

NOTICE OF MEETING

WAITAKERE COMMUNITY BOARD

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

DATE: Tuesday, 5 December 2006 **TIME:** 7.00 pm

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

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

pp.



29 November 2006

Nigel Mercur
**PROJECT OFFICER/COMMITTEE
SECRETARY**

Telephone (09) 836 8000 extn 8925

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, 6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE,
ON TUESDAY, 5 DECEMBER 2006, COMMENCING AT 7.00 PM.**

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WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE,
ON TUESDAY, 5 DECEMBER 2006, COMMENCING AT 7.00 PM.**

1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - Tuesday, 31 October 2006

RECOMMENDATION

That the minutes of the Meeting of the Waitakere Community Board held on Tuesday, 31 October 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

A AUCKLAND REGIONAL COUNCIL UPDATES

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

B ECO DESIGN ADVISOR

Fred Braxton, Waitakere's newly appointed Eco Design Advisor, will give a presentation to the Waitakere Community Board about the Eco Design Advisor service and what it can offer to homeowners, builders and designers.



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

Welcome to the last Waitakere Community Board Meeting for 2006.

It's been an interesting, if not at times frustrating, year. On a citywide basis we've had the move to the new Council building in Henderson, the Representational and Boundary Review for which we are still waiting a decision, more recently we've had the Auckland 'One City' discussions, we're still unconvinced the tolling of the North Western Motorway is going to be a plus, more likely to be a minus, and of course the Eden Park versus Waterfront debate, glad to see Eden Park won, after all it is the internationally recognised Home of Rugby in New Zealand!!

On a more involved Ward level we have had some very healthy debate and some tough decisions to make this year, there are some that are still pending decisions and others that were easy to make. It's not easy being a Community Board member at times with nights and weekends often spent fulfilling obligations away from families and friends but we are coming up to Christmas and a well deserved break for everyone.

Waitakere Takes World Gold at Environmental Awards

Congratulations to Councillor Penny Hulse who was in the City of Hangzhou, China to front Waitakere City's entry in the LivCom Awards, the world's only awards competition which focuses on Best Practice in managing the local environment. The objective of LivCom is to improve the quality of life of individual citizens through the creation of 'liveable communities'.

Waitakere City was declared the winner of the "Liveable Community" award and was also silver medallist in Environmentally Sustainable Project Award - for its work on legislation to protect the Waitakere Ranges from further unsustainable development.

Not only was Waitakere City declared the winner of the award but Penny separately received a gold medal for the quality of the presentation she made to the judging panel.

Well Done Penny we are extremely proud of you!!

The Council also won the silver award in the Environmentally Sustainable Project section. This award is for work in the area of environmental rehabilitation and it was successfully argued that Waitakere City have such programmes going on in the Waitakere Ranges, but none of them will last without protection of the environment itself. Waitakere submitted that the Waitakere Ranges Heritage Area Bill now being considered by Parliament provides that protection.

Betty Hanson's 90

I would like to acknowledge Betty Hanson who recently celebrated her 90th birthday. Betty retired from local body politics after the last triennium on the Waitakere Community Board but has retained a very health and active role within her own Piha community.

I'm sure the Board join me in wishing Betty all the best in her 90th year and for the festive season coming up.

Update on Community Halls Review

The Community Halls Review is just about complete with the contractors working on the final compilation and editorial tasks related to pulling together the report. It is anticipated this report will be available to the halls and general public in January/February once the document is approved by Council.

The next step will be an onsite visit and an internal analysis process conducted by Councils Property Assets team, the intended outcome being a proactive (rather than reactive) asset management plan for each of the community halls.

It is therefore expected that any reports with individual hall recommendations from the next step analysis stage will be presented to the Community Boards in March/April 2007.

Although the review has taken longer than originally anticipated at the outset, I am told the preliminary results now coming through are all encouraging with positive outcomes forecast.

2007 Community Board Conference – June 7, 8 & 9

You should have all now had your first notification for next years conference being held in Manukau City.

Gayle Marshall, New Lynn Community Board, and I (with Charlie Inggs attending when we were not able to) have been attending the organising committee meetings at Manukau City Council on a fortnightly basis and can certainly recommend your attendance.

The theme of the Conference is "Leading Safer Communities" and it is hoped that the attendees for the conference will be Mayors, Councillors, Community Board members, and other agencies such as Police, Ministry of Justice, Fire Service and Emergency Management Civil Defence.

Our February agenda will be formally asking Board members to put their names forward to attend, however I would like to take from this meeting any expressions of interest in attending the conference.

Well that's it from me for 2006, I wish the Board, staff and members of the community a very Merry Christmas and a Prosperous New Year ☺.





RECOMMENDATIONS

1. That the Chairman's Report be received.
2. That the Waitakere Community Board congratulates Councillor Penny Hulse on her achievements on behalf of Waitakere City at the LivCom Environmental Awards.

Christine Shepherd, JP
CHAIRMAN



7 COMMITTEE SECRETARY'S REPORT

Issue	Comments	Reporting Council Officer
Ranui Station Toilet and Landscaping Officer's Report	The project has progressed well and practical completion occurred in November 2006.	Roscoe Webb  836 8000 Ext 8768
Claude Abel Pond Reserve, Piha Officer's Report	Funding has been allocated in the 2006/2007 Annual Plan for obtaining consent for the Claude Abel Pond only. The City Development Committee and the Waitakere Community Board approved the mechanical removal of the lilies using an excavator mounted on a barge. The consent process will continue throughout November 2006.	Tracey Hamilton  836 8000 Ext: 8969
Gorse Management for Piha Road, Piha 31 August 2004 Resolution No. 1619/2004	Stage one of the project is complete. The contract is currently being prepared for stage two, which entails the clearing of a further section of Piha Road	Helen Swinburne  836 8000 Ext: 8758
Piha Footbridge Officer's Report	The Bridge Evaluation Panel met on Tuesday, 3 October 2006 and unanimously voted for The Story of the Eel as the preferred design for the Piha Domain Footbridge. The concept design will be developed into a detailed design and presented to the Bridge Evaluation Panel for their approval. A report will then be submitted to Waitakere Community Board and the City Development Committee. The intention is to carry out physical works in September/October 2007.	Debbie Chapman  836 8000 Ext: 8303

