also result in different recommended speeds for vehicles travelling around the same bend in the other direction as the radius and camber of the bend may be sufficiently different to warrant a different speed recommendation.

Where the recommended speed calculated for the corner is more than 15kph below the operating speed on the approach to the bend a speed recommendation sign is provided. Standard practice is to sign post recommended speeds only as numbers ending in 5 e.g. 45, 55, 65, etc. This results in the calculated speeds being rounded up or down such that a measured value of anywhere between 51 and 60 will be given the same speed recommendation of 55 kph.

It should also be recognized that the recommended speeds calculated and sign posted on New Zealand roads are conservatively set. Depending on the type of vehicle, its suspension, weight distribution, and the motion sickness tolerance of the vehicle's occupants it may be possible to safely exceed the recommended speeds in fine weather conditions.

CONCLUSION

The upgrading of road signs in the Waitakere Ranges has been implemented as an outcome of a crash reduction study, to address the high crash rate on the rural arterial roads in the ranges. The type of treatment selected, and the number, type and location, of signs used in the treatment has been designed with due regard to the natural environment, the road environment and appropriate engineering design standards.

RECOMMENDATION

That the Road Sign Upgrades - Waitakere Ranges report be received.

Report prepared by: Adam Moller, Principal Transport Engineer: Design.



9 PROPOSED LOCATION FOR THE PIHA HELIPAD

PURPOSE OF THE REPORT

The purpose of this report is to update the Waitakere Community Board on the process to establish a permanent helipad on Piha Strand - Piha for use by the emergency response helicopter and for emergency services training.

BACKGROUND

Piha Domain is a City-wide park and therefore jurisdiction for development on this park resides with the City Development Committee. The Waitakere Community Board Members have been involved in the progress of the project and developing recommendations from the public meeting.

Currently there is an informal grassed area on Piha Strand alongside the Mid Beach toilet block which has been classified under the Reserves Act 1977 as a Local Purpose Reserve (for a Helicopter Landing Pad) this classification occurred in 1982. This area is currently used infrequently for emergency helicopter response due to the lack of lights and flat area for the landing of a helicopter.

There was a submission to the 2005/2006 Annual Plan by the Auckland Helicopter Trust which was successful in obtaining Council's support for the construction of a permanent hard surfaced helipad at Piha. In the 2005/2006 Annual Plan \$20,000 was committed to commence the process to establish a permanent helipad at Piha. Council approved that \$100,000 be budgeted in the 2006/2007 year of the Long Term Council Community Plan for the construction of the facility.

During 2005, and early 2006, there were several meetings with the management of the Auckland Helicopter Trust to identify their needs and design requirements for a helipad at Piha. The Trust identified their preferred site as an area approximately 85 metres south of the current pad on the Mid Beach area next to Marine Parade North roadway. It is proposed that the helipad be constructed of 15 metres x 15 metres concrete area with pilot activated in ground lights and with a large white H symbol on the surface of the concrete pad. One of the main needs of the Trust was the establishment of safe helipad that could be used at night and/or in poor weather conditions.

A1 A plan showing the location of the Trusts preferred option for a helipad at Piha is shown on attachment at page A1.

This site has been chosen for the following reasons:

- it is still located within Council reserve;
- the approach and departure flight paths are clear of obstructions, and are therefore much safer;
- the turbulence resulting from the helicopter rotor blades will be minimised;
- suitable guidance lighting and safety marking can be provided; and
- noise exposure to nearby residents will be similar to what is currently experienced.

STRATEGIC CONTEXT

The key strategic priority that this project contributes to is that Waitakere City is a Safe City, with the Vision being Waitakere City – a safe place to be.

The provision of a night accessible helipad at Piha contributes substantially to this priority through the establishment of a well-serviced emergency landing location in a rural village that has both a permanent and visitor population that requires such services to be available to them.

The strategic content for this project also contributes to Council's strategic platforms of Urban and Rural Villages and Strong Communities where the objectives are to:

- Enhance quality of public spaces in rural villages;
- People feel connected with others and a sense of belonging (including children and young people).