Issue	Comments	Reporting Council Officer
<p>Waitakere River Realignment Officer's Report</p>	<p>The development of detailed designs and consent applications for the installation of bio-degradable sand bags and planting along the river bank adjacent to the Bethells Beach Surf Club is currently underway. The removal of sand will continue in order to prevent further erosion until the above-mentioned measures are in place.</p>	<p>Debbie Chapman ☎ 836 8000 Ext: 8303</p>
<p>Kitewaho Reserve Walkway Officer's Report</p>	<p>The resource consent lodged for vegetation clearance was granted in November 2006. The consent allows for only a simple bush track with a wood chip surface. Construction is anticipated to commence in February 2007.</p>	<p>Andreas Lilley ☎ 836 8000 Ext: 8553</p>
<p>Karekare Toilets and Wastewater System Upgrade Officer's Report</p>	<p>A pre-application meeting was held in November 2006 with Council to discuss the consent application. Resource and building consent will be lodged by the end of December 2006.</p> <p>Feedback is being sought from the Karekare community on the two concept design options for the toilet block. A summary of the submissions is being presented in a separate report to the Waitakere Community Board at this meeting.</p> <p>The works will be publicly tendered in February 2007.</p>	<p>Andreas Lilley ☎ 836 8000 Ext 8553</p>
<p>Bethells Beach Public Toilet Officer's Report</p>	<p>Funding of \$70,000 has been provided in the 2006/2007 Annual Plan for the upgrade of the Bethells Beach Public Toilet.</p> <p>A concept design was presented to the Waitakere Community Board and City Development Committee at their October 2006 meetings. The designs were approved at both of these meetings.</p> <p>Building consent has been granted and physical works will commence through November and December 2006.</p>	<p>Tracey Hamilton ☎ 836 8000 Ext 8969</p>
<p>Swanson Station Park Development Officer's Report</p>	<p>Pergola construction began in November 2006 and is expected to be completed by early December 2006. The revised building consent was granted in November 2006.</p> <p>Partial practical completion has been issued to the contractor for all works excluding the pergola construction.</p>	<p>Andreas Lilley ☎ 836 8000 Ext 8553</p>

Issue	Comments	Reporting Council Officer
	<p>Minor improvement works are also scheduled for completion in November 2006 including barriers at the skatepark entrance, skatepark boundary fencing with Challenge, and informal seating around the skatepark.</p> <p>A recycling and rubbish bin combination called the Recyclopose will be installed near the skatepark to encourage sensible rubbish disposal. The unit has been trialled by Cleaner Production with positive results outside the Henderson Library and promotes recycling of cans and bottles as well as providing for rubbish disposal. The unit will be installed in December 2006.</p>	
<p>Community Board Minor Parks Projects Officer's Report</p>	<p>Notification has been sent to all applicants advising them of the outcome of the October Community Board meeting.</p> <p>The status of each project is as follows:</p> <p>Park on corner of Bruce McLaren Road and Posa Avenue - The seat has been installed. Planting is scheduled to be carried out in December 2006.</p> <p>Swanson Station Park - Fence is scheduled to be installed in December 2006, and installation of the water fountain has been delayed until a water meter has been put in place.</p> <p>Township Park - Picnic table and bench seat is scheduled to be installed in December 2006.</p> <p>Te Henga Reserve - Meetings that were scheduled to take place in November 2006 to determine the project details have not yet been held.</p> <p>Les Waygood Park - Meetings intended for November 2006 have been delayed. Location and type of path have yet to be confirmed.</p> <p>Nicolas Reserve - Neil Allport representing Oratia Ratepayers and Residents Association, has chosen two pieces of play equipment. The date for installation has yet to be confirmed.</p>	<p>Laura Mitchell/ Katharine Slack ☎ 836 8000 Ext 8779</p>

Issue	Comments	Reporting Council Officer
<p>Les Waygood Preschool Playground Sunshade 4 October 2005 Resolution No. 1847/2005</p>	<p>An application for resource consent has been lodged to obtain approval to work within the Road Reserve along with a building consent for the shade cloth poles.</p> <p>Physical works will be delayed until the resource consent is obtained.</p>	<p>David Barker  836 8000 Ext 8306</p>
<p>Piha Domain Playground Upgrade 3 October 2006 Resolution No. 1902/2006 Waitakere Community Board 5 October 2006 Resolution No. 1973/2006 City Development Committee</p>	<p>The recommendation that was proposed in the report submitted to the Waitakere Community Board on Tuesday, 3 October 2006 and the City Development Committee on Thursday, 5 October 2006 was adopted.</p> <p>The upgraded facility will be in the same location as the current facility but with an expanded footprint. The working party set up as per the recommendation of the Waitakere Community Board on 3 October 2006, met on 16 October 2006 and agreed the final design for the style and type of equipment and a safer surface.</p> <p>Resource consents shall be obtained and the contract for works tendered. The intention is to carry out the physical works in March 2007.</p>	<p>Tracey Hamilton  836 8000 Ext 8969</p>
<p>Bethells Beach Wastewater System Replacement/Surf Club Connection Officer's Report</p>	<p>At the August 2006 meeting of the City Development Committee a report was presented outlining the implementation issues of a combined wastewater system with the Bethells Beach Public Toilet and Surf Club.</p> <p>The City Development Committee approved the combined wastewater system at no cost to the Surf Club and also authorised funding for the connection of the Surf Club from funding for the Bethells Beach public toilet wastewater system.</p> <p>Council has applied for resource consent and will update the community with the design of the combined system during December 2006.</p>	<p>Tracey Hamilton  836 8000 Ext 8969</p>
<p>New Bus Route Changes in Western Heights Officer's Report</p>	<p>The current 09 Flyer route starts at Sturges Road Station, via Sturges Road, right into Harvest Drive, left into Summerland Drive, straight ahead into Palomino Drive.</p>	<p>Paul Schischka  836 8000 Ext 8742</p>