ISSUES

This option was presented to a meeting of the Piha Ratepayers and Residents Association on 7 April 2006 to commence the communication process to inform residents and ratepayers of the proposed new helipad site.

On Tuesday, 3 May 2006 letters were sent out to the residents and ratepayers that were directly affected by the proposed helipad informing them of the proposal and requesting any feedback and inviting them to an on-site meeting to discuss the proposal.

Several residents contacted the Council expressing their concerns with the sighting of the helipad, concerns included noise, sand movement, commercial use, the need to use a large concrete pad or whether this site was the best location.

A meeting at Piha was held on Sunday, 18 June 2006 with the affected residents, Surf Club representatives, Community Board Members, Piha Ratepayers and Residents Executive, Coastcare representatives, Council Officers and the management of the Auckland Helicopter Trust. Nineteen Piha residents were in attendance at the meeting. The majority of these attendees were residents that would be directly affected by the proposed helipad.

At the meeting Greg Brownson, Manager of Auckland Helicopter Trust, addressed the meeting and proposed a compromise which involved keeping the helipad in its current location outside the mid beach toilet block (Piha Strand).

Greg Brownson proposed that the existing grassed helipad outside the mid beach toilet would be a suitable compromise with some modifications. The existing pad would need to be slightly extended to accommodate an open flat area of grass 15 metres x 15 metres and be provided with night lights installed flush with the ground (helicopter activated). The helipad surface will remain in grass but the Trust would require a blue light on top of the toilets to assist in the identification of the pad during bad weather and at night (helicopter activated). The large trees in front of the mid beach toilets on the roadside would need to be removed (2 x Banksia, 1 x Pohutukawa), several small trees moved and replanted and the other trees around the toilet block kept to a maximum height of approximately 3 metres. The current fencing of the area would need to be extended around the pad for safety purposes.

This was an extremely good compromise offered by the Trust to help resolve a number of concerns related to their earlier proposals and this new proposal had the support of the majority of the attendees at the meeting.

The majority of the attendees at the meeting also requested that the helipad only be used for emergency purposes or the training of emergency services. This may have an impact on other possible helipad users i.e. film crews and helicopter transport of special guests to Piha or for assisting with house construction which are all uses that have been permitted in the past through application to Council. These other users would require consent to be granted in order to use the helipad and this may take up to twenty days to obtain. Council's experience with film crews is that they normally request permission only several days prior to their needs and the implication is that they may not apply for permission. The condition for emergency only use was acceptable to the Trust as it would not impact on their operations.

The Trust would still have preferred the new pad to be concrete and in the new location but they are willing to compromise on their original proposal and move back to the existing site outside the Mid Beach toilet block (Piha Strand) to assist in achieving a suitable outcome which addresses concerns from the local community.

Letters have been sent to the Piha Ratepayers and Residents Committee, affected residents and attendees at the meeting to inform them that the recommendation of the public meeting is being referred to the City Development Committee for deliberation.

The final decision of the City Development Committee will also be communicated back to the Piha Residents and Ratepayers Association, affected residents and attendees at the meeting, displayed at the Piha Library and placed in the Piha News.

Following the approval of a permanent helipad site by the City Development Committee, and if it is in the current location, the process would then involve gaining of resource consents to upgrade the helipad on the existing site, install helipad lights, remove the trees, undertake minor earthworks, and also to operate the site as a helipad for emergency services and training of emergency groups.

Preliminary discussions with the regulatory section of Council has identified that the consent for this project will most likely be processed as a non-notified application although this can only be fully determined once resource consent has been lodged. It is intended that the upgraded pad will be fully operational by the summer period.

A2 Attached at pages A2 are photographs showing the area for the location of the second proposed helipad option.

RESOURCES

Funding of \$100,000 has been allocated in the 2006/2007 Annual Plan for the design, specification, documentation and construction for the establishment of the Piha Helipad.

CONCLUSION

The proposal put forward for consideration by the City Development Committee represents a compromise that meets the needs of the Auckland Helicopter Trust and residents.

If the option of upgrading the current helipad site at mid beach (Piha Strand) is approved by the City Development Committee, resource consents will be sought to establish a permanent and formal helipad at mid beach and also to operate the site as a helipad for emergency services and training of emergency groups.