Issue	Comments	Reporting Council Officer
	<p>The re-routed 09 Flyer route starts at Sturges Road Station, via Sturges Rd, right into Harvest Drive, right into Hillwell Drive, left into Waterstone Drive, left into Summerland Drive, straight ahead into Palomino Drive.</p> <p>The changed route will add one to two minutes on to the trip time, possibly more if the number of passengers using the service increases more than expected.</p>	
<p>Expressions of Interest in Attending the New Zealand Community Boards 2007 Conference Officer's Report</p>	<p>All Community Board Members should have received a postcard from the organising committee advising that this conference will be held at the TelstraClear Pacific Events Centre, Manukau City, from 7 to 9 June 2007, with the theme – "Leading to Safer Communities". Early Bird Registration closes on 28 February 2007. Expressions of interest are sought from Community Board Members who wish to attend. A formal report will be presented to all four Community Boards in February 2007.</p>	<p>Charlie Inggs ☎ 836 8000 Ext 8854</p>

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
<p>Community Hall Review</p>	<p>12 September 2005 Resolution No. 1737/2005</p>	<p>Further updates will be provided to the Board on the basis of requirement.</p>	<p>Kimberly Rees ☎ 836 8000 Ext 8559</p>
<p>Kiwi Trikers Move from Corban Green Reserve</p>	<p>Community Board Member's Request</p>	<p>Further updates will be provided to the Board on the basis of requirement.</p>	<p>Kimberly Rees ☎ 836 8000 Ext 8559</p>
<p>Piha / Karekare and Huia / Cornwallis Local Water Plans</p>	<p>September 2004 Environmental Management Committee</p>	<p>Further updates will be provided to the Board on the basis of requirement.</p>	<p>Tony Miguel ☎ 836 8000 Ext 8294</p>
<p>Project Twin Streams Four Monthly Progress Report</p>	<p>2 August 2005 Resolution No. 1468/2005 Last updated 31 October 2006</p>	<p>6 March 2007</p>	<p>Tony Miguel ☎ 836 8000 Ext 8294</p>

RECOMMENDATION

That the Committee Secretary's Report for Tuesday, 5 December 2006 be received.

Report prepared by: Nigel Mercuur, Project Officer/Committee Secretary.



8 VIRGINIA STREET, WESTERN HEIGHTS - NEW CENTRE LINE

PURPOSE OF THE REPORT

The purpose of this report is to seek the Waitakere Community Board's approval for a new centre line in Virginia Street, Western Heights.

BACKGROUND

A resident of Virginia Street, Henderson, has contacted Council with concerns regarding vehicles that use Virginia Street failing to keep to the left side of the road. The resident is concerned that vehicles crossing over the centre of the road create a potential collision hazard with oncoming traffic. The resident is also concerned about vehicle speeds in the street and believes that a marked centre line would reduce operating speeds.

STRATEGIC CONTEXT

Council's 'Integrated Transport and Communication' strategic 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.

Centre lines can be applied to calm traffic on roads by restricting vehicles to the left hand side of the road.

ISSUES

Virginia Street is a newly developed residential street in Western Heights which currently provides the only road connection to 155 residential properties. The carriageway of Virginia Street is six metres wide kerb to kerb and slopes down steeply from the intersection with Sturges Road. Additional road access to the properties currently accessed by Virginia Street will be constructed in the future as the surrounding land is developed.

As Virginia Street slopes steeply, there is a tendency to increase speed when driving down Virginia Street from Sturges Road. It also has a slight curve in the street and the street narrows down hill from Number 6 Virginia Street.

Marked centre lines can reduce vehicle operating speeds by narrowing the width of carriageway available to drivers and moving vehicles closer to the centre line. Centre lines also reduce the risk of head on collisions by reminding drivers when they are over the centre of the road and potentially in conflict with oncoming traffic.

A new centre line in Virginia Street is recommended. This marking will help to remind drivers of the requirement to keep to the left side of the carriageway.

A1

The location of the proposed new centre line road markings are indicated at page A1.

RESOURCES

The proposed new road marking can be implemented under the 2006/2007 Annual Plan maintenance budgets.

CONCLUSION

The proposal to install a new centre line Virginia Street is recommended to improve road user safety.

RECOMMENDATIONS

1. That the Virginia Street, Western Heights - New Centre Line report be received.
2. That in relation to **VIRGINIA STREET, WESTERN HEIGHTS:**
 - (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) That along the entire length of **VIRGINIA STREET** a new centre line be put in place along the centre of the sealed carriageway.
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 road marking.

Report prepared by: Jane Harris, Transport Assets Technician.



9 TASMAN VIEW ROAD, BETHELLS BEACH - NEW NO STOPPING PARKING RESTRICTION

PURPOSE OF THE REPORT

The purpose of this report is to seek the Waitakere Community Board's approval for new No Stopping parking restrictions in Tasman View Road, Bethells Beach.

BACKGROUND

Two local residents have raised concerns regarding vehicles parked in the Tasman View Road extension that provides access between the main carriageway of Tasman View Road and the accessway to Lake Wainamu. The residents are concerned that during the summer months many visitors to Lake Wainamu park their vehicles in this area and that these vehicles are causing an unreasonable obstruction to resident's access to their properties and the lake. The residents have requested that Council consider prohibiting parking in this area.

A2

The location of the Tasman View Road extension is shown in the attachment at page A2.

STRATEGIC CONTEXT

Council's 'Integrated Transport and Communication' strategic 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.

No Stopping At All Times controls can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

ISSUES

The width of sealed carriageway in the Tasman View Road extension varies but is around 4.3 to 4.5 metres wide in locations. A carriageway of this width is insufficiently wide to allow a heavy vehicle, for example a fire appliance or rubbish truck to pass a parked car unless the car is parked in the drainage channel or unless the heavy vehicle drives in or through the drainage channel. In most places in this part of Tasman View Road, if cars are parked on both sides at once then there will not be sufficient clear carriageway remaining for vehicles to pass between them.

A Council engineer visited Tasman View Road and met with the residents requesting the parking restriction. During this visit wheel tracks and damage to the drainage channel adjacent to the road was observed in a number of locations.

A3 Safety is of paramount importance and vehicles parked in any of the narrow portions of the Tasman View Road extension will restrict access by a fire appliance or ambulance. A letter from the Bethells Valley Rural Fire Station regarding this matter has been received and is attached at page A3. Residents also have a reasonable expectation that parked vehicles will not be permitted to block access to their properties. For this reason it is proposed that a No Stopping parking restriction be placed on both sides of the Tasman View Road extension.

The Tasman View Road extension is currently the closest public parking to Lake Wainamu, there are however alternative public parking areas off Bethells Road close to Bethells Beach within reasonable walking distance.

A consultation letter was sent to occupants of properties close to the proposed change. Two responses were received.

One respondent replied that they were in the process of developing their property and requested that Council delay implementation of the new restrictions until the start of summer to allow them time to form parking off the carriageway. This report has been presented in December 2006 to coincide with the start of summer.

A second respondent requested the restrictions be limited to the lower half of the Tasman View Road extension closest to the lake. This is not recommended by this report. A restriction in the lower half of the road only is likely to shift the issues with parked vehicles to the unrestricted half where the same issues exist.

A2 The location of the proposed changes is indicated at page A2.

DECISION MAKING

This proposal is presented with due consideration of relevant criteria, as promulgated in Section 77 of the Local Government Act 2002. This principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed new parking restriction can be implemented under the 2006/2007 Annual Plan road maintenance budgets.

CONCLUSION

The proposal to install a new No Stopping parking restriction in Tasman View Road, Bethells Beach is recommended to prevent parked vehicles blocking the carriageway.

RECOMMENDATIONS

1. That the Tasman View Road, Bethells Road – New No Stopping Parking Restriction report be received.
2. That in relation to **TASMAN VIEW ROAD, BTHELLS BEACH:**
 - (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 south kerb line of **TASMAN VIEW ROAD** starting from a point 26 metres east of the east edge of the vehicle crossing of **3 TASMAN VIEW ROAD** and extending east along the south edge of the carriageway to the edge of the vehicle access track to **LAKE WAINAMU** a new **NO STOPPING AT ALL TIMES** parking control be put in place.
 - (ii) on the north kerb line of **TASMAN VIEW ROAD** starting from a point opposite a point 16 metres east of the east edge of the vehicle crossing of **3 TASMAN VIEW ROAD** and extending east along the north edge of the carriageway to the edge of the vehicle access track to **LAKE WAINAMU** a new **NO STOPPING AT ALL TIMES** parking 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 restriction.

Report prepared by: Paul Schischka, Transport Engineer.



10 SUMMERLAND DRIVE - PARKING CONTROLS OUTSIDE SUMMERLAND PRIMARY SCHOOL

PURPOSE OF THE REPORT

The purpose of this report is to recommend to the Waitakere Community Board changes to parking controls outside Summerland Primary School to improve traffic safety in Summerland Drive, Henderson Heights.

BACKGROUND

Members of the community have raised concerns with regard to traffic safety in Summerland Drive. A meeting was held with community representatives on 8 November 2006 and the following work programme was adopted:

SUMMERLAND DRIVE SPEEDING ISSUES Control Measure Programme		
No	Actions	Time
1	Speed & traffic survey (tube counts)	Early December
2	Traffic signs installation	End of November 2006
3	Parking enforcements	Already started Friday 10 November
4	Pedestrian crossing investigation	Early December 2006
5	Public relation & education	Started already & on-going
6	Policing	On-going
7	Road geometry checks, safety audit and options for remedial measures	February 2007
8	Work programme for remedial measures	June 2007

STRATEGIC CONTEXT

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.

'No Stopping At All Times' controls can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

ISSUES

There have been three recent traffic accidents reported to Council by residents of Summerland Drive.

On Summerland Drive outside Summerland Primary School there is an indented parking bay. Six spaces in this bay currently have a P2, 'Two Minutes Parking Only', 8.30am to 9.00am, Monday to Friday parking restriction. This restriction was put in place to create a 'drop off and pick up' zone outside the school for use in the half hour immediately before the start of school.

It is proposed that this restriction be altered to make it applicable to the quarter hour period immediately after the end of school (3.00pm to 3.15pm, Monday to Friday). The restriction will also include a 'No Unattended Vehicles' restriction. The 'drop off and pick up' zone is only intended for very short stops to deliver and collect children. Drivers should not need to leave their vehicles to achieve this.

The area outside Summerland Primary School will be monitored and the effectiveness of the proposed changes will be reported back to the Waitakere Community Board in May 2007.

Decision Making

This proposal is presented with due consideration of relevant criteria, as promulgated in Section 77 of the Local Government Act 2002. This principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed new parking restriction can be implemented under the 2006/2007 Annual Plan road maintenance budgets.

CONCLUSION

As part of a comprehensive work programme to address traffic safety issues in Summerland Drive, it is recommended that changes to parking controls be implemented and monitored with reporting back to the Waitakere Community Board in May 2007.