It is proposed to commence the works once consent has been obtained.

Piha Domain is a City-wide park and therefore jurisdiction for development on this park resides with the City Development Committee. The Waitakere Community Board members have been kept fully informed with regular reports and updates on the progress of the project.

RECOMMENDATION

That the Proposed Location for the Piha Helipad report be received.

Report prepared by: Grant Jennings, Parks and Open Space Manager.



10 KAREKARE BEACH PUBLIC TOILET BLOCK REPLACEMENT

PURPOSE OF THE REPORT

The purpose of this report is to enable the Waitakere Community Board to consider options for the replacement of the existing toilet block at Karekare Beach, and to seek a direction from the Board on the preferred location option which can then be communicated to the community. Design and construction of the facility will then follow according to a revised timeline.

BACKGROUND

At the Tuesday, 6 May 2003 meeting of the Waitakere Community Board a report was presented outlining two options for the toilet facilities at Karekare Beach. One was to upgrade the existing block, the other was to build a new toilet block in the carpark area. Extensive public consultation had been undertaken through 2002 and 2003 relating to the wastewater discharge issues. Through this consultation it emerged that there was divided opinion in the community on the preferred toilet block options. At the 6 May 2003 meeting, the Waitakere Community Board resolved the following:

“That the Waitakere Community Board approve the construction of a new toilet block at Karekare in the existing carpark.”

872/2003

At the Tuesday, 4 April 2006 meeting of the Waitakere Community Board a report was presented outlining the proposed community consultation plan for the design of the existing toilet block. The Board decided that, due to extensive previous community consultation, to limit any further community consultation processes around the location or design of the toilet block, and resolved the following:

“That the Chief Executive Officer be requested to undertake a feasibility report on the options for the further replacement of the Karekare Beach Public Toilet.”

511/2006

The Board requested that it be presented with a range of construction options to enable it to make a decision on the final location and type of toilet structure, and that this information would then be communicated to the community for their information only.

Funding is provided in the 2006/2007 Annual Plan for the construction of the new effluent discharge system and toilet block at Karekare Beach. Resource consent for the effluent discharge system has been granted and Council has received the resource consent for the effluent system from Auckland Regional Council.

STRATEGIC CONTEXT

This project contributes to Council's Urban and Rural Villages Platform where the objective is to enhance the quality of public spaces in rural villages.

The 2005 Draft Parks and Open Space Strategy requires that toilets should be provided at destination type parks and open spaces where people have travelled some distance and do not have access to any other toilet facilities.

ISSUES

On Monday, 29 May 2006 a meeting was held on site at Karekare Beach between Council Parks officers and the Auckland Regional Council Parks officers. The purpose of this meeting was to discuss the location of the toilet block and treatment plant and to gauge the preferences of Auckland Regional Council. Following this meeting a more detailed breakdown of the options discussed was forwarded to Auckland Regional Council for consideration requesting a formal response to Council. The formal response from Auckland Regional Council was not available at the time of preparing this report and will be circulated separately to members of the Waitakere Community Board.

TOILET BLOCK OPTIONS

A3

Two options were discussed and agreed upon at the meeting with the Auckland Regional Council as being the only two feasible options for the toilet block. Either the existing toilet block, which is located on the northern side of Karekare Road, could be upgraded or, a new toilet block could be constructed in the existing carpark on the southern side of Karekare Road (refer plan in attachment at page A3 for locations). It was agreed that a new toilet block would not be suitable in the carpark next to the open grass picnic spot or in the corner under the pohutukawas due to pedestrian flow issues. The Auckland Regional Council indicated at this meeting that a new toilet block in the carpark was preferred to be sited between the metal and grass overflow parking areas.

A boundary survey has been completed of the surrounding site. Both feasible location options for the toilet block would be contained on the Council owned reserve.