RECOMMENDATIONS

1. That the Summerland Drive - Parking Controls Outside Summerland Primary School report be received.
2. That in relation to **SUMMERLAND DRIVE, WESTERN HEIGHTS:**
 - (a) that all existing parking restrictions or limitations currently applicable to **SUMMERLAND DRIVE** imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
 - (b) 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 **SUMMERLAND DRIVE** starting from a point 99 metres north along the kerb line from the point where the kerb line meets the north kerb line of **BROOKWOOD DRIVE** and extending to a point a further 36 metres north along the kerb line a new **P2, TWO MINUTES PARKING ONLY, 8.30AM TO 9.00AM AND 3.00PM TO 3.15PM MONDAY TO FRIDAY ONLY, VEHICLES MUST NOT BE LEFT UNATTENDED** parking 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.



11 **SEYMOUR ROAD AND TOWNSHIP ROAD, WAITAKERE - NEW TEMPORARY BUS STOPS**

PURPOSE OF THE REPORT

The purpose of this report is to seek the Waitakere Community Board's approval for two new temporary bus stops in Seymour Road and one new temporary bus stop in Township Road, Waitakere.

BACKGROUND

Council plans to establish new temporary bus stops to provide formalised bus stops near railway stations. This will enable buses to replace trains while work on the double-tracking of the Western Line is taking place, and in other cases when trains are replaced by buses. This will give certainty and reassurance to rail customers of service continuity. Currently buses replace trains in areas where double-tracking work is taking place on Saturdays and public holidays.

STRATEGIC CONTEXT

Council's 'Integrated Transport and Communication' strategic 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

Council and Stagecoach staff have travelled around the areas near the Seymour Road Rail Station as well as the Waitakere Rail Station and identified three locations as appropriate places to establish proposed temporary bus stops.

It is proposed to mark bus stops at the following locations:

1. On the east kerb line of Seymour Road between the vehicle crossings of number 34 and 36.
2. On the west kerb line of Seymour Road between the vehicle crossings of number 34 and 36.
3. On the west carriageway edge of Township Road opposite number 29.

A consultation letter was sent to occupants of properties adjacent to the proposed new temporary bus stops. No reply was received.

A4-A5 The locations of the proposed changes are indicated on pages A4 to A5.

Decision Making

This proposal is presented with due consideration of relevant criteria, as promulgated in Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed new temporary bus stops can be implemented under the Annual Plan 2006/2007 road maintenance budgets.

CONCLUSION

The proposal to install two new temporary bus stops in Seymour Road, and one new temporary bus stop in Township Road, is recommended to allow continuity of public transport services during disruptions to train services arising from the rail duplication project.

RECOMMENDATIONS

1. That the Seymour Road and Township Road, Waitakere - New Temporary Bus Stops report be received.
2. That in relation to **SEYMOUR ROAD, WAITAKERE:**
 - (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 east kerb line of **SEYMOUR ROAD** starting from a point on the south edge of the vehicle crossing of 34 **SEYMOUR ROAD** and extending south along the kerb line to a point on the north edge of the vehicle crossing of 36 **SEYMOUR ROAD** a new **TEMPORARY BUS STOP** parking control be put in place.
 - (ii) on the west kerb line of **SEYMOUR ROAD** starting from a point 30 metres north from the point where the edge of **SEYMOUR ROAD** meets the edge of **ROSANDICH DRIVE** extending west along the west edge of **SEYMOUR ROAD** to a point 15 metres further north a new **TEMPORARY BUS STOP** parking control be put in place.
3. That in relation to **TOWNSHIP ROAD, WAITAKERE:**
 - (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 **TOWNSHIP ROAD** starting from a point 70 metres further north from the point on the north edge of the north vehicle crossing of 2 **TOWNSHIP ROAD** and extending north along the edge of the carriageway to a point 15 metres further north a new **TEMPORARY BUS STOP** parking control be put in place.
4. 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: Jinjiang Zhong, Transport Engineer.



12 **PRESSURE STANDARDISATION PROGRAMME**

PURPOSE OF THE REPORT

The purpose of this report is to advise the Waitakere Community Board of plans to implement the second stage of a programme to standardise water pressure throughout the City.

BACKGROUND

One of the Council's long term strategic tasks in promoting Council as an "eco city" is to further reduce water demand in the city and to maintain a low level of water losses from the aging water distribution system.

As part of the Council's Water Cycle Strategy that promotes demonstrating sustainable water management solutions at a local level, Council successfully implemented the first stage of a pressure standardisation programme during the period from 1996 to 1999. Due to the success of this programme and other water loss initiatives, Waitakere City Council is recognised as one of the industry leaders in demonstrating good water management practice, particularly in the fields of pressure management and leak reduction programmes. Pressure management is now recognised as one of the fundamental elements of any innovative water demand and asset management strategy. This is due to numerous benefits which can be achieved by implementing pressure management. The benefits include:

- Demand Management:
 - Less consumption from pressure related uses of water;
 - Reduced leakage and fewer new leaks.
- Asset Management:
 - Extended useful life of infrastructure due to lower system pressure;
 - Reduced maintenance costs due to reduced frequency of main breaks;
- Customer Service:
 - Better service due to less water supply interruptions.

In order to build on the successes achieved, it is proposed to implement a second stage of the pressure management programme.

STRATEGIC CONTEXT

The Council's Three Waters strategic platform aims to establish Waitakere as a centre of innovative water management. One of the measures to achieve this is to further reduce domestic water use by 25% by 2025.

ISSUES

Pressure reduction, once introduced, has immediate benefits of reduced leakage and reduced number of water main breaks and bursts due to lower pressures. Water usage from taps is also reduced.

Active pressure control should be considered more as an ongoing, long term activity rather than as a one-off project. Since introducing the first stage of the City's pressure management programme in the late 1990's, it is recognised that there are further opportunities across the city for introducing pressure management, through a wider implementation of the initial programme, by improving existing schemes, and by introducing newly developed technologies. It is proposed to carry out a second stage of the pressure management programme over the next three years.

Wider Implementation of the Initial Programme

In the existing water distribution system there are still many parts of the network where service pressure is higher than 1,000 kPa. Due to the harmful effects of such excessive pressure on the network and customers' plumbing systems, in many countries the maximum allowable pressure is limited to 800 or 900 kPa. An acceptable minimum pressure is 250 kPa.

Areas of the City's network where pressures are still high and where pressure standardisation can be introduced are:

- Sturges Road Supply Zone where service pressure in the lower part of the zone is higher than 1,000 kPa. By splitting the sub zone into two parts, pressures in the lower part could be reduced
- Oratia Kaurilands Supply Zone where service pressure around the lower part of West Coast Road exceeds 1,000 kPa. Pressure in the lower serviced area could be reduced by having the trunk 250 mm line at West Coast Road used for service connections as well as a transit line;
- Titirangi Supply Zone where service pressures at lower levels, close to the coastline is between 1,000 and 1,300 kPa. By splitting the zone into two parts, pressure in the lower area could be significantly reduced;
- Glendene Supply Zone where service pressure close to the coast line is higher than 950 kPa. The zone could be split into two parts and pressure reduced in the lower part
- Huia Village Supply Zone where along Huia Road and Foster Avenue the pressure is higher than 900 kPa.

Improving Existing Operational Regimes

In parts of the City, the number of new customers has been growing more rapidly than in the rest of the system, and the actual size of these water supply zones is larger than optimal for efficient management of the network.

Water supply zones which provide service to more than 5,000 households should be further divided into smaller, better manageable sub-zones, where more efficient pressure regimes can be established, such as:

- Lincoln – Swanson Supply Zone which will serve more than 7,000 households. The zone could be split into two parts mainly along Swanson Rd, and on the eastern side, service pressure could be readjusted. Two additional automatic back up supply points could be established at Don Buck and Triangle Rd for improving security of supply to the overall area, and allowing better utilisation of the Massey Reservoir particularly during emergencies.
- New Lynn Supply Zone which currently provides water supply to approximately 5,000 households. The zone is expected to grow rapidly in the near future so it could be further subdivided and in the lower part close to the Whau estuary, pressure could be readjusted.

It is proposed to carry out the changes suggested above as part of the second stage of the pressure standardisation programme.

Introducing Newly Developed Pressure Management Technologies

Newly developed technologies for optimising the operational management of the water supply system are now available. These need to be carefully employed by applying a “field pilot test approach” prior to being permanently implemented in the Council’s network. Such technologies, mainly related to dynamic operational management of the network, can bring additional asset management benefits in the day-to-day operation of the system as well as reducing Council’s future capital expenditure for upgrading the network. Implementation is based on utilising pressure reducing controllers at the supply points for modulating pressure in the network on an hourly basis, aiming to maintain required levels of service at the critical points in the system. By introducing such measures, the following additional benefits can be achieved:

- Reducing the requirements for upgrading the capacity of distribution system – less need for constructing new pipelines to increase the capacity of the system;
- Reduction in leakage flow rates from the system by lowering pressure during the night;
- Improving security of supply in emergencies by allowing the on-line controlling of the level of service pressure as a contingency measure.

Due to the topography of the city, this advanced asset management technique could be potentially widely implemented in more than 60% of the system, particularly in New Lynn, Henderson, Lincoln - Swanson, West Harbour, and in the northern part of the city at Hobsonville Peninsula and Whenuapai. It is envisaged that the new technology will be introduced in three or four areas over the next three years as part of this second stage pressure standardisation programme.

Customer Relations and Fire Sprinkler Systems

The existing minimum level of service of 250 kPa pressure and 25 litres/minute flow at the meter to all customers will remain unchanged with this programme of pressure standardisation. The aim is to reduce excess supply pressure in the supply network and to properties. The proposed measures will be carefully planned using dynamic hydraulic modelling of the City’s network, and implemented on a staged basis.

The programme will be communicated to properties where changes are proposed as a ‘pressure standardisation programme’ as with the first stage of the programme. A letter with information about pressure management and the planned measures will be delivered to all affected customers. Public notification of the supply changes will also be made. Any customer complaints received relating to the programme will be promptly dealt with.

Throughout the implementation of the first stage of the programme, which affected around 40,000 properties, less than 1% of affected customers contacted Council with a pressure related complaint. All of these complaints were followed up promptly, with most fixed almost immediately. There were no outstanding issues that could not be resolved.

To ensure that existing fire sprinkler systems remain compliant after the pressure changes are made, a specialist fire engineer will be engaged to assess the impact of reduced pressures on the affected fire sprinkler systems. Where a problem exists, the Council will arrange the most cost effective means of overcoming the problem.

RESOURCES

The proposed programme can largely be implemented by Council water supply staff as part of the ongoing works programme. These staff have developed expertise and professional experience in implementing pressure management during the first stage of the pressure standardisation programme. There will be minimal engagement of external consultants.

It is proposed to implement the programme progressively over the next three years. Funding for the programme was identified and included in the 2006 – 2016 Long Term Council Community Plan. The proposed budget for the programme over the next three years is shown below.

Budget	2006/2007	2007/2008	2008/2009
Pressure Standardisation – Stage 2	\$90,000	\$85,000	\$95,000

CONCLUSION

Pressure management is now recognised as one of the fundamental elements of any innovative water demand and asset management strategy.

In order to build on the successes achieved from the pressure standardisation programme carried out from 1996 to 1999, it is proposed to implement a second stage of the pressure management programme.

Implementing this second stage pressure standardisation programme as outlined above will further contribute to reducing water demand for the City, by reducing water consumption and reducing leakage from the aging network. It will be a further step towards Council achieving its strategic objectives relating to demand management while also promoting the practice of sustainable water management at a local level.