In regard to the location of the toilet block the following two options are summarised below:

Option One – Upgrade Existing Block

Improving the existing toilets with improvements for light, ventilation and access including the cost of professional services, are as follows:

Improvements	\$50,000.00
Professional Fees	\$10,000.00
Contingency	<u>\$ 6,000.00</u>
TOTAL COST	\$66,000.00

Improvements for light, ventilation and access can be achieved by:

- Substituting certain sections of roof cladding with clearlite to allow extra daylight;
- Raising of clearlite ridging to allow for top venting;
- Installing stainless louvered frills in lower sections of external walls to allow for additional cross-ventilation;
- Allowing for 300mm air gap between top wall plate and roof structure;
- Shifting the doorways to the front of the building with ramps for improved and safer access for users, including those with wheelchairs.

Advantages and disadvantages for Option One are summarised in Table 1 below:

Advantages	Disadvantages	Facilities
Unobtrusive location	Users have to cross Karekare Road – safety issue	The options for upgrading the existing toilet block could include installing new uni-sex toilets which are accessed from the front of the building. These could include 5 uni-sex toilets, and one accessible uni-sex toilet.
No impact on parking or green space	Site is dark and damp	
This is the cheapest option as it does not require the construction of a completely new facility.	Difficult to find for visitors	
The toilet will be operational sooner due to the smaller scope of works undertaken.	Possible impact on pohutukawas during construction	
The existing holding tank below the toilet block can be utilised as the new buffer tank for the upgraded wastewater treatment plant that is required.	Unable to upgrade to a larger, more improved facility to meet current peak season demands without the use of Portaloo's.	
The building's footprint will not change in size.	Toilet block remains on other side of road from carpark	
	Existing tree canopy over the toilet block results in issues with light, safety and security in the current location harder to remedy through minor alterations only.	
	Treatment plant required would need to be located in the carpark area using up additional open space	

Table 1 – Advantages and Disadvantages of Upgrading Existing Toilets.

The site for this option is the existing toilet block and Council road reserve.

Option Two – Install New Toilet

Building a new toilet block in the carpark between the existing metal and overflow grass carpark.

Advantages and disadvantages for Option Two are summarised in Table 2 below:

Advantages	Disadvantages
Supported by Auckland Regional Council staff	Visual sensitivity – building on beach side of road
Allows design freedom	Shrubs and flaxes separating two parking areas have to be removed
Improved access – do not have to cross road	Reduction in parking area
Sunny, open site	Higher cost
Utilising the old toilet block site as the location for the treatment plant that is required	

Table 2 – Advantages and Disadvantages of Building New Toilets.

The site for this option is the car parking area between existing metal and overflow grass car park on Council Recreation Reserve.

Constructing a new toilet block in the carpark area as above presents three feasible design alternatives for consideration. These can be summarised as follows:

Option 2A – Exeloo Toilet

Building an Exeloo toilet, including the demolition costs of the existing toilets and the cost of professional services, including the following costs:

Two Exeloo Units	\$115,000.00
Installation	\$ 20,000.00
Demolition	\$ 10,000.00
Consent Fees	\$ 5,000.00
Professional Fees	\$ 10,000.00
Contingency	\$ 12,560.00
TOTAL COST	\$172,560.00

Installation of two standard single Exeloo toilets with additional features to integrate more with the natural surroundings of the Karekare Beach environment. The toilet would have the ability to automatically lock at night for safety purposes.

Advantages and disadvantages for Option 2A are summarised in Table 3 below:

Advantages	Disadvantages	Facilities
The toilet structure is constructed offsite, then transported to the site for installation when completed.	Limited chance to customise the toilet.	<ul style="list-style-type: none"> 2 uni-sex accessible toilet pans
The cost of the design fees would be reduced because of the “off the shelf” nature of Exeloo toilets, therefore reducing the overall time spent on design.	Limited to two pans.	
Both toilet units would be designed to meet the needs of physically disabled users.	Distinctive urban look to the toilet structures.	
Reduced construction time		
Lowest cost for option 2		

Table 3 – Advantages and Disadvantages of Exeloo Toilet.

Option 2B – Replica of Piha Toilet

Building a replica of the toilets in Les Waygood Park at Piha, including the demolition costs of the existing toilets and the cost of professional services, including the following costs:

Replica of Piha Toilet	\$240,000.00
Demolition	\$ 10,000.00
Consent Fees	\$ 5,000.00
Professional Fees	\$ 15,000.00
Contingency	<u>\$ 26,500.00</u>
TOTAL COST	\$296,500.00

The construction of a style of building like the toilets at Les Waygood Park, Piha, would use the same materials of block and timber and could be of a smaller size. There would be the opportunity to modify characteristics of the toilet block to integrate with the site at Karekare Beach. To reduce the cost and footprint size of this option the design could be reduced to exclude changing rooms.

Advantages and disadvantages for Option 2B are summarised in Table 4 below:

Advantages	Disadvantages	Facilities
Opportunity to include more pans than the original toilet block	Unable to change the type of building materials used. Materials will have to be the same as those used at Piha, block and timber.	Male: 2 toilet pans (including 1 accessible) 1 urinal 1 changing room
Design costs would be reduced if the same design as Les Weygood was used. This cost and the footprint size could be reduced even further if changing rooms were excluded.	The toilet facility would take up a larger footprint in the carpark area than the current toilet block or an eco-loo type unit and would be in a prominent position in the carpark, using up more open carpark space than a smaller Exeloo type unit.	Female: 3 toilet pans (including 1 accessible) 1 changing room
	Highest cost option	
	Will require Portaloos for the summer season.	

Table 4 – Advantages and Disadvantages of a Piha type Toilet

Option 2C – New Design Toilet Block

Building an individually designed toilet block for Karekare, including the demolition costs of the existing toilets and the cost of professional services, including the following costs:

Individually Designed Toilet	\$138,000.00
Demolition	\$ 10,000.00
Consent Fees	\$ 5,000.00
Professional Fees	\$ 20,000.00
Contingency	<u>\$ 14,300.00</u>
TOTAL COST	\$187,300.00

Advantages and disadvantages for Option 2C are summarised in Table 5 below:

Advantages	Disadvantages	Facilities
Unique design for Karekare which could incorporate design features and art elements reflecting the Karekare environment	Increased design fees due to specialised input from an architect.	Male: 2 toilet pans (including 1 accessible) 1 urinal Female: 3 toilet pans (including 1 accessible)
Allows for additional features within the toilet block – e.g. more pans	This option will take longer to implement due to the design input required, and likely community consultation. Risk of not being implemented in 2006-2007.	
Lower cost than Option 2B	Will require Portaloos for the summer season.	
A more compact toilet block is possible than Option 2B, reducing visual sensitivity		

Table 5 – Advantages and Disadvantages of an Individual Design.

TREATMENT PLANT

A related matter to the siting of the toilet block is the location of the treatment plant associated with the toilet. There are three possible location options for the treatment plant:

- On the site of the existing toilet block;
- In the grass overflow parking area in the current flax planting area;
- In the entrance to the Pohutukawa Glade walkway.

The Auckland Regional Council's response on this matter is included in the information to be circulated separately to the Community Board Members. They have indicated a preference for locating this system in the Pohutukawa Glade (land owned by Auckland Regional Council) area to minimise impact on the carpark area. However, the Environment Court process regarding the resource consent for the discharge of the wastewater highlighted the significance and importance of this area with the local community for picnicking and informal recreation.

It is considered by Council Officer's that it is important to isolate the location of the toilet block from the public domain as much as practicable. This would ensure the least disruption to areas of public recreation for picnicking and children's play space. The Pohutukawa Glade is therefore not considered a suitable option for the placement of the treatment plant as it is an informal recreational space, and is also the main entry point to the pohutukawa walkway. For these reasons this option is not recommended by Council officers.

A4-A6

It is recommended that the treatment plant be located in the area of the old toilet block if this was to be demolished. The existing toilet block has an underground system that can be modified to accommodate the new treatment plant required. Alternatively the treatment plant can be placed in the grass carpark area on Council reserve away from the picnic site and the metal carpark which is on Auckland Regional Council reserve. The configuration of the system can be adapted to have the least impact on the amenity of the area and associated parking space. The treatment plant can be screened with appropriate plantings. A photo is included in attachment at pages A4 to A6 to show the type of treatment plant proposed and the effect of screen plantings. This example shown takes up a larger area than the system proposed for Karekare Beach.