The proposed measures will be carefully planned, communicated and implemented progressively as a staged defined programme over a three year period. Funding for the programme was identified and included in the 2006 – 2016 Long Term Council Community Plan.

RECOMMENDATIONS

1. That the Pressure Standardisation Programme report be received.
2. That progress reports be submitted to the Waitakere Community Board at critical stages of the implementation of the Pressure Standardisation Programme.

Report prepared by: Richard Taylor, Assets and Network Manager, EcoWater.



13 WAITAKERE WASTEWATER MASTER PLAN

PURPOSE OF THE REPORT

The purpose of this report is to provide the Waitakere Community Board with an update of the joint wastewater planning work carried out with Watercare Services Limited including a summary of the Waitakere Wastewater Master Plan completed in March 2006.

BACKGROUND

Wastewater services to properties in the urban area of Waitakere are provided jointly by Council and Watercare Services Limited (Watercare). Council provides the local collector systems including 47 pumping stations, and Watercare provides bulk wastewater transmission via trunk sewer lines including the main Western Interceptor and major pumping stations, treatment at its Mangere Wastewater Treatment Plant, and discharge of treated effluent into the Manukau Harbour.

The two wastewater networks are therefore inextricably linked, and any wastewater planning initiatives need to be carried out jointly if cost effective and efficient long term solutions for wastewater servicing are to be developed successfully.

In July 2005, Council and Watercare commenced a medium term wastewater strategy for meeting the City's new objective arising from the Water and Sanitary Services Assessment, of reducing the number of wastewater overflows by 50% by 2025. It was envisaged under this 20-year strategy that Watercare and Council would be able to successfully plan and provide for growth as well as addressing local issues and joint planning initiatives. The initial 20-year strategy was chosen as it represented a reasonable medium term planning horizon and enabled coordination with the annual Asset Management Plan being published by Watercare and the Metropolitan Urban Limit shift applications.

Following on from this work, in September 2005, Council and Watercare agreed to jointly develop a Waitakere Wastewater Master Plan that would address the longer-term issues and requirements of wastewater infrastructure and servicing of Waitakere. The design horizon for this study was 2050, which is consistent with other regional planning initiatives throughout the Auckland region. This report summarises the outcomes of this study.

The current Three Waters Project is an even longer term planning project being undertaken, covering integrated management of all three waters; water supply, wastewater and stormwater, from a regional perspective.

STRATEGIC CONTEXT

The Three Water's strategic objective of Council is that Waitakere will be a centre of innovative management of the three waters which includes wastewater services.

ISSUES

Objectives of the Waitakere Wastewater Master Plan

The 50-year strategic master plan was designed to address the following objectives:

- Reduction / mitigation of wastewater overflows from designed overflow structures and manholes;
- Meeting the requirements of local, legislative and regional drivers;
- Reduction in the adverse effects of inflow and infiltration through control methods;
- Allowance for growth to 2050 (flow based assessment);
- Optimisation of existing infrastructure; and
- Provision of wastewater treatment and disposal options for the City.

Key Issues

The population of Waitakere is projected to increase from 170,000 people in 2006 to over 300,000 people by 2050. This increase in population will place additional pressure on the existing wastewater system that will need to be managed effectively.

This issue has been compounded by the proposed Air Land Water Plan, which moves to place limitations on the amount and size of discharges from wastewater systems throughout the region.

Previous analysis of the wastewater system confirmed that:

- The existing wastewater system wastewater system is adequate for the City's current and future (2050) dry weather flow needs;

- There are some places within the City where the wastewater system is not meeting current wet weather flow needs and becomes overloaded. This will get worse as the City continues to grow;
- The main reason the wastewater system is not meeting Council's needs is due to:
 - Increased demands placed on the system through stormwater entering the wastewater system (infiltration and inflow);
 - Increasing environmental demands; and
 - Increase in wastewater generated.

A combined network model, initially developed in 1999, was used to identify the points in both the Watercare and Council networks where the system overflows during a rainfall event. The model allows for stormwater inflow and infiltration. Calibration of the model is achieved using recorded flow gauged information at critical points in the network, and hence areas with high inflow and infiltration have been identified over time based on actual flow gauged data.

Assumptions

The key assumptions made for the purposes of the study are:

- A 'containment standard' target of no more than two spills per year was adopted, based on the proposed Air Land and Water Plan;
- The system must provide capacity for all dry weather flows through to 2050 allowing for the forecast increased population, including growth in the NORSGA area; and
- Treatment of wastewater occurs at the Mangere Wastewater Treatment Plant site, although some options include treatment of wet weather peak flows at new treatment facilities located in the City.

Network Performance Objectives

A review of current council policies including local and regional policies together with a review of previous studies provided the basis for the development of the 50-year Wastewater Master Plan. A series of key system performance objectives were determined to allow the development of a planning process to meet these 50-year goals. The decision making process included the following performance objectives for consideration:

- **Reduction in Manhole Overflows:** An objective to aim for reduction of manhole overflows, to protect public health.
- **Environment Custodian:** A commitment to improve the environmental performance of the system in line with RMA principles.
- **Allowing for Growth:** Provision of adequate network capacity and wastewater treatment to ensure that growth within the City is not restricted.
- **Community Education:** A community that is informed and educated on water usage and the water cycle to reduce wastewater volumes at source.
- **Control on Inflow and Infiltration:** Controlling storm inflows entering into the wastewater system.
- **Efficient Asset Renewal:** Efficient programming for the renewal of the wastewater assets within the City.
- **Effective Operation and Maintenance:** Provision of an effective network operation and maintenance programme.
- **Engineering Goals:** Motivation to improve the system performance and definition of an achievable level of service.

- **System Performance Monitoring:** Development of a long-term programme for monitoring flow and environmental indicators to ensure the objectives are being met and to provide a baseline for measuring improvements.