RESOURCES

\$376,268 has been allocated in the 2006/2007 Annual Plan to undertake the Karekare Toilet block and treatment plant upgrade. The budget is sufficient to fund all of the options including the toilet block and new effluent treatment system required except the Piha style block (Option 2B). This option could be achieved with the reduction in the design by excluding changing rooms from the facility.

The options for the Karekare toilet block can be summarised as follows:

Option	Description	Facilities (estimate)	Building Cost (estimate)	Treatment Plant Cost (estimate)	Total Option Cost
Option 1 – Existing Toilet Block					
	Upgrade existing toilet block	4 uni-sex accessible toilet pans	\$66,000.00	\$150,000.00	\$216,000.00
Option 2 – New Toilet Block in Carpark					
Option 2A	Double Exeloo	2 uni-sex accessible toilet pans	\$172,560.00	\$150,000.00	\$322,560.00
Option 2B	Piha Style Block	Male: 2 toilet pans (including 1 accessible) 1 urinal 1 changing room Female: 3 toilet pans (including 1 accessible) 1 changing room	\$296,500.00	\$150,000.00	\$446,500.00
Option 2C	New Design Block	Male: 2 toilet pans (including 1 accessible) 1 urinal Female: 3 toilet pans (including 1 accessible)	\$187,300.00	\$150,000.00	\$337,300.00

The estimate for Option 2B exceeds available funding and would require additional funding approval from Council.

CONCLUSION

It is recommended a new toilet block be approved by the Waitakere Community Board to be constructed at Karekare Beach in the area between the metal and grass carpark. This offers a number of benefits. It would be located in the site preferred by Auckland Regional Council and Council staff. It enables the new treatment plant to be placed in the location of the old toilet block once this is demolished. The carpark area allows improved access to a new facility and removes the requirement to cross the road. The carpark site is an open and sunny space and has no issues with overhanging trees creating shade and dampness problems. The recommended style of toilet for this site is Option 2C. The cost estimate for Option 2C is within the available budget. The design for Option 2C would occupy a smaller footprint size than the Option 2B Piha style facility reducing the visual impact on the open carpark area. A new design facility could also incorporate design features and art elements sensitive to the Karekare environment to a greater extent than the generic Option 2A Double Exeloo toilet.

RECOMMENDATIONS

1. That the Karekare Beach Public Toilet Block Replacement report be received.
2. That the Waitakere Community Board endorse Option 2C (construction of a new design block in the carpark) for the style and location of the new Karekare Beach toilet block.
3. That the Waitakere Community Board endorse the placement of the new treatment plant in the existing toilet block location.

Report prepared by: Andreas Lilley, Parks Development Officer.



11 CLASSIFICATION OF PART OF TAUMATAREA RESERVE AND EASEMENT OVER PART OF THE RESERVE

PURPOSE OF THE REPORT

The purpose of this report is for the Waitakere Community Board to consider classifying part of the Taumatarea Reserve as a local purpose (esplanade) reserve and to consider granting an easement in respect of a staircase that has been built over the reserve from private land to the foreshore.

BACKGROUND

Staircase

In approximately 2000 a staircase was built on the boundary of 104 Kauri Point Road, Laingholm (the property) over the Taumatarea Reserve and onto the below foreshore.

Council approval for the staircase was not sought.

Council wrote to the owners of the property between 2000 and 2004 requesting the owners to remove the staircase from the reserve on the basis that Council approval had not been sought or given for the structure.

Council finally required the staircase to be removed by 22 December 2004.

A boatshed had also been built on the foreshore at the base of the staircase - and Council noted that Auckland Regional Council approval had not been granted for this.

Coastguard Request to Use Staircase and Boat Shed

The Manukau Volunteer Coastguard emailed Council on 6 December 2004 advising that the owner of the property had offered to gift to the Coastguard a new vessel, the use of the boatshed as well as the use of the staircase and access through the property.

However, the owner of the property advised the Coastguard that Council required the removal of the staircase - and therefore the Coastguard would need to obtain Council approval to use the staircase.

In a further email from the Coastguard to Council on 21 December 2004 the Coastguard set out its goals for using the new vessel and boatshed as part of setting up a maritime school providing water safety training courses.

The Coastguard stated that it intended to provide a facility similar to the marine rescue centre in Auckland. This included teaching basic boating and water safety to the public and local schools as well as to provide a specialist coastguard training facility for new crew and skippers. This is especially important because of the extreme conditions presented in the Manukau Harbour and Manukau Heads.

The Coastguard indicated that the new vessel and boatshed will be crucial to setting up and providing a maritime school. The Coastguard currently does not have the funding or space to provide for or store a new vessel.

STRATEGIC CONTEXT

Council has stated in its Strong Communities Strategic Platform that it has a commitment to the people of Waitakere City to ensure they feel safe and that there is a strong sense of community.

The establishment of a maritime safety training facility is important for Waitakere City as many people use the Manukau Harbour and the West Coast beaches for recreational purposes. The Coastguard is often required to provide search and rescue services. The provision of these services will ensure that people feel safe about using the harbour and the beaches.

Also, the Reserve Management Plan adopted by Council in August 2001 in respect of the Manukau Harbour Foreshore, in policy 4.2.1, sets out Council's commitment to retaining existing coastal structures on the foreshore that will allow for enhanced recreational access to the coastal environment and harbour.

ISSUES

Approvals Sought

The water safety training facility to be offered by the Coastguard is supported by Council and Community Board approval is therefore sought:

1. To classify Taumatarea Reserve as a local purpose (esplanade) reserve under the Reserves Act 1977; and
2. To grant an easement to the owner of the property over the part of Taumatarea Reserve on which the staircase is located (once the reserve has been classified), the granting of which will be conditional on the owner of the property obtaining all necessary engineering and safety reports, building consent and resource consent in respect of the staircase and the boat shed including any Auckland Regional Council consents; and

3. on the basis that the conditions set out in item 2 above are completed, to grant an easement to the owner of the property and to impose conditions on the owner of the property including:
 - (a) To permit the Coastguard and its authorised associates to use the staircase at all times;
 - (b) To pay for any maintenance of the staircase including any costs arising out of the consents referred to in item 2 above;
 - (c) To commission and pay for the costs of surveying the area of the easement over the reserve; and
 - (d) To pay for and install a gate at the bottom of the staircase to prevent any unauthorised access to the staircase.

The Coastguard will also require access to the staircase through the property. However, the terms of the easement may only relate to the easement itself - and therefore Council cannot impose a condition on the owner to allow the Coastguard access through the property.

However, in consideration of granting an easement over the reserve to the owner of the property, Council will require the owner of the property to contemporaneously grant an easement over the property to the Coastguard to access the staircase.

Classification of Reserve

The part of Taumatarea Reserve on which the staircase is located (lot 371 on deposited plan 17523) was originally created as a "plantation" reserve under section 16 of the Land Act 1924. The reserve is therefore a "reserve" under the Reserves Act 1977 - but has not been classified.

The reserve now must be classified to enable Council to grant an easement under the Reserves Act. The Reserve Management Plan for the Manukau Foreshore adopted in August 2001 provides for the management of reserves in the Manukau foreshore including the Taumatarea reserve.

The management plan recommends in policy 8.1 that all reserves are classified according to their existing use. It is considered that the existing use of the reserve is essentially as an esplanade reserve as it runs adjacent to the Manukau foreshore.

As such, it is recommended that the reserve is classified as a local purpose (esplanade) reserve under section 16(2A)(c) of the Reserves Act by:

1. Resolution of the Waitakere Community Board; and
2. Notice of classification to be provided to the Department of Conservation.

Easement

An easement may be granted under section 48 of the Reserves Act. Under this section Council may with the consent of the Minister of Conservation grant an easement over any part of a reserve "for any public purpose".

The purpose of providing an easement over the reserve is to allow the Coastguard to access the boatshed on the foreshore in which the Coastguard will store its new vessel.