Wet Weather Flow Capacity

The following summarises the findings from the modelling analysis undertaken with respect to the existing scenario with regards to wet weather flow capacity:

- The calibration exercise showed that the system suffers from a high level of groundwater infiltration particularly in Glen Eden, West Harbour, New Lynn, Massey and Henderson Valley;
- Nine overflows operated at least once during the system performance assessment using the 12 significant rainfall events from the 1999 typical year chosen. Three of these were Watercare overflows, the rest being high level Council network overflows;
- Predicted surcharging is most prominent in the Glen Eden, New Lynn and Swanson catchments.

Wastewater Option Types

There are three main methods for arresting flows at any point in a wastewater network to reduce overflows, they are:

- **Flow reduction** – This involves reduction of flows entering the wastewater system and solutions can address the dry weather or wet weather flow components. Examples of these types of options include demand management and inflow/infiltration control;
- **Attenuation** – Flows can be attenuated thereby reducing peak flows at sensitive points in the networks, thereby reducing overflows. Such solutions can include storage of excess flows until peaks in the wastewater system have subsided. These solutions often result in increased total conveyance volumes but at reduced flow rates over longer durations;
- **More Conveyance Capacity** – Provide more conveyance capacity downstream through upsizing of existing pipelines on existing liens or diverting existing flows down new pipelines.

The ultimate option is to provide an alternative treatment facility for Waitakere other than Mangere Wastewater Treatment Plant. This could be in the form of a new wet weather treatment plant, high rate treatment at the source or an alternative regional Wastewater Treatment Plant or a combination of.

Options Considered

The following options were considered as part of development of the master plan:

- Best Management Practices (operations based);
- Storage at overflow points;
- Inflow/ Infiltration Control;
- Rationalised Wet Weather Treatment;
- Storage at Woodbay;
- Rationalised Storage Tanks (includes storage tank at The Concourse)
- New Pipeline to Kelston;
- Glen Eden Tunnel Diversion;
- Diverting Rosebank flows to Avondale;
- The Concourse Storage Tank plus Duplication of Watercare Pump Station 25;
- Duplication of Major Trunk Sewers;
- Project Boost (Additional Watercare pump station and trunk sewer).

A6 A summary of the costs for the seven main options is presented in graphical form at page A6.

Report Recommendations

The report recommends that the most effective solution for Waitakere involves a hybrid combination of storage and/ or wet weather treatment, plus a targeted inflow and infiltration control programme. Rationalised storage with inflow and infiltration control is the preferred option at this time. Furthermore, the following projects are recommended for detailed investigation with a view to implementing projects based on priority super catchments:

- The Concourse storage tank;
- Upgrades of the South Lynn, New Lynn and Titirangi Branch sewers and local downstream storage;
- Upper Glen Eden Branch sewer upgrade and local rationalised storage; and
- Lower Glen Eden Branch sewer upgrade and local rationalised storage.

A7-A8 The overall 50-year wastewater strategy recommended in the report is outlined at pages A7 to A8.

The report states that the plan should be implemented and reviewed in line with the outcomes of detailed investigations and results of further analysis undertaken. This should include development of a joint flow monitoring programme and joint modelling studies with Watercare over the next two years. It is also recommended that all asset renewal programmes should be accompanied by an initial investigation into the source and extent of inflow/ infiltration problems, and should be targeted in areas of hydraulic and structural deficiency; and that Council should continue to encourage education into water usage, to maintain an environmentally responsible and sustainable approach to water and wastewater management. It will also be necessary to address the issue of infiltration and inflow from private drains and this will be reported back to the Waitakere Community Board.

Decision Making

A simple quadruple bottom line assessment of each option was carried out as part of the study, with scoring against social and cultural benefits, economic benefits and environmental benefits is included in Attachment A. All options included inflow and infiltration control as this programme is fundamental to managing wet weather peak flows.

The top ranked citywide option under this simplified quadruple bottom line assessment is to provide rationalised storage tanks with a targeted inflow and infiltration control programme, which includes implementation of The Concourse storage tank.

RESOURCES

There are no resource implications arising from this report. Detailed cost estimates will be prepared once the strategy has been adopted in principle and reported back to Council for approval.

CONCLUSION

In September 2005, Council and Watercare agreed to jointly develop a Waitakere Wastewater Master Plan that would address the longer-term issues and requirements of wastewater infrastructure and servicing of Waitakere. The design horizon for this study was 2050, which is consistent with other regional planning initiatives throughout the Auckland region. This report summarises the outcomes of this study.

The Waitakere Wastewater Master Plan states that the most effective solution for Waitakere involves a hybrid combination of storage and/ or wet weather treatment, plus a targeted inflow and infiltration control programme. Rationalised storage with inflow and infiltration control is the preferred option at this time. This includes the construction of a storage facility at The Concourse and in the New Lynn area. The report recommends that the plan should be implemented and reviewed in line with the outcomes of detailed investigations and results of further analysis undertaken. This should include development of a joint flow monitoring programme and joint modelling studies with Watercare over the next two years.

The proposed 50-year strategic plan recommended in the report outlines a programme to meet the key objectives outlined above in this report. The outcome confirmed current thinking, and is considered to be entirely appropriate and a sensible approach in moving forward. The outcome also confirmed earlier studies and work on the subject matter.

Further detailed reports will be submitted to the City Development Committee, Planning and Regulatory Committee, and Community Boards on various stages and implementation, including the following:

- Construction of storage tanks of the Concourse and New Lynn;
- Addressing infiltration and inflow from private drains.

RECOMMENDATIONS

1. That the Waitakere Wastewater Master Plan report be received.
2. That progress reports be submitted to the Waitakere Community Board at critical stages of the implementation programme of the Waitakere Wastewater Master Plan.

Report prepared by: Richard Taylor, Assets and Network Manager, EcoWater.



14 BOARD MEMBERS' REPORTS

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

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

OUTSIDE ORGANISATIONS	APPOINTMENT
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