The Department of Conservation has confirmed that this is a "public purpose" on the basis that the Coastguard will be using the staircase to access the boatshed in which it will store its new vessel and which will be used in providing a maritime safety facility as well as search and rescue.

Also, section 48(2) of the Reserves Act requires Council to give public notice of its intention to grant an easement prior to the easement being granted, unless under section 48(3):

- (a) The reserve is not likely to be materially altered or damaged by the easement; and
- (b) The rights of the public in respect of the reserve are not likely to be permanently affected by the easement.

The granting of an easement in respect of the staircase is unlikely to materially alter or damage the reserve. This is because the construction of the staircase fits within the form of the reserve – it is built through dense bush and down a steep cliff face to the foreshore.

Further, it is considered that the rights of the public are not likely to be affected by the easement as the public are still able to access the reserve around the top and bottom of the staircase. It is also noted that the staircase has been built through a dense bush area. It is understood that, as a result the public do not generally walk through the reserve – but instead walk around the foreshore.

In order to create the easement Council must execute a memorandum of transfer and an easement certificate and register these under section 90 of the Land Transfer Act 1952.

CONCLUSION

The Coastguard will be providing a valuable maritime and water safety training facility to the Waitakere community including the general public, local schools and other people interested in undertaking skipper and crew courses.

The training courses will contribute to the safety of the wider public in the Manukau Harbour and West Coast beaches.

In order to establish such facility it is recommended that the Waitakere Community Board approves the classification of part of the Taumatarea Reserve as a local purpose (esplanade) reserve and the granting of an easement in respect of a staircase that has been built over the reserve from private land to the foreshore.

RECOMMENDATIONS

1. That the Classification of Part of Taumatarea Reserve and Easement over Part of the Reserve report be received.
2. That it be recommended to Council that part of Taumatarea Reserve, being lot 371 of deposited plan 17523, be classified as a local purpose (esplanade) reserve under section 16(2A) (c) of the Reserves Act 1977 and that the Minister of Conservation be given notice of such approval.
3. That the Chief Executive Officer be given authority to seek the consent of the Minister of Conservation under section 48 of the Reserves Act 1977 to grant an easement in respect of the staircase located on lot 371 of deposited plan 17523, which is part of Taumatarea Reserve.
4. That the Chief Executive Officer, subject to satisfactory engineering and safety reports and building and resource consents being obtained, be given authority to execute and register an easement under section 48 of the Reserves Act 1977 in respect of the staircase located on lot 371 on deposited plan 17523, which is part of Taumatarea Reserve, in favour of the proprietors of lot 2 of deposited plan 109421, being 104 Kauri Point Road, Laingholm, Waitakere City.

5. That in accordance with section 48(3) of the Reserves Act 1977 Council is not required to give public notice on the basis that the reserve is not likely to be materially altered or permanently damaged by the easement and the rights of the public are not likely to be permanently affected by the easement.

Report prepared by: Huia Kingi, Community and Reserves Legal Officer, Parks and Planning.



12 **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.

WAITAKERE COMMUNITY BOARD APPOINTMENTS

OUTSIDE ORGANISATIONS	APPOINTMENT
Auckland Region and Far North Community Board Association Executive Committee	Christine Shepherd Diane Goodley
Waitakere Citizen Advice Bureau	Diane Goodley
Keep Waitakere Beautiful	Christine Shepherd Sharon Davies (alternate)
Huia/Cornwallis Local Water Agenda Steering Group	Robin Taylor Diane Goodley
McLaren Park Community Project Steering Group	Diane Goodley
Piha/Karekare Local Water Agenda Steering Group	Kubi Witten-Hannah Robin Taylor
The Weedfree Waitakere Trust	Diane Goodley
West Coast Plan Liaison Group	Monique Davis
Council/Police Liaison Group	Kubi Witten-Hannah
COUNCIL COMMITTEES	
Community Sport Fund Allocation Subcommittee	Monique Davis Diane Goodley
Hearings Committee	Robin Taylor Kubi Witten-Hannah
Kay Road Balefill Site Management Committee	Sharon Davies
Street Events Subcommittee	Monique Davis

